Inside:

Drive Against Depression
A rally legend’s other car ...
All you need to know about CBs

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Essendon Mazda
4/2018

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Cover image: The Southern Tasmania Chapter celebrated its 10th anniversary on a cold and wet day ... with an ice cream cake! Photo: Rob Tanner

mxtra is the monthly newsletter of the Mazda MX-5 Club of Victoria & Tasmania Inc. (AAB0021659A). PO Box 8173, Croydon VIC 3136. Registered for Print Post: 100018450

All contributions are welcome. Please send articles and photos (as attachments) to the editor, Murray Finlay:
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Find us at: MX-5 Club of Victoria
**Pete’s Perspective ...**

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

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**MX-5 Withdrawal**

*For over 10 years* it has been customary for me to spend the Easter break camping with family and friends along the Great Ocean Road at Cumberland River. It has also been customary for me to take along my MX-5 to enjoy some spirited drives between Lorne and Apollo Bay. For those of you who have driven this road at Easter, you will know about the million or so other drivers and bike riders who all have the same idea. The congestion and slower drivers almost makes it impossible to enjoy any semblance of a decent drive.

So, to overcome this frustration, I would rise each morning at 6am and have a drive to Apollo Bay and back to Lorne, before settling in with a coffee to watch the sunrise over the ocean. For me, I could think of no better place to be at Easter, watching a magnificent sunrise, whilst driving on a great road in the world’s best-selling sports car.

Inexplicably for this year, I decided to leave the roadster at home. This meant that I would have to do the Apollo Bay to Lorne run in the family wagon, a Subaru XV. And though the sunrises were just as spectacular, the sluggish CVT transmission and significant body roll on the Subaru ensured that the driving experience was far from enjoyable.

It is strange how you don’t know what you have until you miss it and I was certainly suffering from a case of MX-5 withdrawal. The camp site at Cumberland River is already booked for next year and I won’t make the same mistake again.

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**10th Anniversary – Southern Tassie**

Congratulations to the Southern Tasmanian Chapter of the Club on their 10th anniversary in March. To mark the occasion, they had a gathering of almost 40 Chapter Members, reminiscing about the first 10 years, with many anecdotes and stories. Past President Murray Finlay and I both attended the function to represent the broader Club and for Murray to provide some anecdotes on the origins of the Chapter. All Chapter members received a unique cloth badge to mark the occasion.

I would like to thank DJ Motors in Hobart for offering to host the event and St Virgil’s School for actually hosting the event at short notice, when DJ Motors was inundated with water due to a burst main.

Congratulations also go to John Hadrill, who has stepped down as the Chapter’s Assistant Captain and handed the role over to David Pitt. John has been a long-term contributor to the Southern Tasmanian Chapter, first as a Co-Captain between 2009-2012 and then as an Assistant Chapter Captain since. As a Club, we are fortunate that people like John continue to step up and assist and, though he is no longer an Assistant Chapter Captain, I am sure he will be just as active in the Chapter going forward.

Well done John and thanks for all your efforts over the years.

---

**Not the first**

Even though we celebrated the 10th Anniversary of the Southern Tasmania Chapter, they were not the first Chapter to reach that milestone in the Club. Our first Chapter was the North-Eastern Victoria Chapter, and they will celebrate their 11th anniversary in April. As has sometimes become apparent, the Committee doesn’t always recognise achievement at the right time and we did miss an opportunity for them to celebrate their milestone anniversary last year. So, this year the Chapter is doing a run to celebrate, and all members of the Chapter will also receive a unique cloth badge to mark the occasion.

Congratulations to the North-Eastern Victoria Chapter on being the first Chapter to reach a 10-year anniversary.

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

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**For your diary ...**

See the full calendar for details

**April**

<table>
<thead>
<tr>
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<th>Event</th>
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<tr>
<td>14</td>
<td>CEN</td>
<td>Fish &amp; Chip run to San Remo</td>
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<tr>
<td>14</td>
<td>MS</td>
<td>Sprint Championship Rd 3 / NSW-Vic/Tas Challenge, Winton</td>
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<tr>
<td>15</td>
<td>NEV</td>
<td>11th Anniversary run</td>
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<tr>
<td>15</td>
<td>WV</td>
<td>Hanging Rock run</td>
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<tr>
<td>15</td>
<td>STas</td>
<td>Great Lake run</td>
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<tr>
<td>15</td>
<td>NTas</td>
<td>Taste of Targa run</td>
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<td>17-18</td>
<td>EV</td>
<td>Mid-week o’nighter to Marlo</td>
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<td>19</td>
<td>CEN</td>
<td>Brunch in the Valley</td>
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**May**

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<td>2-3</td>
<td>EV</td>
<td>Mid-week o’nighter to Marysville</td>
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<td>6</td>
<td>Club</td>
<td>28th anniversary of the Club’s first gathering in 1990</td>
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<tr>
<td>6</td>
<td>CEN</td>
<td>Kinglake run</td>
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<td>12</td>
<td>WV</td>
<td>Melville Caves run</td>
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<td>13</td>
<td></td>
<td>Mother’s Day</td>
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<tr>
<td>19</td>
<td>MS</td>
<td>Sprint Championship Rd 4, Sandown</td>
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<td>19-20</td>
<td>NEV</td>
<td>O’nighter to Lake Eildon</td>
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<tr>
<td>20</td>
<td>EV</td>
<td>Wilsons Prom run</td>
</tr>
<tr>
<td>20</td>
<td>NTas/STas</td>
<td>Picnic at Ross</td>
</tr>
<tr>
<td>26</td>
<td>EV</td>
<td>Khanacross at Bryant Park</td>
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</tbody>
</table>

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Peter
Scene about ...

Photos: June & Keith Teeuw, Geoff & Bronwyn Roche, Karen Bradshaw, Phil Masters, Peter Dannock
Well the time is almost upon us: the 2018 Interstate Challenge against NSW on Sunday, 14 April.

This year the event will be held at Winton Raceway, a track that is fast becoming familiar to those from north of the border. So with a total of 64 participants and with the NSW team actually outnumbering us, it seems that we will have our work cut out trying to defend the trophy.

They have an advantage in a couple of classes but I know that Team Victoria & Tasmania will give it their all.

Driver Training Day in Tasmania

We are looking at having a driver training day in Tasmania in either July or August. The exact date is yet to be determined. If anyone is interested please contact your Chapter Captains as we will need an idea on numbers fairly soon.

