Inside:
An artist in our midst
Motor Sport’s 2018 champions
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MX-5 Club of Victoria

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- **Tech Talk**

- **Motor Sport**

- **Reports and thoughts**

- **Chapter chatter**

- **Future events**

- **Motor Sport**

- **Tech Talk**

- **Contents**

- **Cover image:**
  David Adam finds a tidy line at Phillip Island during the Motor Sport crew’s return to the venue for the first round of the 2019 Essendon Mazda MX-5 Sprint Championship in January.
  Photo: Suz Gallus Photography.

- **mxtra is the monthly newsletter of the Mazda MX-5 Club of Victoria & Tasmania Inc. (ABN021659A), 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.**

- **Note:** Images supplied for mxtra will also be uploaded to the Club’s online gallery. Copyright will remain with the photographer, and the Club undertakes not to use them for any other purpose without express permission.

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Welcome to the February 2019 edition of mxtra.

I am very excited to report that I have replaced my MX-5! With the last one written off in late October, I have been looking around and searching through carsales.com, newspapers and other forms of car sales promotion. Our wonderful vice president, Randy, in his role as a rep with Essendon Mazda, was also trying to convince me to purchase a new ND! Anyway, the problem is solved and without having to look too far afield. Peter Dannock (immediate-past President) was selling a Crystal Metallic White ND and once we had seen it and driven it, we did a deal. It is a beautiful car, 2016, with just under 22,000km on the clock.

As I write this report, I am aware that our whole Club event to Tuki Trout Farm on 10 February is coming up. Celebrating 30 years since the release of the first MX-5 in Chicago in 1989, our Club event honours that anniversary. Mazda Australia is providing participants at Tuki with a special memento, while all the Australian MX-5 Clubs have decided on a commemorative keyring as well (design courtesy of our own Murray Finlay). The event will be reported in the next mxtra.

Across January, despite the general holiday season, the Club managed to run five events, four social and one motor sport – all due to the good work of our Chapter and Motor Sport Captains and their Assistant Captains. In addition, the Motor Sport group conducted its award night on 1 February at which trophies for various categories were distributed. I attended the event and caught up with many people I hadn’t seen for a while. (More about this event later in the magazine.)

Across February, there are now 10 scheduled events: North-Eastern (one event, Eastern Victoria (two), Central Chapter (three), an all-Victorian Chapters’ event at Tuki, a joint Northern and Southern Tasmania Chapter event, Western Victoria (one run) as well as the Motor Sport Sprint Championship round at Sandown.

Members of the committee drove the distance to Torquay for our January meeting, which we coupled with lunch, at our place. It was a glorious day and a pity to be conducting Club business indoors, but with Tuki celebrations coming up, a meeting was necessary. More about the meeting in Committee News.

In the previous monthly magazines, I have tried to give some insight into the roles of the various committee members, covering Points Collation Officer (Will Campbell), the Vice President (Randy Stagno Navarra) and Secretary/Website Administrator (Bruce Gray). In this edition, I would like to talk about our Treasurer’s role, ably fulfilled by David Collins. David’s role is quite extensive, managing the day-to-day expenditure of the Club through things like the Chapters’ debit cards, payments for large Club events (eg, motor sport) and bank liaison and accounts. Each month, David provides the committee with the money in/out of the Club across the previous month as well as a running balance on expenditure. This keeps all committee members appraised of the Club’s running costs and allows us to make decisions in terms of future expenses. It is important that we are aware of what money we have readily available, and what is already committed, as well as being aware of projected costs. Each year David prepares a ‘proposed budget’ based on expenditure trends for the previous year.

As a long-time member of the Club, I have seen the Club grow significantly over the last 20 years. Now as President, I am even more aware of new members joining, even part-way through the year! The growth is extraordinary. However, I can state that one of the key characteristics of our Club is the warmth and friendship offered within and across the Club – in Chapters and in Motor Sport. It is encouraging to see this still in existence – and even more pronounced – at the Club events I manage to get to.

Well done to each of you for your support and encouragement of other members. Remember, enjoy your Club but ‘drive to survive!’

Coral’s Catch-up ...

