

10/2019
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THE MONTHLY MAGAZINE OF THE
MAZDA MX-5 CLUB OF VICTORIA & TASMANIA
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mxtra

Inside:

Our MX-5 30-year celebration
Chapter runs & Broadford sprints
Replacing your NA dial faces

30 years young ... and still winking!

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

10/2019

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Your Committee: 2019-2020

> President

Coral Campbell | (03) 5261 4816 (ah)
e: president@mx5vic.org.au

> Vice President / Social Media

Randy Stagno Navarra | 0409 210 872 (ah)
e: vicepresident@mx5vic.org.au
e: facebook@mx5vic.org.au

> Secretary / Website Administrator

Bruce Gray | 0478 219 856 (ah)
e: secretary@mx5vic.org.au

> Treasurer / Club Permit Officer

/ Assistant Club Captain – Social
Peter Dannock | 0408 522 093 (ah)
e: treasurer@mx5vic.org.au
e: clubpermit@mx5vic.org.au
e: social2@mx5vic.org.au

> Club Captain – Social

Richard Acfield | 0488 747 755
e: social@mx5vic.org.au

> Club Captain – Motor Sport

Gavin Newman | 0403 809 515 (ah)
e: captain@mx5vic.org.au

> Assistant Club Captain – Motor Sport

Paul Ledwith | 0491 097 269 (ah)
e: captain2@mx5vic.org.au

> Membership / Points

Will Campbell | (03) 5261 4816
e: membership@mx5vic.org.au

> Points Officer

Dave Collins | 0412 604 042 (ah)
e: points@mx5vic.org.au

> Merchandise / Social Media

Cary Warren | 0418 368 246 (ah)
e: merchandise@mx5vic.org.au

> mxtra / Website content

Murray Finlay | 0416 247 677 (ah)
e: editor@mx5vic.org.au

> Committee

Noel Heritage | 0407 301 099

> Central (Melbourne) - Chapter Captains

John & Katrina Palmer | 0428 306 392 (ah)
e: central@mx5vic.org.au

> Eastern Victoria - Chapter Captain

Peter Ferguson | 0419 108 128
e: eastern@mx5vic.org.au

> North-Eastern Victoria - Chapter Captain

Loz Thomas | 0409 639 718
e: north-eastern@mx5vic.org.au

> Western Victoria - Chapter Captain

Tony Stoffells | 0419 114 897 (ah)
e: western@mx5vic.org.au

> Northern Tasmania - Chapter Captain

Alana McDougall | 0429 808 798 (ah)
e: northtas@mx5vic.org.au

> Southern Tasmania - Chapter Captain

John Waldock | 0409 658 716 (ah)
e: southtas@mx5vic.org.au

> Motor Sport Classifications Officer

Russell Garner | 0403 996 694 (ah)
e: compliance@mx5vic.org.au

Clubhouse

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Cover image:

Some of the 66 NAs getting ready for (what we're claiming as) a world-record MX-ican Wave ... a highlight of our huge 30th Australian Launch anniversary event at Lardner Park on 6 October. Photo: Dianne Lindner

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> email: editor@mx5vic.org.au
> or post: **mxtra, Mazda MX-5 Club of Victoria & Tasmania, PO Box 8173, CROYDON VIC 3136**

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Coral's Catch-up ...

■ Coral Campbell – President, Life Member | president@mx5vic.org.au

Having been overseas on work and holidays for six weeks, I have little Club news to actually report on. I do have a couple of observations, however.

While in Italy, I don't think I saw one MX-5. I did see other sports cars, but not my favourite!

It was a different situation in the UK, however. While travelling across England and Wales, there were many MX-5s on the roads. Of course, where the opportunity presented itself, we (Grant and Saeko, Ken and Joan, Will and I – all members of our Club) struck up conversations with other MX-5 owners (British). All were delighted to talk about our MX-5s.

I arrived back to Australia only two days before our weekend event on 6 October. On the day of the Club's celebration of the 30th anniversary of the launch of the MX-5 into Australia, the weather was glorious. *What a relief!* I had been watching the weather forecast for almost a week, seeing it fluctuate from cold and wet to warm and sunny. With an anticipated 60-plus NAs due to attend the event and participate in a Mexican Wave with their headlights, poor weather could have really dampened the enthusiasm of the day (pun intended). Fortunately, the weather gods smiled on the event and favoured the planned activities.

The day commenced with several convoy runs arriving at Lardner Park from the Melbourne area. Other vehicles arrived at leisure. The event drew together a large number of members and their cars. Organisers Richard and Ferg had planned for cars to be grouped and displayed in models, with all NAs together in a semi-circle on the oval and the others sitting

with their own kind. With lots of yelling through megaphones, everything was in place and the Mexican Wave was successfully completed.

We moved indoors for a brief 'Welcome' and commenced lunch. This was followed by our guest speaker, former **Wheels** editor Peter Robinson, who provided a potted history of his experiences as a motoring enthusiast and writer. Some of his tales were extraordinary while others had us in fits of laughter. We followed his talk with the drawing of door prizes and the cutting of the 'birthday cake', before finishing with dessert.

Overall, the day and the event surpassed my expectations. As Club President, I was extremely proud of the way things went, and received many favourable comments from attending members. I applaud all the organisers and helpers, without whose efforts the day would not have progressed.