Tour de Tassie:
3 November – Baskerville and
5 November – Symmons Plains

I have 33 starters for what is going to be a fantastic event. There are quite a few more expressions of interest from other members, though strangely I only have six members from Tasmania who have put their hands up for this event.

I’m hoping to have the official entries out by July, so there’s still time left.

The cost for both track days will be $260, which is excellent value. For those of you who haven’t driven on these two tracks this is a great opportunity to do so. Plus on the Sunday we will be sampling some great Tasmanian roads as we drive up north from Hobart.

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
G’day again ...

We’re creeping ever-closer to the magical 800!

I extend a welcome to this month’s crop of new members, and wish them all the best for a long and fruitful association with our Club.

Central Chapter

<table>
<thead>
<tr>
<th>Name</th>
<th>Year Model Color</th>
<th>NA/NC</th>
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<tbody>
<tr>
<td>Hristos Alcefski</td>
<td>1990 Classic Red NA</td>
<td></td>
</tr>
<tr>
<td>Fabian, Lachlan and Tara Cabello and Sue Cunningham</td>
<td>1990 Mariner Blue NA</td>
<td></td>
</tr>
<tr>
<td>Ken Gorski</td>
<td>1993 Classic Red NA</td>
<td></td>
</tr>
<tr>
<td>Bob Greenwood</td>
<td>2013 Black NC</td>
<td></td>
</tr>
<tr>
<td>Wasim Khan</td>
<td>1992 Neo Green NA</td>
<td></td>
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<tr>
<td>Tyrone Pereira</td>
<td>1993 Classic Red NA</td>
<td></td>
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<tr>
<td>Luke Rebello</td>
<td>1990 Silver NA</td>
<td></td>
</tr>
<tr>
<td>Riley Rote</td>
<td>1996 Grace Green NA</td>
<td></td>
</tr>
<tr>
<td>Andrew and Michelle Waddleton</td>
<td>2005 Copper Red NC</td>
<td></td>
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<tr>
<td>Paul Weller</td>
<td>1990 Neo Green NA</td>
<td></td>
</tr>
<tr>
<td>Alan Williams</td>
<td>1999 Classic Red NB</td>
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Northern Tasmania Chapter

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</thead>
<tbody>
<tr>
<td>Laurence Bellchambers</td>
<td>1998 Silver NB</td>
<td></td>
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</tbody>
</table>

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 3) 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

Membership

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

Current membership count:

794 and growing!

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

Will

Lining up for fish & chips at Port Albert (see page 13 for the yarn). Photo: Karen Bradshaw
With mental illness affecting one in five Australians, Drive Against Depression works to achieve increased mental health awareness in Australia, with the intention of removing the stigma surrounding these issues by encouraging open conversations over a shared enthusiasm for motoring.

In support of their course, the Club joined them for a leisurely cruise and lunch on the Mornington Peninsula. With 30 members of the Club in tow, it was great to see an assemblage of Past Presidents and Life Members involved in the run, including David James, David Henry and Murray Finlay. An occasion for them to reminisce about the earlier days of our Club.

Thanks to Mazda Australia, founders of Drive Against Depression, Adam and Sarah, enjoyed a brand-new Mazda MX-5 RF Limited Edition – a complementary vehicle for the wide range of MX-5s in attendance on the day.

Starting in Baxter, it was a perfect day as we headed down the Frankston-Flinders Road towards The Esplanade, enjoying the early signs of a change in seasons. The convoy spread out and broke up a little as we wound our way along White Hill Road, Shands Road and Main Creek Road, congregating at Arthurs Seat for a morning tea break at the top carpark. As usual, the view across the bay from Arthurs Seat was magnificent.

From Arthurs Seat, the convoy made its way down the Arthurs Seat Tourist Road and then on to the Flinders Golf Club via Golf Links Road. Winding its way through the golf course, this route has a spectacular view of Bass Strait, with an opportunity to stop and take some photos and have a chat with like-minded enthusiasts.

Lunch was a sit-down affair at the Flinders Golf Club. David James challenged everyone’s thinking as he provided answers to David Henry’s treasure hunt, that included many challenging questions, as well as quite a bit of conjecture on the correct answers. Nonetheless, it provided great entertainment over an enjoyable lunch. Congratulations to Murray and Alyssa Finlay on winning the treasure hunt and the prize of a day of defensive road safety instruction at Sandown Raceway with Evolve Driver Training.

After lunch, participants were free to leave at their leisure, making their way home via their own route. It was a great opportunity to raise awareness of mental illness, build camaraderie and support a great initiative. Congratulations to those members from the Club who participated and donated towards the cause.

We wish Drive Against Depression the best of luck as they grow, and we look forward to supporting them again in the future.

To find out more about Drive Against Depression, visit their website: https://www.driveagainstdepression.com.au
Drive Against Depression

Foundation Member and early Club President, David Henry, in his VERY early MX-5. Well, it has a soft-top sun roof!

Club Past President David James gives the pre-run briefing.
Lunch’n’Lies

Fish & chip run to San Remo

Entering San Remo
As a long-time member of the MX-5 Club (who took a break for a couple years but kept my beloved MX-5) it was great to participate in my second run since re-joining. I had heard many good things about the Eastern Victoria Chapter from our friends Rob and Ros Eastwood and so was looking forward to a great day.

One of the first things that attracted me back to the Club was the increased number of mid-week runs as, after retiring last year, we were now able to join in. On arrival at the McDonald’s in Young St, Drouin, it was nice to have a coffee (haven’t McCafés made a difference to the standard of coffee there?) and start meeting some of the our fellow MX-5 enthusiasts. Peter and Anita I remembered from our previous times and there were a couple of other familiar faces.

At 10.30am Leeanne started the briefing. Firstly, she said she was not able to go on the run but had left us in the capable hands of Rob Krygsman. We were surprised when we were told there were no run notes but this is apparently part of the relaxed style of these mid-week runs. At least it meant we made certain you kept an eye on the cars in front and behind us! Tail-end was designated as Trish who I later found out is actually called Tail End Trish on her name badge, as this is her preferred position.

We then set off through the streets of Drouin. I had forgotten what a thrill it was to be part of a group of beautifully maintained MX-5s snaking along in a row. There were 12 of us of varying car colours on this run and the weather was perfect with not a cloud in the sky. We went past Drouin High School which was my husband Jeff’s old school – a bit of nostalgia for him.