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

For your diary …

See the full calendar for details

February

16 MS Sprints Rd 2 - Sandown
17 CEN Trip Leaders’ Day
19 CEN Bellarine run
23 WV Annual Twilight run
27 CEN Mid-week Twilight run
27 EV San Remo fish & chip run

March

1 CEN Chapter 7th anniversary
3 EV Khanacross at Bryant Park
7 EV Detail night at Supercheap
9-10 NEV Snowy Mountains run
14-17 Club Display at AGP, Albert Park
17 EV Maffra Shed car museum run
17 WE Run TBA ...
23 CEN Fish & Chip run to San Remo
24 EV Khanacross at Bryant Park

April

2 NEV Tuesday run - Mt Buffalo
7 CEN Euroa run
10 CEN Mid-week Nursery lunch run
12 WV Chapter 10th anniversary
Scene about ...

Photos: Jill Steer, June Teeuw, Pam Stoffels, Peter Ferguson, Alana McDougall, Karen Bradshaw
It’s amazing to think that we are halfway through February already! One round of the Sprint Championship behind us and the next, at Sandown, is just days away.

We officially wrapped up the 2018 Essendon Mazda MX-5 Sprint Championship with the awards ceremony on 1 February. This was held at the Limerick Arms hotel in South Melbourne and was attended by about 40 competitors and guests. Details on the results are later in mxtra and, judging by the feedback from those who attended, it was a thoroughly enjoyable evening.

As well as the regular motor sport faces, we also welcomed John Tofari and Paul Cristiano representing Essendon Mazda as our naming sponsor. John spoke of the ongoing relationship between Essendon Mazda and our Club and mentioned he was looking forward to that continuing in the future. Club President Coral Campbell also joined us, which was great to see.

Speaking of our first round for the year, I unfortunately had to miss this one as I was out of town, and I hate missing a Phillip Island round!

MX-5s were well represented though with well over 30 entered and the weather made for a great day by all accounts. The day was run by the WRX club and was featured in this month’s edition of CAMS Speed Read. (See: https://www.cams.com.au/media/publications/speed-read)

There was a small issue with the scrutineers expecting cars running soft tops to have Roll Over Protection and this was subsequently sorted out during the day with the cars in question allowed to compete. I have sought clarification on the circumstances around this from the WRX club, who have in turn consulted with the Clerk of Course for the event, and the Technical Manager at CAMS. As the rules currently stand, Roll Over Protection is not required for speed events, and in particular for road-registered cars. Having said that, competitor safety is important and our rules encourage regular competitors to install Roll Bars/Safety Cages in Appendix B.

We return to Sandown in February with AROCA hosting the day’s activities. Sandown is normally well attended given its location, so I am looking forward to catching up with everyone, and also hoping the recent fine weather will last.

We then have quite a long break to the next event and I’m already starting to consider what we can do to keep idle hands busy. I’ll be in touch on that.

If anyone has driven anywhere near Albert Park over the last few weeks, you’ll have seen that preparations are well under way for the Formula 1 Australian Grand Prix. There are not many places in the world where anyone can drive on a GP circuit that is at least partially prepared, with concrete barriers, catch fences and grand stands!

It will of course be Dan Ricciardo’s first outing for Renault, and you would expect he will have his work cut out against the likes of Hamilton and Vettel. But you can be sure that he will, as they say, give it a red hot go! It would be great to see him on the podium.

So until next time,

It’s not the destination, it’s the journey

Gavin
G’day again ...

Another bumper crop of new members this month, together with a couple of renewals:

Central Chapter

<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Batcheler</td>
<td>1989</td>
<td>Blue NA</td>
</tr>
<tr>
<td>Jason Carroll</td>
<td>1998</td>
<td>Gold NB</td>
</tr>
<tr>
<td>Ismail Dal</td>
<td>2001</td>
<td>Silver NB</td>
</tr>
<tr>
<td>David and Tracey Elson</td>
<td>2007</td>
<td>Copper Red NC</td>
</tr>
<tr>
<td>Karren, Dragan and Devlin Harris, and James Harnden</td>
<td>2007 Black NC</td>
<td></td>
</tr>
<tr>
<td>Anthony Italiano</td>
<td>1990</td>
<td>Green NA</td>
</tr>
<tr>
<td>Paul and Sharon Leggerini</td>
<td>2018</td>
<td>Ceramic Metallic White ND</td>
</tr>
<tr>
<td>Terry Ng</td>
<td>2016</td>
<td>Soul Red ND</td>
</tr>
<tr>
<td>Merete Pagh</td>
<td>1990</td>
<td>Blue NA</td>
</tr>
<tr>
<td>Ricky Phu</td>
<td>1992</td>
<td>Neo Green NA</td>
</tr>
<tr>
<td>Mario Raphael</td>
<td>2005</td>
<td>Red NC</td>
</tr>
<tr>
<td>Peter Ratcliff</td>
<td>1990</td>
<td>White NA</td>
</tr>
<tr>
<td>Peter Tosh</td>
<td>1994</td>
<td>Classic Red NA</td>
</tr>
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</table>

Eastern Victoria

<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ray and Judy Champion</td>
<td>1998</td>
<td>Grace Green NB</td>
</tr>
<tr>
<td>Bill Revill</td>
<td>2006</td>
<td>Red NC</td>
</tr>
<tr>
<td>Peter Tuck</td>
<td>2016</td>
<td>Blue Reflex Mica ND</td>
</tr>
</tbody>
</table>

North-Eastern Victoria

<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chris Hogan</td>
<td>2012</td>
<td>Black NC</td>
</tr>
<tr>
<td>Kevin and Carol Napthali</td>
<td>1999</td>
<td>Twilight Blue NB</td>
</tr>
</tbody>
</table>

Northern Tasmania Chapter

<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stephen Johnstone</td>
<td>2005</td>
<td>Galaxy Grey NC</td>
</tr>
</tbody>
</table>

Southern Tasmania Chapter

<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Long</td>
<td>1999</td>
<td>Twilight Blue NB</td>
</tr>
</tbody>
</table>

As many of you will be aware, our Club participates in the VicRoads Club Permit Scheme.

To take advantage of this scheme you must be a Full Member of the Club and your MX-5 must be at least 25 years old. Past President Peter Dannock administers the scheme for the Club and he is kept quite busy!

Since the scheme started, he has issued 161 permits, with the first in October 2014. The following table provides a breakdown of the number of permits issued since their introduction:

<table>
<thead>
<tr>
<th>Period</th>
<th>Permits</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014 - 2015</td>
<td>23</td>
</tr>
<tr>
<td>2015 - 2016</td>
<td>31</td>
</tr>
<tr>
<td>2016 - 2017</td>
<td>46</td>
</tr>
<tr>
<td>2017 - 2018</td>
<td>37</td>
</tr>
<tr>
<td>2018 - 2019</td>
<td>24</td>
</tr>
</tbody>
</table>

If you and your MX-5 satisfy VicRoads’ and the Club’s requirements, you can register your car for 45- or 90-day periods for a substantially reduced registration fee. Check out the Membership section of the Club website for all the details.

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

Will
**Club Code of Conduct**

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>Confidentiality</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Club member must behave honestly and with integrity in the course of Club activities.</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>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Care and diligence</th>
<th>Conflict of interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Club member must act with care and diligence in the course of Club activities.</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>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Respect and courtesy</th>
<th>Proper use of resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Club member, when acting in the course of Club activities, must treat everyone with respect and courtesy, and without harassment.</td>
<td>A Club member must use the Club’s resources in a proper manner.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lawful compliance</th>
<th>Undue advantage</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Club member, when acting in the course of Club activities, must comply with all applicable Australian laws.</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>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Directive compliance</th>
<th>Behaviour – general</th>
</tr>
</thead>
<tbody>
<tr>
<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>
<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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The belles of the wedding ...

Gordon Robson, Central Chapter member (and bridegroom)

Central Chapter member Gordon Robson wanted some special bridal cars. He called on Eastern Victoria Chapter Captain Peter Ferguson for some assistance. As usual, Ferg came through with flying colours. Here’s Gordon’s note of thanks:

G’day Peter,

Happy New Year! I trust you and yours are all fit and well.