NatMeet 2020 – Registration closes at the end of October. There is still time to join other Victorians and other State members in this national event in NSW next year. For those registered, I will be in touch at the end of October to start organising aspects related to the Victorian members attending.

Remember, enjoy your Club but 'drive to survive',

Coral

For your diary ...

See the full calendar for details

October

- 19-20 *STAs* Annual Overnighter, Dover
- 20 *STAs* Day trip to Dover
- 20 *NTAs* Tiptoe Through the Tulips
- 27 *CEN* Great Ocean Road run
- 27 *WV* Run to the GO Road run
- 30 *EV* Chapter 8th Anniversary
- 30 *EV* Lunch'n'Lies, Beaconsfield

November

- 2 *MS* Sprints Rd 7: Phillip Island
- 10 *EV* ocixeM run
- 17 *CEN* Kinglake/Healesville run
- 17 *EV* Khanacross, Bryant Park
- 17 *WV* Run TBA
- 17 *STAs* Rob's Mystery run & BBQ
- 23 *Club* Shannons Classic, Geelong
- 23-24 *NEV* Omeo Gold weekend run
- 27-29 *EV* Exciting Eildon Experience

December

- 1 *CEN* Christmas run
- 8 *NEV* Christmas run
- 8 *MS* Sprints Rd 10 - Phillip Island
- 14 *STAs* Christmas run
- 15 *WV* Christmas run



Scene about ...



■ Photos: June & Keith Teeuw, John Waldock, Alana McDougall, Karen Bradshaw, Kevin Napthali, Ron Gillick, Geoff Roche





Gavin's Good Oil ...



■ Gavin Newman – Club Captain - Motor Sport | captain@mx5vic.org.au

Round 9 of the Essendon Mazda MX-5 Sprint Championship was held at Winton on 29 September and once again was well attended with 28 cars entered from our Club.

It takes a fair commitment to do the drive to the track and for many there's an overnight stay involved, but the social aspect of the traditional dinner at the *Northo Hotel* adds greatly to the overall enjoyment of the weekend.

There was the standard level of good-natured sledging and many of the problems of motor sport, and indeed the world in general, were addressed during the night.

On the Sunday, the entrants were rewarded with perfect conditions: plenty of rubber on the track from the preceding day's activities, cool air temperatures and sunshine. This led to five (*yes ... five!*) lap records being set in various classes, with a number of other drivers getting within a few tenths of previous records.

Clearly people were enjoying themselves as many did in excess of 40 laps, and David Adam set the record in this department posting a whopping 52 laps on the timesheets. All this without any major incidents – what a great day!

With two rounds to go, it is coming down to a two-horse race in the Championship with Simeon Ouzas ahead of Russell Garner by just 10 points. I'm sure both will be looking very closely at lap records for the final events, both at Phillip Island, as bonus points for getting close to, or bettering, the lap record for their class will likely determine the winner.

On that topic, Round 7 of the Championship is next up at the Island hosted by the WRX Club. No, that is not a typo: Round 7 follows Round 9 as it was the round that was deferred from the cancelled Sandown event from August. Entries are open via the WRX website. The last round follows around a month later, back at the Island.

Next Year ...

As scary as it sounds we are starting to consider the calendar for 2020.

We have some tentative dates from AROCA and will be looking at other factors such as the WRX calendar (when is it available), the Vic-Tas/NSW Interstate Challenge and possibly another road trip in the style of the very popular and successful *Tour de Tassie* from last year.

A number of people have expressed an interest in going to *The Bend* in South Australia (the new track at Taillem Bend) and, without making any promises or setting any expectations, it is something I will be looking at.

Of course everyone has their own preferences for what the calendar should look like, and our objective is to get a good mix of tracks, space the events out evenly, co-ordinate with other non-championship events like the 6- and 12-hour regularities, work in an interstate challenge, and keep everyone happy – easy!

Speaking of regularities, the Winton 12 Hour has just been run and details will be in the next *mxtra*. Our Club has a long history at this event and we had two teams competing again this year.

Unfortunately, I missed this one as it clashed with the *Bathurst 1000*. While I thought it was somewhat inconsiderate of Supercars not to coordinate their calendar with ours, I guess it couldn't be helped and a choice had to be made.

Until next time ...

*It's not the destination,
it's the journey*

Gavin





Membership

■ Dave Collins – Acting Membership Officer | membership@mx5vic.org.au

Current membership:

834

and rising fast!

Hello folks ...

Will promised that membership activity would be quiet whilst he was away.

Happily for the Club he was not correct: we have added another 12 new members this month, with another 22 renewing. That is over 70 for my "period of office" ... *busy busy*.

I wish a very warm welcome to our new members and, to those that have renewed, it's great to have you back. This will be my last report until Will's next break.

Central Chapter

Gary John Birt	2007 Sunlight Silver NC
Geoff Geist	2007 Black NC
James Heng	2018 Ceramic ND RF LE
Shuo Huang	2019 Machine Grey Metallic ND
Daniel Marris	2004 Black Mica NB

Mark Marris	2003 Brilliant Black NB
Karl McGrouther	1995 White NA
Vito Rivaloro	1989 Classic Red NA
Debmon Samanta	2016 Soul Red Metallic ND
David Schofield	1989 Velocity Red NA
Don Urquhart	1989 NA
Michael Williams	2002 Sunlight Silver NB

Eastern Victoria Chapter

Neil Kilner	2007 Copper Red NC
Trish Stewart	2018 Machine Grey Metallic ND

Love the ride & take care ...