We turned on to the Westernport Road and we were off. When we reached Poowong there was plenty of room to pull over and, for those who wanted, a toilet stop. Rob commented to me that he was surprised to see me driving and not my husband … until we pointed out my number plate – HERMX5. Yes! It is my car and I love it! Of course, I do let Jeff drive it sometimes.

After Poowong it was more beautiful winding roads suitable for our lovely cars with lots of curves and tight bends. We went through Loch and then across the ridge to the outskirts of Wonthaggi. For approximately 25km we drove along the ridge which gave views to Westernport on the right and Bass Strait on the left. The views on both sides were staggering but I was keeping my eyes on the road and the cars around me. As we came down towards the coast the stationary wind farm generators confirmed the lack of wind on this scenic drive. After the turnoff on to the Bass highway it was then a fairly straight forward trip along the coast past Dalyston and the pretty town of Kilcunda which gave views to Bass Strait showing no waves and no clouds. We then followed the road leading to Phillip Island and into San Remo.

Our convoy of 12 cars was unable to park together as there were a lot of people in San Remo enjoying the beautiful sunshine but, after parking, we all met at the San Remo Fisherman’s Co-Op for a fish and chip lunch. We had managed not to lose any cars on the run BUT we grew two additional vehicles … waiting for us there were Ros and Rob Eastwood and Lori and Mary who had chosen not to do the run but meet us for lunch.

We all enjoyed a lovely lunch in the sun and chatted until it was time for people to start to leave. Some people were heading straight home whilst we learnt that some of the Eastern Victoria Chapter actually follow each other on another run home which seemed a great idea. We had decided to take advantage of the lovely weather and go for a swim so we didn’t join them this time.

We had a lovely day. Thanks to Leeanne and Dave for organising the run, even though they could not participate. Thanks also to Rob for leading the run.

It is great to be back and remember all the good reasons why we chose to join the MX-5 Club originally – a common love of a great car, fabulous days out and friendly people to get to know.
Surprisingly, as with the February event, there was a very small total entry with only 19 cars, of which we provided nine MX-5s.

This included several first timers who had a great day and impressed with their performances.

Spectating from the Club were Peter Ilijash, Andrew and Janine Boyce and Rob Krygsman.

Our guys had a great day except for the two “elderly” drivers (which includes your correspondent!) forgetting which way to go and getting a couple of wrong directions each!

Ajith Perea (NC), who took out first overall in February, had some stiffer competition this time and was beaten by a very quick re-engined, rear-wheel drive Hyundai Excel and narrowly piped by a quick supercharged MR2.

This time Ajith had to content himself with third outright with newcomer Tom Whelan nipping at his heels in his NB. This was followed by excellent performances by David Salter (NA8), Tim Van Duyl (NA8 Clubman), and then Peter Ferguson (NA6), Steven Cassar (NB SE), Simon Acfield (NA6), Ron Diprose (NB) and then Richard Acfield (NC) who was unable to complete the day due to a sore shoulder (he was frightened as a passenger in Peter Ferguson’s car!).

The next khanacross that we have set as a Club invitation is 26 May. Contact Peter Ferguson (0419 108 128 or eastern@mx5vic.org.au) for more information.

Another day of great weather greeted us at GCC’s superb Bryant Park hillclimb track.

Steven Cassar (left), Richard Acfield and Simon Acfield line up for the start.

David Salter

Tim van Duyl

See more photos at mx5vic.smugmug.com
Day 1: Friday - Captain Ian

Hi all. Once again we were up at a sparrow f*rt to meet at Buninyong for our Moe trip.

Here we met two cars – Bob and Lyn, and Geoff, both from Geelong.

After a quick coffee, off we went towards Healesville, picking up Pam and Tyrone on the way and Lawrie and Virgie at Healesville for lunch. After a bite of lunch our group of five headed towards Moe via Noojee.

As we turned on to the Warburton Hwy we came across a red NA, which we followed to Powelltown where we pulled over and had a chat with the driver. Andrew was his name and he told us about a hillclimb run up and down Mt Baw Baw. As we were going that way, we decided to join him. Up the top of Mt Baw Baw we had an NC that had an overheating issue... so (as you do) we headed to the café for a cold beer whilst the car cooled down.

After that we headed back down the mountain, arriving in Moe via the Willowgrove Rd in time for beer o’clock and a feed at the Moe pub.

PS: A little birdie told us that two cars that came from Melbourne way had only travelled 30km in one hour!  

A four-day visit to Gippsland by the Western Victoria Chapter, with Eastern and Central cousins joining in ...

A long weekend in Gippsland!
Day 2: Saturday - Captain Karen

We were up and ready at 9am with King Ferg in the lead, heading off only to end up on a gravel road. Really, Ferg? (and he is supposed to be a local). So we all backed up and did a U-bolt at the corner. Then Geoff Roche took over the lead for a short stint.

We had a stop off at a lookout where we could see the massive open cut mine that feeds into the Morwell power station. We then drove to Mirboo North for our morning cuppa before heading off to Port Albert for our fish and chips at the Leaping Frog Tavern.

After our leisurely lunch break we headed down the Tarra Valley road for some fun on the twisties, keeping our wits about us on the narrow roads. We crossed over the Tarra River several times and stopped at the Tarra Bulga swing bridge for a swing and a little exercise through the forest, arriving back at the motel for a very social BBQ and evening.
Day 3: Sunday – Mary & Neil Parker

The weather on Sunday was perfect for yet another MX-5 run, this time to Walhalla and Lake Thomson.

First of all, though, was a quick trip to Warragul where the Gippsland Sports and Classic Car Club had a coffee and show morning with cars displayed in the shopping centre car park. With a 7.45am departure, not all made the trip but those who did saw a great range of vehicles. One that stood out was an early model Lancia. The owner told us that recently he shipped the car overseas to attend rallies in Italy and throughout Europe at a cost of $8,000. Perhaps there is an idea for a future MX-5 rally! It was then back to the Moe Motel to collect those who had slept in. Our illustrious leader suggested we buy lunch at a local bakery before we headed off and later we were thankful for his wisdom.