I thought you might like to see some pics of the 2018 ‘wedding of the year’ with the beautiful MX-5s of Nic, Julian and yours truly.

The guys were so kind and helpful, a real nice reflection of the Club!

I’m sure you’ll agree the cars came up a treat and I assure you that everyone at our nuptials was suitably impressed by the zoom zooms almost more than they were the bride!

By the way, my bride Cherry loves the car far more than being on the back of my motorbike so expect to see us more from time to time this year when we can get our boy looked after.

Feel free to share the pics with the other enthusiasts if you wish.

Thanks again for your assistance mate, much appreciated!

We’ll keep you moving while your car is in for repair.
It’s always great to jump in our cars for a club run after the Christmas break.

Today’s destination was Beauty Point for leisurely fish ‘n’ chips at the Chef’s Catch.

Nineteen cars lined up ready to go ... unfortunately Graham and Sandra had to pull out because of exhaust problems.

We headed off towards Lilydale through some of the great back roads that we love, enjoyable despite the tourist traffic that is always a problem at this time of year.

We were heading in the direction of Bridestowe lavender farm, the largest producer of lavender oil in the southern hemisphere, which was in full bloom and a must-see if visiting Tassie in December-January.

We turned on to the Tamar Valley wine route through Pipers River, before twisting back around for our scheduled stop at Hillwood (great berries can be picked here).

Alas, some of our troop had kept going and had their stopover under the remarkable Batman Bridge.

See more photos at mx5vic.smugmug.com
All together again, we headed off ... but as we were turning for a scenic drive through Deviot, a call came on the radio: “Aren’t we going the wrong way?” (thinking we were heading though Kayena Targa stage). But we had to leave something for the drive home.

Arriving at picturesque, aptly-named Beauty Point, home of Seahorse World, everyone was anxious for lunch.

Having a large group turn up ready to eat, the Chef’s Catch did a wonderful job of fulfilling our orders so we could all sit beside the water and catch up.
The Mornington Peninsula is regarded as Melbourne’s playground for good reasons: bay beaches, the ocean, views, golf courses, vineyards, cafes … fun for all.

Central Chapter joined the holiday makers for our own playdate on the Peninsula, but not for the usual holiday maker reasons.

We went to this lovely little part of Victoria for the great roads with plenty of corners, hills, sweeping bends, sparkling sea views and best of all, the iconic Arthurs Seat road.

The only challenge was how to beat the summertime crowds. No problem for our happy band of MX-5ers as Chapter Captains John and Katrina’s twilight run let us miss the usual road hazards.

On a beautiful evening, with the fickle weather gods clearly on our side, 35 cars met at Somerville. It was great to see familiar faces, some new ones and some folk we hadn’t seen for some time, all of us putting our New Year’s resolution into action: get out in our MX-5s more – especially in the car’s 30th birthday year. More about birthdays later.

The run headed through Hastings and on to Balmarring beach for our first stop. After dipping our toes in the water we brushed the sand off our feet (compulsory for fussy car owners!) and...
headed across the Peninsula for some views of Port Phillip Bay and a curly climb up Arthurs Seat.

With the car park nearly full of beautiful gleaming MX-5s, the Eagle gondolas glided overhead, we admired the bay views below and felt genuinely sorry for the other car park vehicles ... like the Mustang and the Maclaren ... because not everyone gets to drive a sports car with the roof off like MX-5 owners!

Arthurs Seat was also the place where we burst into a rousing chorus of happy birthday to Chapter Captain Katrina, who was celebrating one of those special zero birthdays. Not sure Katrina was impressed by our singing but she was certainly surprised. Thanks to AB for letting that one out of the bag in the previous month's magazine.

The sunset was brilliant as we snaked our way down the Arthurs Seat road, enjoying dusk bay views through Dromana, Safety Beach and Mount Martha before turning into Main Street, Mornington ... which we discovered was where all the holiday makers were hiding – eating at the café strip.

Timing is everything, and our timing on this run couldn’t have been better – avoiding the crush and the rush, seeing the full sunset and bay views and scoring such a great twilight run. Thanks John and Katrina.