Dave



Cool car!

Spotted in the US: With summer approaching how are you going to keep your car cool when you park it in the street? This driver in Woods Hole, Cape Cod has the answer. MX-5 owner innovation and versatility working again.

~ Max & Lesley Lloyd



Como here often?

And spotted in the piazza in Como, northern Italy.

~ Mary & Lori Merceica



Follow the Club on Instagram

■ Words: Peter Dannock



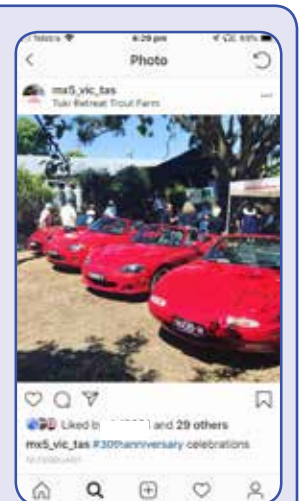
Instagram is a free photo and video sharing app available on Apple and Android phones, where the Club can share photos or videos with followers about the Mazda MX-5 and Club activities. You can also view, comment and like posts shared by members and friends.

We have two Instagram accounts to follow:

- » Follow the Club at [@mx5_vic_tas](https://www.instagram.com/mx5_vic_tas)
- » Follow the Club's motor sport at [@mx5_victas_motorsport](https://www.instagram.com/mx5_victas_motorsport)

If you need some more information about setting up an account on Instagram, click this link: <https://help.instagram.com/1642053262784201>

We look forward to you following the Club on Instagram soon.



30TH

ANNIVERSARY

30 Years On ... a record MX-ican

■ Richard Acfield – Club Captain - Social | social@mx5vic.org.au

Sunday, 6 October was chosen as the day to celebrate the 30th anniversary of the Australian release of the Mazda MX-5, and 270 Club members and guests assembled at Lardner Park near Warragul for the party.

A sizeable group took up the option of arriving with one of the five runs that were organised from Yarra Junction and Officer. These were organised by a dedicated band of volunteers who did a great job.

The volunteer parking marshals did an equally great job in directing 168 MX-5s to their parking areas without delay; not an easy task with five distinct parking areas.

The day kicked off with the Mexican Wave being performed by 66 NAs winking with their eyelid headlights. The cars were arranged in a 70-metre diameter circle and the fun commenced. We expected that numerous rehearsals would be required but after one go using 10 cars we leapt straight into it. The first go was NAs only, and the second included the five ND 30AEs.

You may be wondering how an ND can wink ... well, each 30AE was attended by two people, each holding an orange card over a headlight and lifting it on command. That was the plan anyway; the video will reveal that not everyone had listened to the briefing.

This was followed by the buffet BBQ lunch and the caterers did a fantastic job in feeding a huge amount of food, quickly and efficiently, to this large group.

Having satisfied our hunger we sat down to listen to our guest speaker, former *Wheels* magazine editor and international motoring journalist, **Peter Robinson**. Peter gave an amusing account of the early history of the MX-5 and his own career as a motoring writer (*including crashing a brand new yellow Lamborghini Diablo on a test drive!*).

Peter was introduced by Club Life member **Sue Ransom** who, as Mazda Australia's public relations 2IC in 1989, orchestrated the launch of the MX-5 into Australia and worked to establish all the State MX-5 Clubs. Another special guest was **Ginny Quist**, wife of Sue's boss at Mazda at the time, the late Mike Quist (after whom our Club Champion award is named).

The major door prize of a beautiful colour rendering of a red NA created by John Poletti was won by Peter Dannock, a popular result given how much Peter has put into the Club. This was followed by the cutting of our special 30th anniversary cake.

After a magnificent dessert spread was only partially eaten (due I'm sure to the size of the main meal), the car park slowly emptied ... leaving the organisers and some volunteers to reflect on what a great day it had been before they also drifted away. ■





Australian launch
30th Anniversary
- Lardner Park

Special thanks go to:

- » Richard Acfield and Peter Ferguson for their meticulous planning of the event, tireless preparation and Herculean effort on the day
- » David Salter and Bill Roder for planning the runs to the event, with assistance from Andrew Tate and Peter Dannock
- » Run Leaders Bill Roder, David Salter, Peter Dannock, Andrew Tate and Geoff Roche
- » Tail-end Charlies Arthur Howie/ Helene McAlpine, Bob De Bont, Keith and June Teeuw, Bryan and Jan Holman, Julian and Sandra Elliott
- » Rob Krygsman for assistance with research on the MX-5 generations
- » Peter Ferguson for the information displays on the four MX-5 generations, model specs, sales figures and VIN decoding, and to Rob Krygsman for assistance with research and to Murray Finlay for artwork
- » Mazda Australia for getting their cars to the event
- » numerous people who have gone to a lot of trouble to get multiple cars here and ...
- » Graeme Johnson for coming over from Tassie for the event.

Chapter chatter ...

8.9.19 | Eastern Victoria ■ Words: Mel and Rob Krygsman (mostly Mel!) ■ Photos: June & Keith Teeuw ■ Organiser: Bob





Collins

Including run leader, Bob Collins, 15 cars assembled at Moe McDonald's car park under damp and cloudy skies.