On the way to Walhalla we stopped at the old Yallourn Town and Eyres lookouts. For those not from the Valley, it was great to get a handle on the location of the various power stations and towns. It was also reassuring to be told by past and present power industry employees that, despite the obvious smog haze, it was only steam belching out of those big chimneys. The last 11km into Walhalla could have been great for some MX-5 fun but alas three vehicles (Kia/Hyundai) in front crawled round the bends with brake lights glowing bright red. Calls of “this is terrible” came over the radio but one of our group (Mel) thought it was heaven.

We had not been to Walhalla for about 35 years and could not believe the changes and the crowds that greeted us. There were 10 cars in our convoy and we had difficulty finding space to park (below). Just as we did, about 50 Subarus arrived, and then left, due to the lack of parking.

Walhalla certainly has made a name for itself as a tourist destination. Whilst it’s home to about 20 permanent residents, they estimate 130,000 people visit each year. It seemed to us that most of them were there on the same day as us. After lunch in the park and a look around it was off to Lake Thomson. On the way back to Moe we took as many back roads as possible and they certainly suited the MX-5s.

That evening we headed to the Chinese restaurant for an all-you-could-eat buffet – more fun and laughter.

Day 4: Monday – Captain Ian

After two very busy days, we got to sleep in – yee-ha! After brekkie, pack up then a quick coffee with Peter and Trish, four cars headed back west while others made their own way home. Peter and Trish were there to make sure that we all left! It was a very quiet trip to Kinglake West for lunch at the Flying Tarts Bakery. Then a short stop at Bacchus Marsh to say our goodbyes as we headed in different directions. 1400km later, we were home, thank goodness.

Special thanks to King Fergie (above), Rob and Geoff for leading runs on Saturday and Sunday and to Peter and Trish who were tail-end Charlie on both days and for all of their help over the weekend.
Chapter chatter ...

18.3.18 | Southern Tasmania  ■ Words: Murray Finlay  ■ Photos: Rob Tanner, John Waldock  ■ Organisers: Chapter members

The Southern Tasmania Chapter celebrated with a short run and lunch gathering at St Virgil’s College in Austins Ferry (hastily convened after the original venue, DJ Motors in Hobart, was flooded out a couple of days before).

On a day that served up the best of Hobart weather (sun, cloud, sun, rain, sun, drizzle, sun, cloud, sun, rain...), members who attended included John (Chapter Captain) and Michelle Waldock, John Hadrill (former Chapter co-Captain), Jo Hirst, Don (Club Past President) and Linda Nicoll, Allan Pryer, David Pitt, Michael and Judy Collinson, Chris Marshall, Mike Williams, Rose Grubits, Alan Dear, Stan Rimon, Duncan and Isabel Pyper, Rob and Di Tanner, Ian and Carla Long, Shelley Oakden, Graeme Johnson. Many partners also joined the celebration.

Special guests included Peter Dannock (Club President), Murray Finlay (Past President), Northern Tasmania Chapter Captain Alana McDougall and Trevor Simm.

All members attending received a commemorative badge, with original Chapter members receiving a special version. And everyone received a slice of ice cream cake!

Outgoing Assistant Chapter Captain John Hadrill received a fantastic canvas print of his new ND as thanks for his service, and the Chapter welcomed David Pitt as incoming Assistant.
Chapter turns 10!

The Southern Tasmania Chapter turned 10 in March, and celebrated with a short run and a lunch gathering at St Virgil’s College in Austins Ferry (hastily convened after the original venue, DJ Motors in Hobart, was flooded out a day before).

On a day that served up the best of Hobart weather (sun, rain, wind, rain, sun, drizzle, sun, drizzle, drizzle, drizzle, drizzle ...), members who attended included John (Chapter Captain) and Michelle Waldock, John Hadrill (former Chapter co-Captain), Jo Hirst, Don (Club Past President) and Linda Nicoll, Allan Pryer, David Pitt, Michael and Judy Collinson, Chris Marshall, Mike Williams, Rose Grubits, Alan Dear, Stan Rimon, Duncan and Isabel Pyper, Ray Oakden, Graeme Johnson. Many partners also joined the celebration.

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Outgoing Assistant Chapter Captain John Hadrill received a fantastic canvas print of his new ND as thanks for his service, and the Chapter welcomed David Pitt as incoming Assistant.

See more photos at mx5vic.smugmug.com
Our run started with a turn up of 23 cars at the BP service station on Peninsula Link.

After our briefing we then headed to Mornington through the town centre and then on to the Esplanade travelling through Mt Martha and Safety Beach – a most enjoyable drive except for the road works which threw a spanner in the works as we were detoured from our course. But finally we were back on track and made our way to Dromana past the old drive-in theatre, which brought back memories of our courting days, and on to Arthurs Seat for a photo/rest stop.

From Arthurs Seat we travelled to Red Hill for a coffee stop at the Epicurean Restaurant/Cafe, but unfortunately Epicurean’s power went off just as we were about to order coffee, so a 30-minute stop unfortunately took longer (poor Lori and Mary ... after all their organising they must have felt they were facing one stumbling block after another). It would be good to give Epicurean another try maybe for lunch next time there is a drive in this direction.

Leaving Red Hill we travelled to a strawberry farm where we tasted yummy sweet strawberries and shopped for jams and sweets.

We then travelled to Flinders, through the golf course where golfers raised their heads as 23 cars rolled through their course while we admired the magnificent coastal views and the paragliders hovering above us using the updraft winds off the cliffs.

From Flinders we travelled along Boneo Road to Browns Road at the back of Rosebud, through to Blairgowrie and on to Sorrento for our final stop for an enjoyable lunch at the Sorrento pub, where plenty of storytelling topped off the afternoon.

We would like to say a big thank you to Lori and Mary for all their hard work in organising this very enjoyable run.
of the Mornington Peninsula

See more photos at mx5vic.smugmug.com
Chapter chatter ...

20.3.18 | North-Eastern Victoria  ■ Photos: Loz Thomas, Phil Masters  ■ Organiser: Loz Thomas

Taking it easy on Tuesdays to ...

Bogong/Falls Creek

Busternapoi Castles. No just the North-Eastern Victoria Chapter at Wallace Hut on the Bogong High Plains.

On the High Plains road.

See more photos at mx5vic.smugmug.com
Chapter chatter ...

Arthur’s Knightly run around his kingdom ...

The many facets of Arthu’s Kingdom, in Melbourne’s outer east

See more photos at mx5vic.smugmug.com
It was an ominous start, especially for an Eastern Victoria Chapter run.