MX-5 playtime is so much fun! ●

Peninsula Playdate ...
Chapter chatter ...  

19.1.19 | Club ■ Words, group photo & organiser: Richard Acfield, Club Captain - Social | Other photos supplied

Visit to Tickford Racing

On 19 January half the petrol heads in the MX-5 Club (above) rolled up to the Tickford Racing facilities in Campbellfield for a guided tour of the workshops where Tickford’s racing cars and road cars are engineered and produced.

Why half? you ask ... well, the rest of them were attending the first round of the Essendon Mazda MX-5 Sprints at Phillip Island. They will get their chance when the second visit is organised.

Some months ago Club member, and Tickford Group Commercial Director, Andrew Philpott, contacted us to see if there would be any interest in a conducted tour to see how their race and street cars are produced.

There was a limit of 30 places, ... this number was reached within 36 hours of me asking for expressions of interest, and 12 hours later we had a waiting list of 22 (mainly motor sport participants who were unable to make it this time). Andy spent two and a half hours showing us around, explaining the setup and answering questions from the group. Not being a Supercars follower I always thought that the racecars were highly-modified forms of the street version. I couldn’t have been more wrong – they only look like the street car! They are in fact built from the ground up and finally dressed with panels to look like a Falcon or Mustang.

The chassis and its integrated roll cage are built to the specifications mandated by the race authorities, so this aspect of all cars should be the same. The difference from other teams comes when suspension, brakes and motor are added.

The 5.0 litre Ford V8 only has three parts supplied by Ford (block and cylinder heads, which are then modified); everything else is designed and manufactured by Tickford. The suspension has also been designed by Tickford engineers and is manufactured in-house.

The new Mustang racing cars are lighter than the minimum of 1410kg allowed by the rules, but this gives the engineers the opportunity to place ballast around the chassis to provide a very balanced setup.

Tickford also offer a service to Mustang and Ranger owners to upgrade their vehicles’ performance and esthetics as well. We crawled over two examples outside the showroom and were very impressed. They both sounded very impressive as well.

I’d like to thank Andy and Tickford Racing for giving us this opportunity, everyone was blown away by what we were shown.

The chassis/roll cage is a work of art and comprises almost 100 individual parts, all of which are cut to an accuracy of a very small fraction of a millimetre. Every time the next part is added to the jig the whole thing has to be re-measured to ensure there is no distortion. This is a very time consuming exercise.

The new Mustang racing cars are lighter than the minimum of 1410kg allowed by the rules, but this gives the engineers the opportunity to place ballast around the chassis to provide a very balanced setup.
Roll cage at Tickford, and Mustang testing at Phillip Island
Artist in the house ...

I draw on the most basic of drawing paper that you can find in a news agency or arts supply. It’s A3 size in pad form. My initial drawings are done in fine pencil, then I use Touchnew alcohol markers to fill in and shade the drawing.

I started drawing cars at around five years of age. I am a self-confessed car tragic and by high school was drawing cars in class and not doing school work! I started out with just pencil, then moved to pencil and black markers using the “dot shade” technique, followed by Derwent colour pencils. Then I saw the amazing work done by car designers and commercial artists with alcohol markers so I thought I’d give them a go.

I started taking my art to motor racing events just to ask the drivers to maybe sign one of my average drawings of their car. Funnily enough, they all obliged!

Then at one Supercar meeting at Sandown about 25 years ago I was showing Tony Longhurst (the Queensland-based professional owner/driver) Eastern Victoria Chapter member John Poletti’s photos often grace the pages of this magazine, but he has more talents than we knew. He also turns a dab hand to freehand drawing. Here, very briefly, is John’s story, and a small gallery of his work ...
has more talents than we knew. He also turns a dab hand to freehand drawing.

a concept drawing I had dreamed up with his Castrol colours ... and next thing I know I’m having an impromptu meeting with the head of Castrol Motorsport Australia throwing around ideas for Tony’s next Supercar livery!

It was very exciting for a wide-eyed country lad, to say the least!

In my “middle age” my eyes are failing me, so I’m not drawing as much now. But every now and then some inspiration kicks in and I can squeeze out another one.