By the time coffees were had and we departed, our absent leader Ferg (*man flu*) had obviously had his traditional word to the weather gods and the sun was shining and tops were down.

We headed to Thorpdale and then across to Mirboo North with lots of bends and twisty roads to please the drivers and beautiful blossoms and wild flowers along the roads and in the paddocks to please the passengers and to remind us all that spring is finally here.

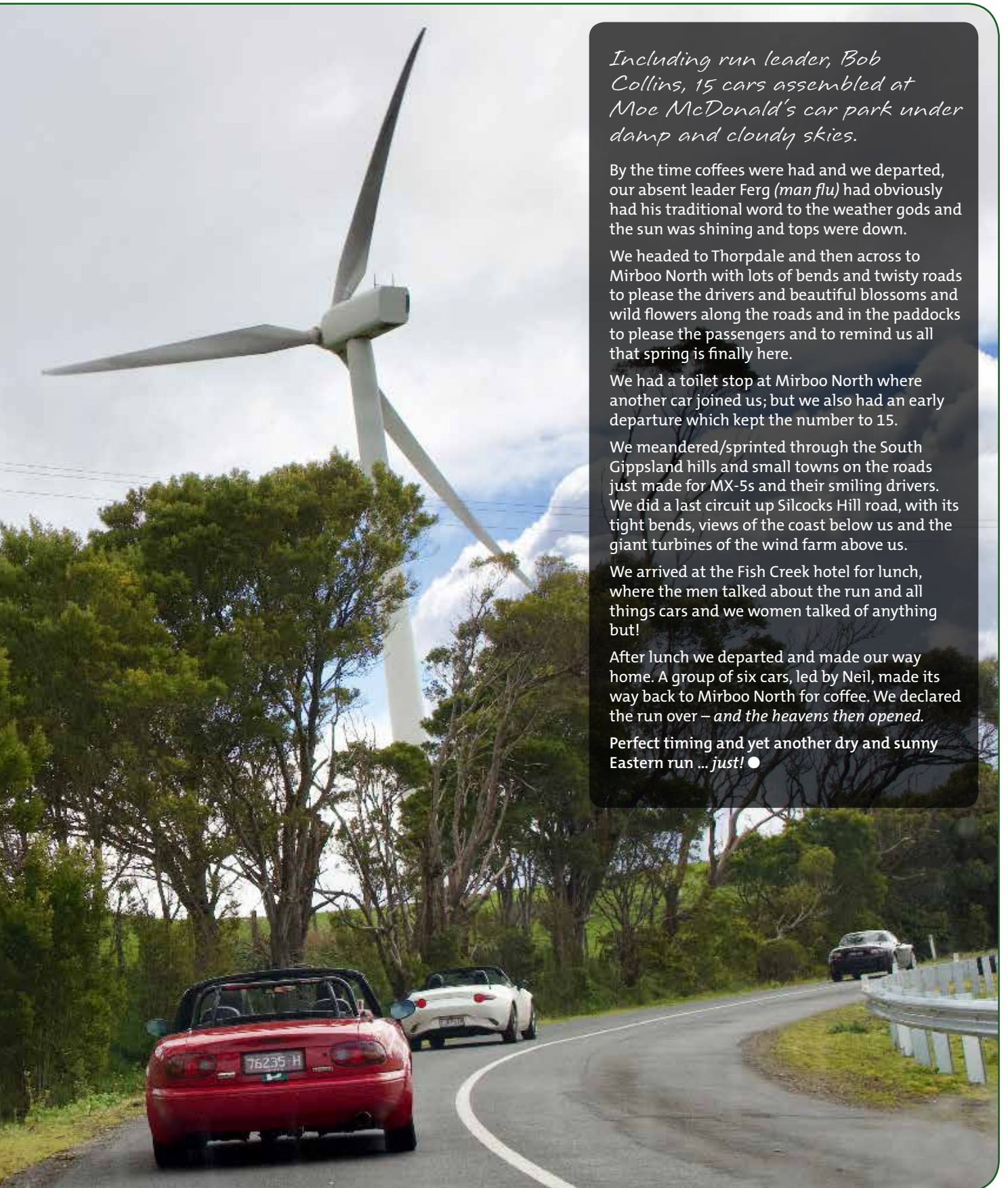
We had a toilet stop at Mirboo North where another car joined us; but we also had an early departure which kept the number to 15.

We meandered/sprinted through the South Gippsland hills and small towns on the roads just made for MX-5s and their smiling drivers. We did a last circuit up Silcocks Hill road, with its tight bends, views of the coast below us and the giant turbines of the wind farm above us.

We arrived at the Fish Creek hotel for lunch, where the men talked about the run and all things cars and we women talked of anything but!

After lunch we departed and made our way home. A group of six cars, led by Neil, made its way back to Mirboo North for coffee. We declared the run over – *and the heavens then opened.*

Perfect timing and yet another dry and sunny Eastern run ... *just!* ●



Chapter chatter ...

12.9.19 | Eastern Victoria ■ Words: John & Kira Moore ■ Photos: June & Keith Teeuw, Peter Ferguson ■ Organiser: John



Now this report may be a bit biased ... we're the event organisers, but we forgot to nominate a "volunteer" report writer before the start.