Firstly Chapter Captain Peter Ferguson hadn’t turned up (he was off caravanning) ... and it was raining!

Neither of these is meant to happen on an Eastern Chapter run!

As a result the pre-run briefing took place inside McDonald’s at Drouin for those 19 keen market goers that had turned up on a day promising a continuation of the weekend’s rain after over 40 days with next to none in Melbourne.

Why did it have to start this weekend! Blame it on Ferg.

Despite the forecast people there were from Thomastown to Trafalgar, and Lyn and Russell even stayed overnight at a B&B in the area.

So we headed out in light rain, bound for Kongwak. Don’t tell Peter but it was bad enough that we all left our rooves up as we headed to the first stop at Poowong where Stephen and Yana joined us from Koo-Wee-Rup. Then the weather cleared and the remainder of the trip was tops down all the way!

We were running a little early when we arrived at Kongwak at 10.45am. The street was so quiet there were mumblings about whether I’d picked the wrong weekend for the market. I was pretty confident as the market is on every weekend.

As we walked down I knew we had some keen market goers ... one person, Yana, even brought along her shopping jeep.

There were plenty of little bargains to be had at the market which soon livened up after 11am. We wandered through the collection of old glassware, furniture, clothes, CD, vinyl records, books, plants ... even a fluffy telephone.

Leeanne was pleased to come away with a couple of baby’s outfits for $20. Russell was very pleased to find a $2 Hot Wheels MX-5 to match his own except for a great big spoiler on the back (which I could tell he secretly wanted on his ND), and I found a John Lennon CD for $5 which is a good addition to the $6 Led Zeppelin double CD I purchased when Chris and I were researching this run.

After a sit down for coffee we all headed back to the cars for the trip to lunch at the Wonthaggi Hotel.

Fortunately our rowdy little bunch of 21 had the function room so we didn’t disturb the rest of the place. This is definitely a recommended lunch stop if you are in the area. The staff were great and the food and drink werer good quality and good value.

Too soon it was time to head back to Drouin or, for some, straight home. The day turned out very nicely, with (mostly) the kind of weather the Eastern Chapter has been noted for.

My only regret is that I’d stuffed up and scheduled this for the same day as the F1 Grand Prix, so next year there is room for a couple of improvements ... firstly, a new date and, secondly, to improve the weather, make sure Peter Ferguson is available. ♦
My other car is ... an MX-5!

When you’re world-famous German rally and racing driver Walter Röhrl, whose record includes:

» two World Rally Championship titles (1980 and 1982)
» 75 WRC rallies, with 14 wins and 31 podiums
» a record-setting run in the 1987 Pikes Peak International Hillclimb in a 440kW Audi Sport Quattro S1 E2 (19.99km in 10:47.850)
» being dubbed the Genius on Wheels by Nikki Lauda
» being elected the Rallye Driver of the Century in Italy and the Rally Driver of the Millennium in France in 2000
» being inducted into the Rally Hall of Fame in 2011 and into Germany’s Sports Hall of Fame in 2016, and
» working as the senior test driver for Porsche road cars ... ... what car would you buy for your own driving pleasure with your own money?

Why ... a Mazda MX-5, of course!

“The Mazda MX-5 is for me the epitome of a small, lightweight and affordable roadster.”
- Walter Röhrl

Photo: www.miata.net

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Great fun at all levels ...

2018 Essendon Mazda MX-5 Sprint Championship | Round 2 – 4.3.18

For most competitors, Winton Motor Raceway is the most remote of the regular tracks we visit. But the journey is often rewarded with some great racing on a track that offers a good mix of tight corners and decent straights.

Northern Victoria usually puts on stable weather for us at this time of year and we were spoiled with an almost cloudless sky and warm temperatures.

The event was being run by the Impreza WRX Car Club Victoria and our Club was well represented with 23 entrants. It was particularly pleasing to see a number of people doing their first-ever track day, and a few others who had not previously run at Winton. It underscores the reputation that the MX-5 has gained as a great car for entry-level motor sport that doesn’t break the budget.

We were fortunate that the organisers allowed instructors to accompany the newbies in the first session with Isaac Pittolo, Kutay Dal, Andrew Potter and Lachlan Stephens all benefitting from some guidance from our more experienced, and fastest, drivers. These instructor sessions are becoming rare as health and safety considerations increasingly regulate our sport.

Apart from the four fastest cars, all our MX-5s were in one run group which allowed us to sort ourselves into a sensible order of fastest to slowest – the best way of giving everyone a good shot at posting a fast lap time. Warm weather is normally the enemy of fast lap times, so after the first untimed session, everyone was ‘into it’.

As the day rolled on though, and temperatures climbed to around 30°, most of the drivers continued to improve on their times. Surprisingly, the majority of fastest laps were posted after midday. Russell Garner set a new lap record, knocking a massive 7/10ths off the previous best at the track for the Super Modified class. A great result, given the conditions.

Standard NB has traditionally been highly competitive and four drivers slugged it out all day, with the eventual order being Steve Williamsz, Simeon Ouzas, John Downes and Matthew Cavell. Another hotly-contested class is NB Clubman. Unfortunately, a week earlier Noel Heritage had claimed naming rights at the second corner at Sandown in an incident in a non-championship hitout … but he was back on the horse at Winton and took the honours over Max Lloyd in that class.

Our four first-timers also all finished within one second of each other and all were under the two-minute barrier, so well done to them – and their instructors. The lunch break gave Randy and me the opportunity to make a delayed presentation of the Princey Award to Tim Meaden (far right), having missed the opportunity at last year’s prize giving.

We wrapped up the day with some passenger laps which are again becoming a rarity. While the MX-5s were well represented, I think the most fun was had by Dean Watchorn’s son Brock (right) who got some laps in a Porsche GT3 car. To put this in perspective, this is a car that laps Winton around five seconds faster than our leading MX-5, and is probably worth more that all our cars put together!

So that wrapped the day up and all that was left was the long drive home.

The next round of the Essendon Mazda MX-5 Sprint Championship is back at Winton on 14 April, which also doubles as our interstate challenge against our northern neighbours. Entry forms are already available from the AROCA club, so get your entries in and let’s see if we can do a three-peat on the interstate trophy.