~ John Poletti
Chapter chatter ...

20.1.19 | Western Victoria ■ Words: Kathy Wood ■ Photos: Karen Bradshaw, Kathy Wood, Pam Stoffels ■ Organisers: Graeme & Kathy Wood

Zoom with a View!
On a beautiful morning the group met in Buninyong for a coffee, catch-up and a welcome to those who had travelled, especially Peter and Trish from the Eastern Victoria Chapter.

Fourteen MX-5s, each with their brochure detailing the lookouts we would visit, set off to drive to the top of Mt Buninyong, which is one of the few vantage points that allows a view over the surrounding countryside.

The view from the road as it winds to the top is quite spectacular. The descent was made even more interesting when a large healthy koala decided to cross the road and stop to check out the MX-5s. We continued on via Mt Warrenheip and Kryal Castle back into Ballarat and up to the Black Hill lookout, the highest point in Ballarat. The lookout, as some members reminded us, was a meeting point back in the day for romantic couples — some things never change (hey Rob and Lyn!).

On to Sailors Falls for a relaxing morning tea and friendly banter. Unfortunately, the recent dry weather had stopped the flow of water over the falls. Then we continued into Daylesford to visit the little-known Cornish Lookout. After surveying Daylesford in the beautiful sunlight, we paraded the cars through the main street and wound our way through Hepburn and Shepherds Flat and on to the Guilford lookout.

At this stage we decided the run needed to be renamed the “Meerkat Run”, as there were similarities in the way we were popping up at different locations and then moving on.

After checking out the Burke & Wills monument in Castlemaine and the view from its base, we moved on to the Castlemaine Botanic Gardens for lunch. By midday it was getting very warm — 37°! Noellene and John were wondering why their air con was so ineffective, until they realised that they had their rear window heater on ... it all adds up!

After lunch we zoomed across to Maldon and up to the summit of Mt Tarrengower, once again for a panoramic view from the lookout tower at the many surrounding landmarks. There was a mechanical glitch on the way up ... thank goodness John Gleeson, always prepared for anything, carried a spare coil (as you do!) so there was minimal interruption to the run.

By mid-afternoon “the meerkats” were starting to feel the heat, so it was time to head back to Creswick for a cool drink to finish off yet another great day in our little cars and farewell our friends.

See more photos at mx5vic.smugmug.com
This was not a run but just a get-together to kick off the Eastern Victoria Chapter’s 2019 activities.

As a large proportion of our attendees are from Melbourne’s eastern suburbs, we held it at the Cardi Pub in Beaconsfield. Forty-two people turned up on what was a VERY warm afternoon – just over 40°C!

Keith and June Teeuw, who live close by the Cardi, kindly hosted horses doovers for a couple of hours beforehand, and about half the 42 turned up at their house first. Given the heat and the traffic (heavy due to a couple of accidents in the area), few arrived with their rooves down and, in fact, a couple were not even MX-5 mounted – but that was OK, there was some great company and lots of laughs!

It was great to see both Steve Reid and Peter Gilles there – both have had their health challenges lately.

It was the perfect chance for all to catch up and share stories of recent Christmas and New Year exploits and for some new folk to join us and get to know a few of the MX-5 regulars. There was even an extra couple from another car club at the pub who got dragged into our group! As they have an MX-5, they were made very welcome.

By the time dinner was over, the night had cooled and it was very pleasant outside so all rooves went down for a mild and starlit drive home. A great way to kick off 2019!
The Cardi Meet...
Chapter chatter ...

28.1.19 | Northern Tasmania  ■ Words & organiser: Lawrie Pitt ■ Photos: Sandra Ashley, Alana McDougall

Corra Lynn lunch run

Bitumen ...

... gravel ...

... and the U-turn!
Monday of the Australia Day long weekend had nine cars on the run – about half the regular participation, perhaps influenced by the holiday date and other runs within a couple of weeks of this time.

The run was planned to use three roads rarely used for runs, as they turned into gravel. Upon reaching the gravel, the plan was to make a U-turn and return along the route in the opposite direction, effectively making six interesting passages of tarmac.