Meeting at *The Coffee Pod* in Warragul in bright sunshine set the mood for the rest of the day.

After refreshments we set off through the lovely rolling green hills of South Gippsland. Green grass, happy cows and full dams. What a difference from other parts of the state.

Arriving at Korumburra Brewery we just about filled the upper area. We felt sorry for the couple already there, as the noise level rose considerably with our arrival!

Pizzas were ordered, beer was drunk (responsibly, of course) and chatter continued. Brewer Phillip gave us a detailed talk on how and why he got into the brewing 'game'.

All in all a great day. See you next year! ●





Moore



Chapter chatter ...

15.9.19 | Central

■ Words: Richard Davis, on his first Club run ■ Photos: Keith & June Teeuw ■ Organiser: Peter Dannock



To be at Seaford for 9am would normally mean leaving home about 8.30, so I asked my wife: "Should I set the alarm for 6 or 6.30?" She replied, "Neither, 7.30 is fine." We compromised, and alarms were set for 7.25.

This was to be a first Club run for a new member with a car only obtained six weeks previously, and only driven twice – although the first run was from Adelaide, where the car was purchased (a 2014 NC with 31,000km).

I should say, at this point, it is possible to drive from Adelaide to Melbourne with a grin, and muttering "Why didn't I do this years ago?"

Nerves were on edge as I carefully drove into the car park of the *Riviera Hotel* in Seaford, the meeting place for the run.

I'd read all the Club rules, but kept thinking of all the things that could go wrong.

- » *Would I stall on leaving the car park?*
- » *Would I take the wrong road?*
- » *Was it possible to collide with the car in front?*
- » *Would the car behind collide with me?*
- » *Etc, etc, etc*

There were 24 cars gathered by start time and, with the weather "patchy", the decision was made by all to travel with tops down.

Many people came to talk to us, and we were made to feel very welcome

Being new to MX-5 ownership, I am not yet able to differentiate the different models, but was impressed with the condition of the gathered cars.

After a briefing by Pete on where we were going, where we would stop and where we could regroup, we set off, and apart from a fisherman (towing what looked like an ocean-going trawler) getting between me and the car in front of me, which caused some stress for a while, we made it to the car park on the Flinders foreshore some 80km later. There I was astonished to see what appeared to be the old-style *Le Mans start in reverse ...* where car doors were flung open and several of the participants then made a run for the toilet block!

After a damp morning tea, it was another 30km on to Arthurs Seat, but I was much more relaxed by now, and the driving-from-Adelaide grin had returned.

Any watchers would have wondered why the convoy went past our designated turn off to Browns Rd, drove another kilometre to a roundabout, did a 360, went back to Browns Rd, and made the turn. I was far too new to make comment, or ask "why" when we arrived at the end of the trip on the foreshore,

As mentioned previously, we were made very welcome, and have already booked on the Lorne run.

To any new members who have not done a run yet, my advice is to do it as soon as you can, and enjoy driving these great cars with a group of like-minded people. ●



30TH

ANNIVERSARY

■ Photos: Peter Ferguson, Jenna Perks, Dianne Lindner, John Poletti, Geoff Roche, Morgan Fisher, Bob de Bont, Margaret Cusack, Luke Reid, Karen Bradshaw, Murray Finlay



Australian launch
30th Anniversary
- Lardner Park

30TH
ANNIVERSARY



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.
Care and diligence	A Club member must act with care and diligence in the course of 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.
Lawful compliance	A Club member, when acting in the course of Club activities, must comply with all applicable Australian laws.
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.

Confidentiality	A Club member must maintain appropriate confidentiality about dealings that the member has with any sensitive matter that relates to the Club.
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.
Proper use of resources	A Club member must use the Club’s resources in a proper manner.
Undue advantage	A Club member must not make improper use of: <ul style="list-style-type: none"> – 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.
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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Chapter chatter ...



15.9.19 | Southern Tasmania ■ Words & photos: John Waldox ■ Organisers: John & Michelle Waldox

It's been a funny winter here in the deep south of Tasmania (yes, I know it's technically spring but September can be a fickle month here!).

Overall, the weather has been cold, wet and uninviting, so it was a wonderful surprise to rock up for the Orford run under clear azure skies and lovely sunshine.

A modest group of adventurers assembled for coffee and a chat before setting off towards Richmond and on to the Tasman Highway. With no notable events on this part of the run, a little bit of radio banter was always in the mix.

We were heading towards Buckland and a long stop as the run organisers had been overly generous with their time allowances for the trip.

At Buckland some of the group, egged on by the run leader, tried a local delight known as the crab stick, which is often found neglected at the back of the bain-marie. Expectations were high, and most were not disappointed with their snack, despite there being the distinct texture of tyre compound. Other brave souls gambled their intestinal fortitude and ordered dim sims, which went down a treat.

After this gastronomic adventure, spirits and expectations were high for the drive and our eventual lunch. The road is a lovely winding type, snaking its way along the Prosser River to Orford in a section known as *Paradise*. Drivers were eager, passengers were nervous and all was happiness until the last few kilometres, where a rush of MX-5 excitement drove headlong up against the dreaded caravan ... resulting in a crawl into Orford and our lunch destination.

Spirits were revived with lunch, chat and the presentation of a 10-year membership badge to Alan Dear.