MX-5 CLUB MEMBERS SERVICE SPECIALS

<table>
<thead>
<tr>
<th>TRACK PACK ONE</th>
<th>TRACK PACK TWO</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Oil and Filter Replacement (Genuine Mazda Oil Filter and Valvoline Full Synthetic Oil)</td>
<td>• Brake System Flush and Refill with DOT 5.1 Brake Fluid</td>
</tr>
<tr>
<td>• Brake Performance Report (Safe T Stop Test)</td>
<td>• Cooling System Flush, Refill and Pressure Test (Genuine Mazda Coolant)</td>
</tr>
<tr>
<td>• Brake Pad and Rotor Inspection</td>
<td>• Underbody inspection and spanner check including Suspension and Steering Components</td>
</tr>
<tr>
<td>• Underbody inspection and spanner check including Suspension and Steering Components</td>
<td>• Battery and Charging System inspection and report</td>
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<td>• Battery and Charging System inspection and report</td>
<td>• Cooling system pressure test and coolant level inspection</td>
</tr>
<tr>
<td>• Cooling system pressure test and coolant level inspection</td>
<td>• Wash and Vacuum</td>
</tr>
</tbody>
</table>

Essendon Mazda
345 Wirraway Rd, Essendon Fields, 9374 2222
ESSENDONMAZDA.COM.AU

ALL MX-5 CLUB MEMBERS WILL ALSO RECEIVE 10% OFF SERVICING when serviced at Essendon Mazda during the 2018 Sprint Championship.

WE ALSO FIT AND ADJUST AFTERMARKET COMPONENTS SUCH AS COIL OVER SHOCKS AND BUSHES. PLUS MANY MORE OPTIONS CALL FOR A QUOTE TODAY!
### 2018 Essendon Mazda MX-5 Sprint Championship – Round 2 | Winton - 4.3.18

<table>
<thead>
<tr>
<th>Class</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Restricted Open</strong></td>
<td>Paul Ledwith » 1:36.980</td>
<td>Ray Monik » 1:38.784</td>
<td>Tim Meaden » 1:41.923</td>
</tr>
<tr>
<td><strong>Super Modified</strong></td>
<td>Russell Garner » 1:36.767 *</td>
<td>Dean Watchorn » 1:39.692</td>
<td>---</td>
</tr>
<tr>
<td><strong>ND/NC Modified</strong></td>
<td>Randy Stagno Navarra » 1:42.107</td>
<td>Alan Conrad » 1:42.618</td>
<td>---</td>
</tr>
<tr>
<td><strong>NA/NB Modified</strong></td>
<td>Gavin Newman » 1:42.854 *</td>
<td>---</td>
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</tr>
<tr>
<td><strong>NB Clubman</strong></td>
<td>Noel Heritage » 1:45.472</td>
<td>Max Lloyd » 1:46.097</td>
<td>---</td>
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<tr>
<td><strong>Standard ND</strong></td>
<td>David Adam » 1:47.410</td>
<td>---</td>
<td>---</td>
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<tr>
<td><strong>Standard NC</strong></td>
<td>Robert Downes » 1:46.976</td>
<td>Ian Vague » 1:52.855</td>
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<tr>
<td><strong>Standard NB</strong></td>
<td>Steve Williamsz » 1:46.943</td>
<td>Simeon Ouzas » 1:49.585</td>
<td>John Downes » 1:52.515</td>
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<tr>
<td><strong>Standard NA</strong></td>
<td>Kutay Dal » 1:55.005</td>
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**Note:** * New Club lap record

#### Corrected Points

<table>
<thead>
<tr>
<th>Class</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overall Champion</strong></td>
<td>= Russell Garner / Gavin Newman » 210</td>
<td>Noel Heritage » 205</td>
<td>---</td>
</tr>
<tr>
<td>Open</td>
<td>John Vaughan » 100</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Restricted Open</td>
<td>Ray Monik » 175</td>
<td>Tim Meaden » 135</td>
<td>Paul Ledwith » 100</td>
</tr>
<tr>
<td>Super Modified</td>
<td>Russell Garner » 200</td>
<td>Dean Watchorn » 75</td>
<td>---</td>
</tr>
<tr>
<td>ND/MC Modified</td>
<td>Randy Stagno Navarra » 100</td>
<td>Alan Conrad » 75</td>
<td>---</td>
</tr>
<tr>
<td>NA/NB Modified</td>
<td>Gavin Newman » 200</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>NB Clubman</td>
<td>Noel Heritage » 200</td>
<td>Max Lloyd » 150</td>
<td>Gareth Pedley » 60</td>
</tr>
<tr>
<td>Standard ND</td>
<td>David Adam » 100</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Standard NC</td>
<td>Robert Downes » 200</td>
<td>Ian Vague » 75</td>
<td>---</td>
</tr>
<tr>
<td>Standard NB</td>
<td>Steve Williamsz » 200</td>
<td>= John Downes / Simeon Ouzas  » 135</td>
<td></td>
</tr>
<tr>
<td>Standard NA</td>
<td>Kutay Dal » 90</td>
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</tbody>
</table>

**Clockwise from top left:** Brock Watchorn gets a ride in the Porsche; Tim Meaden accepts the Princey Award; Gavin and Alan swap stories; preparation is everything!
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.

<table>
<thead>
<tr>
<th>Honesty and integrity</th>
<th>A Club member must behave honestly and with integrity in the course of Club activities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Care and diligence</td>
<td>A Club member must act with care and diligence in the course of Club activities.</td>
</tr>
<tr>
<td>Respect and courtesy</td>
<td>A Club member, when acting in the course of Club activities, must treat everyone with respect and courtesy, and without harassment.</td>
</tr>
<tr>
<td>Lawful compliance</td>
<td>A Club member, when acting in the course of Club activities, must comply with all applicable Australian laws.</td>
</tr>
<tr>
<td>Directive compliance</td>
<td>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.</td>
</tr>
<tr>
<td>Confidentiality</td>
<td>A Club member must maintain appropriate confidentiality about dealings that the member has with any sensitive matter that relates to the Club.</td>
</tr>
<tr>
<td>Conflict of interest</td>
<td>A Club member must disclose, and take reasonable steps to avoid, any conflict of interest (real or apparent) in connection with Club activities.</td>
</tr>
<tr>
<td>Proper use of resources</td>
<td>A Club member must use the Club’s resources in a proper manner.</td>
</tr>
<tr>
<td>Undue advantage</td>
<td>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.</td>
</tr>
<tr>
<td>Behaviour – general</td>
<td>A Club member must, at all times, behave in a way that upholds the Club’s values, integrity and good reputation.</td>
</tr>
</tbody>
</table>

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**Burson automotive products at trade prices**

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

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

Burson Auto Parts have more than 100 outlets on the east coast. Check out the range at [www.burson.com.au](http://www.burson.com.au).