Further interest was added with tourist and farm traffic thrown into the mix, as well as unexpected road works for about three kilometres in the early formation phase, covered in big, rough, sharp stones.

The first leg was into the Liffey Valley towards the renowned Liffey Falls. Along with roads works, we came upon a ute towing a large generator, as well as a huge poppy harvester, a B-double milk tanker, tractor and a farmer’s ute parked at right angles across the road around a corner.

But the Liffey Valley did not disappoint; it was enchanting with towering mountains and the river running alongside the road, as we weaved up and back down the valley.

To get to the next leg, Deddington Road, the route went through Longford, famous for its old Formula 1 race track, Perth and the historic village of Evandale, all bustling with holiday traffic, disrupting our little convoy.

Re-organised, we turned towards the hills near the National Trust property, Clarendon House. We meandered over rolling hills and on to Deddington Road (which started out as a tarmac road). As we had done with Liffey Road earlier, we turned around when we reached the gravel and ran it in the opposite direction ... this time with views of the Western Tiers and the Liffey area in the distance.

Close to the outskirts of Launceston at White Hills, we entered Blessington Road, which is a long, uphill road towards the Ben Lomond National Park. This old road was upgraded quite some time back in preparation for the arrival of MX-5s 30 years ago ... well, not really, for access to the ski fields. But we’ll use it.

And we did. Flowing tight corners, crests, downhill sweepers and short straights, with fat cattle and a towering mountain backdrop. And gravel, eventually. And so we turned around and did it all again, in the opposite direction!

Our lunch was at Corra Lynn, at the bottom of Deddington Road. As we came down the hill to Corra Lynn, panoramic views appeared of Launceston and the local vine yards. Lovely stuff.

Now, we all appreciate the wind in your hair when you drive an MX-5 but, not so much when sitting around a picnic lunch. The wind was up, spoiling our get-together at the end of what was otherwise a great Australia Day holiday weekend run.
The Club Motor Sport group got together with partners and friends for the wrap up of the 2018 Essendon Mazda MX-5 Sprint Championship in February.

The venue was the Limerick Arms Hotel, which probably was not surprising given it was selected by our (Irish) Assistant Motor Sport Captain, Paul Ledwith.

After a drink and quick catch-up, we settled down to entrees before the actual presentation of awards took place. There was the usual merriment that you would expect from such an occasion which underlines the great atmosphere we enjoy, be it at the track or away from it.

We welcomed John and Paul from Essendon Mazda, who sure won the award for the best dressed on the night.

Award recipients were:

<table>
<thead>
<tr>
<th>Name</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kutay Dal</td>
<td>1st Standard NA</td>
</tr>
<tr>
<td>Steve Williamsz</td>
<td>1st Standard NB</td>
</tr>
<tr>
<td>Simeon Ouzas</td>
<td>2nd Standard NB</td>
</tr>
<tr>
<td>Robert Downes</td>
<td>1st Standard NC</td>
</tr>
<tr>
<td>David Adam</td>
<td>1st Standard ND</td>
</tr>
<tr>
<td>Noel Heritage</td>
<td>1st NB Clubman</td>
</tr>
<tr>
<td>Max Lloyd</td>
<td>2nd NB Clubman</td>
</tr>
<tr>
<td>Gavin Newman</td>
<td>1st Modified NA/NB</td>
</tr>
<tr>
<td>Randy Stagno Navarra</td>
<td>1st Modified NC/ND</td>
</tr>
<tr>
<td>Alan Conrad</td>
<td>2nd Modified NC/ND</td>
</tr>
<tr>
<td>Russell Garner</td>
<td>1st Super Modified</td>
</tr>
<tr>
<td>Paul Ledwith</td>
<td>1st Restricted Open</td>
</tr>
<tr>
<td>Ray Monik</td>
<td>2nd Restricted Open</td>
</tr>
<tr>
<td>David Adam</td>
<td>Sportsmanship Award</td>
</tr>
<tr>
<td>Kutay Dal</td>
<td>Rookie Award</td>
</tr>
<tr>
<td>Max Lloyd</td>
<td>Princey Award</td>
</tr>
<tr>
<td>Russell Garner</td>
<td>Overall Champion</td>
</tr>
</tbody>
</table>