Celebrations were also in order for Dave Pitt, who received his In Chapter Appreciation Award for his efforts as Assistant Chapter Captain. Congratulations to Alan and Dave. ●

Alan Dear (left) and David Pitt (right) with Chapter Captain John Waldox ➤



See more photos at mx5vic.smugmug.com

Chapter chatter ...

15.9.19 | Northern Tasmania ■ Words & organiser: Alana McDougall ■ Photos: Jill Steer, Bruce Harvey, Cheryl Murray,

Inspired by the Great Ocean Road drive which happens in Victoria, Northern Tasmania for the past couple of years have conducted their own version ...

... where we drag members out before daylight on a Sunday morning, meeting in a car park with the promise of a hearty breakfast along the way.

Fifteen cars set off along with usual grumbles: "It's too early", "The sun's in my eyes", "I'm hungry" ... BUT soon, with the first thrill for the day, *The Sidling* – well known for being a Targa Tasmania stage – all was forgotten.

After a quick pit stop/regroup at North East Park in Scottsdale, we set off for some more fun through the Derby Back Road to avoid the hustle and bustle of Derby which these days is the Mecca of mountain bike riding, a far cry from the tin mining of years gone by.

Next we tackled the Weldbrough Pass and Pyengana Hill, all with minimal traffic ... and many comments over the radios about how it was worth getting up early!

We stopped at Pyengana to regroup and check out the bushes. Also, Glenn and Mick checked out the river for possible fishing spots.

Breakfast of bacon and eggs was at *Bayside Inn* in St Helens, so with tummies full we headed out in search of more Targa stages. One just must drive Elephant Pass when down the East Coast, and on to Rossarden which, although a steep climb, is very much worth it.

Stopping at the gravel pit just out of the township, Bruce had the idea of having our cars parked to make the number 30 in commemoration of the 30th anniversary of our cars.

We had many attempts, lots of parking experts and lots of laughs, but I think we need more practice ... or maybe a drone to take our pictures. ●

Breakfast *by the* Beach





Alana McDougall, Trevor Simm, Cherie Gardner



See more photos at mx5vic.smugmug.com

Chapter chatter ...

22.9.19 | Western Victoria ■ Words: Sandra Domaschenz ■ Photos: Karen Bradshaw, Daryl Domaschenz ■ Organiser:

Oh, what a beautiful feeling, back in the MX-5 – and what a run we had.

There were 11 cars travelling together to the Melville Caves which were named after notorious bushranger *Captain Melville* who used the caves as a hiding place in the 1800s.

On the drive to the caves, passing through Dean, Kevin and Ross were behind a big old ute. The driver was a gentleman and pulled over for Kevin to pass ... but found the biggest puddle and Kevin and Ross had a mud bath while driving along. Daryl and Sandra were the only ones to see this and had a great laugh.

Morning tea at Hepburn Springs was time again for Pam's amazing home-baked cooking, along with good conversation with remarkable people.

Quote of the day from Kevin: *"Bloody Kids"*.

Our compulsory U-turn was purposefully to see Mick Jagger's *Tongue and Lips* on the side of a gum tree. Lunch was at the new Melville Caves campground which is only a few minutes' drive from the caves themselves. The new campground is large, with an undercover area featuring a beautiful long wooden table, and is surrounded with decorative stone blocks. There was enough room for all of us and more, but the family already there decided to leave ... maybe there were too many of us, or it was the loss of their serenity.

We did a short walk alongside incredible rock formations, past the well-structured lookout with breathtaking views, and through the fantastic caves, but we had to beware of uneven ground and rocks that hang over. Poor Pam stood up and hit her head and she didn't utter a word ... Alan came to her rescue and cared for her.

It was Karen's birthday that day, but she kept it quiet until we were leaving the caves. Happy Birthday to you, Karen.

Several cars left us at the caves to make their way to their home bases in Bendigo and Geelong, whilst the majority of us followed Tony and Pam. This time our U-turn was not pre-planned, but they're always fun. We ended up at the *Farmers Arms Hotel* in Creswick for a beverage and more terrific conversation.

Thank you to Tony and Pam who organise and drive our Chapter, and to those who came along. It was another wonderful day of driving, fun and friendship. Zoom Zoom. ●





Tony Stoffels



See more photos at mx5vic.smugmug.com

Chapter chatter ...

29.9.19 | North-Eastern Victoria ■ Words: Matt Henderson ■ Photos: Ron Gillick, Kevin & Carol Naphthali

There are few finer things to do on a sunny Spring morning than a run up to Mitta Mitta in an MX-5.

Ron and Marg Gillick were our super-organised guides (Rangers?), Kevin and Carol Naphthali and Ray and Lynne Harmer had radios and were willing Tail-end Charlies, and we were joined by Daryl and Anne Guest, new Club members from Tasmania.

We met in Yackandandah and completed a pass of Tallangatta and up to Dartmouth Dam. Spring conditions were perfect and the countryside a luminescent green.

We had plenty of time to appreciate this on the ascent to Dartmouth behind a station wagon being driven by the brake pedal. As luck would have it, after a 15-minute break and photo stop at the Dam, we followed it down again too.