**Waxit Car Care products – member discounts**

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

Check out the Waxit range and order online at [www.waxit.com.au](http://www.waxit.com.au). Our Club coupon code is mx5club. Please add your Club membership number to the “comments” section of your order.

**Renovo offers all Mazda MX-5 Club members a 10% discount on all their products.**

For more information, call 0430 164 123 or e-mail renovo@bigpond.com

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**Repco VIP Club retail discount**

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


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.
Repairing an NC puncture ...

Words: As demonstrated by Richard Phillips, Field Manager Technical, Mazda Australia (Vic.)
(reprinted from mxtra - October 2010)

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

Remove emergency flat tyre repair kit.

Shake the sealant well.

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

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.

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

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

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

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

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

Attach the compressor hose to the valve.

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

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

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 the 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.

Please note: All “Tech Talk” information is provided as a guide only. All work is carried out at the owner’s risk.
UHF Radios – a convenient means of communication

Those who regularly attend club social runs will know the benefits of having a UHF radio in their car.

For those new to the Club, the purchase and fitment of a UHF radio will certainly provide a new dimension to the social runs and allow you to chat to others and listen to directions from the run leaders.

This short article is intended to provide some guidance on the UHF radios that seem most appropriate for our Club trip use, and is based on my experiences to date. These are purely my views on the subject.

There are two main categories of radios, being hand-held and car-mounted.

Hand-held Radios

There are now quite a few brands on the market for hand-held UHF radios, but the two major brands still appear to be Uniden and GME.

From my experience with both brands, these are well designed, compact and work very well. I would suggest that any model chosen though has a 5 Watt transmission capability, which is the legal limit on transmission power for citizen band UHF radios. There are a few models that have either a half Watt or 1 Watt limit. The higher the power limit, the better the transmission range in general terms.

The hand-held radios in this category typically come complete with two batteries, a mains charger unit, a speaker microphone and a short flexible rubber antenna.

Most people appear to either use them as a stand-alone hand-held radio without the speaker microphone, or clip the radio to the wind deflector between the seats and use the speaker microphone. The latter is a very popular method amongst members.

Katrina and I have tried both methods but we tended to sit the radio unit in a stubby holder and place it in the cup holder between the seats in our ND model, and use the speaker microphone to talk and listen to the conversation, allowing easy access to the radio controls.

One of the limitations of these units that we experienced was the relatively small speaker in the microphone unit. We often had trouble hearing the convoy conversations clearly.

As for transmission and reception of the radio signal, we found that the height of the antenna and the gain of antenna were very important. The standard antennas often have a gain of 1dBi (unity) and by design the height is limited to where you place the radio. I tried to improve the radio reception by using a different antenna with a higher gain. To connect these “external” antennas to the hand-held radio, I used an adaptor such as shown below. These are available from numerous radio retailers and online stores.

The use of a larger, higher gain (typically around 2-3 dBi) antenna certainly improved the radio reception. I also believe it improved the radio transmission as well, based on feedback from the rest of the convoy over numerous trips.

This approach provides a reasonable, low-cost approach to improving the usability of the radios on trips. One does need to be conscious of the extra stress placed on the antenna connection at the radio and be careful handling the radio unit.

Car-mount Radios

Over the last couple of years we have tried a couple of different approaches to the radios, as I am keen on improving reception and transmission quality and usability for Katrina and I in the car. I am aiming for a solution that provides good usability, good reception and transmission quality and good reception volume in the car, especially with the roof down and combating the wind noise we all experience.

I currently run a car-mounted radio, as it provides the ability to have a larger dedicated microphone unit and a separate external speaker unit.

With a car-mount radio one needs to have an externally-mounted antenna. This provided the next challenge, given that MX-5s are not that easy to mount an antenna on, and I certainly

Please note: All “Tech Talk” information is provided as a guide only. All work is carried out at the owner’s risk.
UHF Radios – a convenient means of communication

The antenna is reasonably compact and easy to mount. I have enhanced mine to eliminate wind noise – an article topic for another day. I then ran the antenna coaxial cable down behind the A-pillar rubber seal (easy to conceal) and under the passenger dash and behind the foot well carpet to the radio.

In my ND model, I found it was convenient to simply mount the radio unit under the passenger seat and power it from the 12VDC socket, which is located under the passenger dash area. The microphone unit (which incorporates the radio controls in my model) is then clipped into a stick-on mount on the passenger side of the console. An external speaker is then located on the driver side of the console near the seat base.

Our experience to date has been very good with this configuration. We have good clear reception and feedback has shown that the convoy can hear Katrina and I quite clearly, even towards the rear of most convoys when we are up the front.

I settled on a glass-mount antenna which uses capacitive coupling to transmit the radio signal through the windscreen glass from an internal glass mount unit to the external glass mount antenna. The picture at right shows a typical glass-mount antenna unit. There are a couple of brands on the market. There are also stick-on internal glass-mount antennas, which look promising.

This type of glass-mount antenna provides a typical gain of around 2.1 dBi. The antenna is reasonably compact and easy to install. I didn’t want to drill holes anywhere. I know the earlier NA/NB models can have an antenna bracket mounted to the rear chrome-plated hard-top roof mounting plates and a few cars in the Club have these fitted.

With our ND model, the external mounting options are very limited. I didn’t want to use a traditional Z-bracket for the front guard mount, as typically used for many cars and 4WDs. The ND doesn’t have suitable front guard mounting bolts anyway and I found it would be difficult to also run the antenna coaxial cable through the engine bay firewall into the cabin space.

One option I considered was to mount an antenna near or on the air deflector between the seat headrests, but the antenna could not be too long as it would foul the roof operation and cabling the antenna would be difficult to easily conceal.

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Fitting a UHF CB radio to a 1990 Mazda MX-5 NA (Eunos Roadster)

Belonging to three motoring groups I get to enjoy many club runs over a year; but they are not all alike.