Lunch was a short drive to a very scenic picnic spot beside a stream at Mitta Mitta. Like school children, we compared lunchboxes and Carol's Shiraz pie was deemed most enviable. Yackandandah's Gum Tree Pies was our final coffee stop after a cobweb-cleansing dash through Eskdale and Lockharts Gap.

While the drive was memorable, the company was a highlight. Thanks to Ron and Marg for leading the day's expedition, and to Kevin and Carol for photographing it.

Looking forward to meeting more members at the next one. ●





Organiser: Ron Gillick

Lake Dartmouth run



See more photos at mx5vic.smugmug.com

Broadford: BYO sunshine!

■ Words & photos: Craig Baird

Battle pack: Gareth Pedley, Randy Stagno Navarra, Matt Brogan, David Adam



2019 Essendon Mazda MX-5 Sprint Championship - Round 8 - Broadford, 7.9.19

There is a saying about the weather in Vicco: "If you don't like the weather in Victoria just wait 10 minutes".

For the Broadford round of the Essendon Mazda MX-5 Sprint Championship it was not uncommon to experience four seasons in one 10-minute run ... this was going to get interesting.

The day was run by the WRX Club and saw a limited field of 46 cars roll through the gates, 22 of them being MX-5s.

Drivers' briefing over and with the cars about to hit the track, it began to rain. Then moments later, a car turned itself inside out on the back straight and created what the officials were calling an "oil slick" ... which was soon transformed into a mound of oil soak.

As the day progressed the exit of Turn 2 – or is it 3 (the turn off the back straight) – was breaking up (the rain wasn't helping) and witches' hats appeared. But precipitation became the preoccupation; one driver was overheard saying, "I spent more time adjusting the wipers than I did changing gears".

Matt Brogan, in his red NC, rapidly became the MX-5 version of a weather vane in reverse. He had a worn set of tyres on his car on which he had completed the

Phillip Island 6 Hour. They did not have enough grip in the wet, so Matt would swap to a fresher set ... then the track would dry, so he would swap back ... only to see more rain. He kept rolling the dice, at one point riding up the embankment outside the exit of Turn 1. *He wasn't alone!*

Timotheus Van Duyk deserved some kind of reward for spending the day roofless, which was a nice counterpoint on track with Lucas Gordon running in his white RF. Russell Garner, Gavin Newman, Noel Heritage and Tim Meaden (in his white NA 1.6) showed that experience counts, quick and consistent in the changeable conditions.

The most entertaining battle pack on track was Matt Brogan, David Adam, Randy Stagno Navarra and Gareth Pedley (above) often running in close company. The fastest time of day came from this group.

I can't tell you much about Steve Williamsz, Peter Dannock, Simeon Ouzas and Stuart Dawson's day coz they were in my run group and my view was of them disappearing up the track. I had only been

here once before (it was zero degrees!), but improved my time by over two and a half seconds, which was good ... before a developing brake vibration which meant I had to park it prematurely, which was *not* so good.

David Adam was sneaky fast (sometimes smooth doesn't look fast), recording a 1:06.44 which was FTD. Ray Monik's black NB looks fast standing still, but he backed up the car's looks on track with a 1:08.35. To illustrate how competitive things were at the pointy end, just six tenths of a second covered Ray Monik, Russell Garner, Gavin Newman, Matt Brogan and Randy Stagno Navarra – *you don't get much closer than that!*

Broadford is great: a short technical track (perfect MX-5 territory), only an hour north of Melbourne, and with limited numbers and a short lap you are guaranteed lots of track time. By the end of the day Kutay Dal (and others) had done 45 laps or more!

I'm looking forward to going back, and maybe next time we should all take a couple of cans of sunshine with us! ●



Ray Monik



Matt Brogan leads Randy Stagno Navarra and Gareth Pedley



Noel Heritage

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.../continued

Round 8 results



2019 Essendon Mazda MX-5 Sprint Championship - Round 8 | Broadford 7.9.19

	1st		2nd		3rd	
Restricted Open	Ray Monik	» 1:08.3555	---	---	---	---
Super Modified	David Adam	» 1:06.4404 *	Randy Stagno Navarra	» 1:08.9315	---	---
NC/ND Modified	Matt Brogan	» 1:08.9078 *	---	---	---	---
NA/NB Modified	Russell Garner	» 1:08.6538 *	Gavin Newman	» 1:08.8959	Tom Whelan	» 1:11.9295
NB Clubman	Noel Heritage	» 1:11.9704 *	Steve Williamsz	» 1:12.8313	Peter Dannock	» 1:13.0424
NA Clubman	Kutay Dal	» 1:12.6978	---	---	---	---
Standard NC	Peter Whitaker	» 1:22.7845	---	---	---	---
Standard NB	Simeon Ouzas	» 1:15.2025	Stuart Dawson	» 1:16.5256	---	---
Standard NA	Craig Baird	» 1:21.0387	---	---	---	* New Club lap record

2019 Essendon Mazda MX-5 Sprint Championship - Overall Standings after Round 8 | 7.9.19

(corrected points)	1st		2nd		3rd	
Overall Champion	Simeon Ouzas	» 710	Russell Garner	» 695	Randy Stagno Navarra	» 605
Open	= Joseph Maccora / Brendan Beavis » 200		---		---	
Restricted Open	Ray Monik	» 435	Paul Ledwith	» 275	Tim Meaden	» 175
Super Modified	Randy Stagno Navarra	» 250	David Adam	» 200	Steven Cassar	» 100
NC/ND Modified	Matt Brogan	» 500	Randy Stagno Navarra	» 375	Alan Conrad	» 340
NA/NB Modified	Russell Garner	» 650	Dean Hasnat	» 395	Gavin Newman	» 270
NB Clubman	Max Lloyd	» 510	Peter Dannock	» 400	Noel Heritage	» 380
NA Clubman	Kutay Dal	» 575	Simon McLean	» 500	---	---
Standard NC	Robert Downes	» 450	Peter Whitaker	» 295	Ian Vague	» 250
Standard NB	Simeon Ouzas	» 700	Stuart Dawson	» 450	Matthew Cavell	» 285
Standard NA	Craig Baird	» 275	Robert Mason	» 160	Daryl Ervine	» 100



Peter Whitaker leads Mal Leigh

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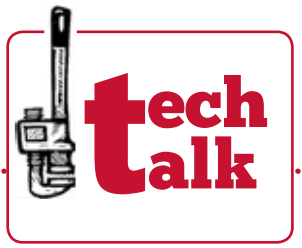
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The “goop” puncture repair



Words & photos: Mazda Australia - reprinted from mxtra, October 2010



1 Stop the car in a suitable area, turn on hazard lights, and unload luggage and passengers. Consult owner's manual.



2 Remove emergency flat tyre repair kit.



3 Shake the sealant well.



4 Remove cap from the bottle, and screw on the injection hose with the bottle's inner cap left on to break the inner cap.



5 Remove the valve cap from the flat tyre. Press the back of a valve core tool to the core of the tyre valve and bleed all the remaining air. Turn the valve core anti-clockwise to remove.



6 Remove the plug from the injection hose and insert hose on to the valve.



7 Hold the bottom of the bottle upright, squeeze bottle with your hands, and inject all of the tyre sealant into the tyre.



8 Remove the injection hose from the valve. Reinsert the valve core into the valve, and turn it clockwise to install it.



9 Attach the sticker that indicates completion of the tyre repair on a flat outer surface of the repaired tyre.



10 Attach the vehicle speed restriction sticker in a place where the driver can see it easily.



11 Attach the compressor hose to the valve.



12 Insert the compressor plug into the interior accessory socket and turn the ignition switch to the ACC position.



13 Turn the compressor on and inflate the tyre carefully to the correct pressure.



14 Once the tyre is inflated to the correct pressure, switch off the compressor and remove the compressor hose from the tyre valve.

Re-fit the tyre valve cap and collect the contents of the repair kit. Put the kit (and any luggage) back into the boot and continue driving.

After 10 minutes (or 5km), check the tyre pressure with the tyre pressure gauge supplied with the compressor.

If necessary, re-inflate tyre, and check again in another 10 minutes (or 5km). If the tyre pressure remains stable, the tyre repair is complete. Drive your MX-5 with care to an expert repairer to have the tyre replaced.* ■

* Members' experience has shown that tyre repair shops HATE removing the “goop”, and may charge extra for the repair.

MX-5 NA dial face installation

Words & photos: Richard Mark, Central Chapter

All in the Club who know me also know I love my retro cars, and that I have based my MX-5 on that look. I have done extensive work on my interior, and one of the mods was to change the look of the dials on my dash gauges.

Here is a quick how to guide for those of you with an NA MX-5 wanting to do this mod.

First of all you need to remove the cluster hood, which has two screws at the bottom and has three clips at the top of the dashboard (please note these clips are very fragile and may crack the hood when been forced out). You will have to pull the hood towards you for the clips to come out of the housing.

Note: Take your time and be careful when removing the instrument hood cluster. It will more or less crack or break as it is very brittle, due to having been exposed to years of sun. Mine did crack, but I was able to glue and repair it. In some cases this won't be possible and you will have to replace the whole hood!

Next you will have to remove the steering wheel column surround which has four screws at the bottom and unclip them apart from each other.



Next step you will have to remove four screws from around the cluster, two at the top and two at the bottom. Unclip the two plugs at the back, as well as the speedo cable by pressing the clip behind it.



When removed, you will be left with just the needles and the dial faces to be removed



Once you have the cluster out, the next step is the removal of the face cover over the cluster.

There are six tabs around the cluster that need to be pressed in with a screw driver. **(Please note)** they may pop back in when you push them out. *Be patient!*



I bought my gauges from revlimiter.net and they supply you with rubber gloves and plastic needle removers which are quite handy for removing them (as you can see in the pictures).



You can then remove the dial faces by removing the small screws holding them down. *They can be very fidgety so don't lose them!*



Once removed, place the new dial faces in position and screw them down with the rubber washers provided and the original screws. (Do not overtighten!)



Then place the cluster back in the car, making the necessary connections, and set up the dial needles.

Hints:

- » **Take a photo of the needles at the beginning** when the car is warmed up, to remind you of their placement.
- » **Fill up the fuel tank** so that you have the fuel needle positioned on the **full** mark.
- » I calibrated my speedo with a speedometer phone app.

Once everything is calibrated, clip the cluster face back on and proceed to replace all parts as they were removed.

And there you go. All done!



Hope this has been of great assistance to any member who is willing to do the mod. ●

■ **Please note:** All "Tech Talk" information is provided as a guide only. All work is carried out at the owner's risk.

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