One of the great aspects of a Mazda MX-5 Club Run is the use of UHF CB radio. The lead car in the convoy warns of any hazards that are met on the road and advises the direction to be taken at road junctions on the way. ‘Tail-end Charlie’ advises when all the cars have passed the hazard or have negotiated each road junction. With up to eight or so cars on any Club run fitted with UHF CB, or using hand-helds, there is a fair amount of conversation, with scenic observations and banter, between the various navigators.

As a navigator, my wife has now suffered a couple of years or more holding a UHF hand-held (which only provides limited range and low output volume that cannot be heard when the top is down), so for us it was about time that a fixed UHF CB radio was installed.

Searching online, we identified a UHF CB radio which has all the controls for the radio located on the microphone. The Oricom UHF285PK (below) is supplied complete with a rubber ducky antenna and everything necessary to complete the installation – and, unlike my two previous UHF radios, it is programmed with 80 UHF CB channels.

Back in 2012 the ACMA (Australian Communications and Media Authority) approved the new 80-channel UHF CB equipment with the announcement that the existing 40 channel radios could be used for six years (up to mid-2018).

However, in February 2017 the ACMA reversed their decision and are now allowing owners of the ‘old’ 40-channel radios to continue using them alongside the new 80-channel models.

The installation was quite straightforward. The UHF transceiver is very compact and, even with the microphone, the unit fits neatly between the driver and passenger seats above the centre console. The transceiver is supplied with a mounting bracket and fixing screws. However, I replaced the small fixing screws, and the screws supplied with the microphone bracket, with larger ones. The position is perfect as the speaker, located in the microphone, is quite close to both driver and navigator when mounted in its bracket, and can be easily reached for operation.

The 12 Volt DC supply cable supplied with the radio is more than long enough to reach the battery located in the boot. The cable comes fitted with a 2 Amp blade fuse holder located about 12cm from the Positive battery terminal end.

I fed both the DC power cable and the antenna coaxial cable into the boot through a convenient hole located behind the driver’s seat.

A couple of eye terminals were crimped on to the DC power cable, the red lead terminal being bolted to the Positive battery terminal and the black lead bolted to a chassis earth connection to the rear of the battery.

Wiring the UHF radio directly to the battery does require that you have to remember to switch off the radio at the end of every outing in order to avoid discharging the battery.

Choosing the position for the antenna took a little more thought. There appeared to be only one possible location that was available.

The fuel inlet on the nearside wing limited the choice of position for the UHF antenna to the offside wing just to the rear of the FM radio antenna (see right).

An automatic centre punch fixed the position before drilling the required hole to mount the antenna.

The excess antenna coaxial cable (the antenna is supplied with 3.6 metres of coaxial cable) was coiled at the rear of the boot behind the spare wheel.

A 3.5mm external speaker socket is available which I have yet to put into use.

Please note: All “Tech Talk” information is provided as a guide only. All work is carried out at the owner’s risk.
Operation of the radio is very straightforward. The Power ON/OFF button is located on the top of the microphone between two buttons for Volume Up and Volume Down. These double up as Channel Up and Channel Down after a brief press of the Power button.

All the other functions of a UHF CB radio are available via five other multi-function buttons.

The first function to be set is the Squelch Level. Having taught radio communication for over 40 years I have found that this is the least understood of all FM radio functions. The Squelch Level adjustment is the first in the Menu List.

The user manual supplied with the Oricom UHF states to "Use the channel KNOB to change the value of the setting." What they really mean to say is: use the Channel Up and Channel Down buttons to adjust the level of the Squelch setting.

The setting limits are: 1 – Max sensitivity (minimum squelch), and 7 – Minimum sensitivity (maximum/tight squelch).

The actual setting required is determined by the ambient temperature, or rather the temperature of the Receiver circuitry. The 'hiss' sound, that is audible when the Squelch is set at Level 1, is the sound of millions of electrons in the receiver moving around the receiver circuits. It is nothing to do with received signals. Test this out by disconnecting the antenna. The hissing sound does not diminish.

Squelch is not actually adjusting the "sensitivity" of the UHF receiver. The Squelch Control is used to set a threshold above which received signals are passed to the audio amplifier and to the loudspeaker.

If the Squelch level is set too high (at 7) then even reasonably strong signals will not be audible; that is passed to the audio amplifier to be heard at the speaker.

To set the Squelch Level, turn up the Volume setting. Set the Squelch Level to (1). The hissing sound should now be quite loud. Adjust the Squelch Level towards (7) one step at a time until the 'hiss' sound just stops being audible. That is the correct Squelch setting for the current ambient temperature.

If you were to make this adjustment on a cold winter's morning in Tasmania and then take the car out for a run, with the top down, in the lovely warm winter sunshine that we often experience, the hissing sound might reappear. This is because the receiver circuitry has become hotter and the electrons are now more 'agitated'. So simply move the Squelch Level, usually only one setting higher, to silence the hiss.

The large illuminated display on the microphone is easily read and has settings for three different back-light colours: amber, red or green.

The UHF receiver has the 80 UHF CB channels pre-programmed. In addition, 200 channels can be programmed by the user across the UHF Band 400 – 512 MHz.

Under the Radiocommunications Act 1992 the operators of all radiocommunications transmitting equipment must be licenced. In the case of UHF CB this takes the form of a Citizen Band Radio Station Class Licence issued by the ACMA.

"The CB Class Licence authorises operation on frequencies mentioned in the class licence by any person provided that the conditions of the CB Class Licence are complied with."

It should be noted that the mix of Narrow Band [NB] (the new 80-Channel UHF CB radio) and Wide Band [WB] (the older 40-Channel UHF CB radio) operations can give rise to some interference and differing levels of receive volume.

- When an NB radio receives a transmission from a WB radio on the same channel, the audio may sound loud and the speech distorted.
- When a WB radio receives a transmission from an NB radio on the same channel, the audio will be quieter compared to a WB radios transmission.
- When using a WB radio for example on channel 10 and an NB radio is using channel 49 or 50 (which are adjacent to channel 10), the WB radio will hear the NB radio which will sound distorted and off frequency, whereas a NB radio will not open its squelch to the WB radio signal.

Note than an extended version of this article can be found in the Technical section of the Club’s website, mx5vic.org.au. This includes an explanatory statement on licences from ACMA, and a UHF CB Channel and Frequency List.
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