John Tofari from Essendon Mazda says a few words.
2018 Essendon Mazda MX-5 Sprint Championship - Final Standings

<table>
<thead>
<tr>
<th>(corrected points)</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Champion</td>
<td>Russell Garner » 1,035</td>
<td>Gavin Newman » 910</td>
<td>Steve Williamsz » 895</td>
</tr>
<tr>
<td>Open</td>
<td>= John Vaughan / Brendan Beavis » 100</td>
<td>Ray Monik » 415</td>
<td>Tim Meaden » 390</td>
</tr>
<tr>
<td>Restricted Open</td>
<td>Paul Ledwith » 575</td>
<td>Ray Monik » 415</td>
<td>Tim Meaden » 390</td>
</tr>
<tr>
<td>Super Modified</td>
<td>Russell Garner » 800</td>
<td>Dean Watchorn » 300</td>
<td>Robert Parr » 60</td>
</tr>
<tr>
<td>ND/NC Modified</td>
<td>Randy Stagno Navarra » 800</td>
<td>Alan Conrad » 475</td>
<td>David Adam » 75</td>
</tr>
<tr>
<td>NA/NB Modified</td>
<td>Gavin Newman » 800</td>
<td>Simon Acfield » 210</td>
<td>= John Reid / Jarrah Pitt / Sam Gumina » 75</td>
</tr>
<tr>
<td>NB Clubman</td>
<td>Noel Heritage » 775</td>
<td>Max Lloyd » 675</td>
<td>Murray Seymour » 195</td>
</tr>
<tr>
<td>Standard ND</td>
<td>David Adam » 700</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td>Standard NC</td>
<td>Robert Downes » 575</td>
<td>Hung Do » 350</td>
<td>Ian Vague » 345</td>
</tr>
<tr>
<td>Standard NB</td>
<td>Steve Williamsz » 800</td>
<td>Simeon Ouzas » 605</td>
<td>John Downes » 525</td>
</tr>
<tr>
<td>Standard NA</td>
<td>Kutay Dal » 800</td>
<td>Daryl Ervine » 150</td>
<td>----</td>
</tr>
</tbody>
</table>

Top, L-R: Kutay Dal, 1st Standard NA; Steve Williamsz, 1st Standard NB; Robert Downes, 1st Standard NC; David Adam, 1st Standard ND. Second row, L-R: Noel Heritage, 1st NB Clubman; Max Lloyd, 2nd NB Clubman; Gavin Newman, 1st Modified NA/NB; Randy Stagno Navarra, 1st Modified NC/ND. Third row, L-R: Russell Garner, 1st Super Modified; Paul Ledwith, 1st Restricted Open; Ray Monik, 2nd Restricted Open; David Adam, Sportmanship Award. Bottom row: Kutay Dal, Rookie Award; Max Lloyd, Princey Award.

Absent: Simeon Ouzas, 2nd Standard NB; Alan Conrad, 2nd Modified NC/ND.
There’s always the Island!

Words: Paul Ledwith, Assistant Club Captain - Motor Sport  Photos: Suz Gallus Photography (used with permission)

What a cracking venue Phillip Island is. Pretty much everything is there: surfing, fishing, penguins, wineries, wildlife sanctuaries and, of course, the race track.

Our first outing for the Motor Sport group in 2019 was at the Island on Saturday, 19 January. It was run by the WRX Club and had a fully-subscribed field of 120 cars. We are fortunate that we get the opportunity to Sprint on such a great track, with three planned events at the island this year – the first, last and one in the middle.

We had a huge field of 37 MX-5s turn up for the event, with a mixture of regular, new and returning drivers. Track conditions were close to excellent: no rain but a little bit hot.

Luckily, check in and scrutineering were quite painless, and proceedings started at 9am, with our first session not being a timed event.

Things began in earnest in our second session with our current Club Motor Sport Champion Russell Garner throwing down the gauntlet for this year and obliterating the Class lap record in the process.

Russell might not have it all his own way in NB Modified, with Dean Hasnet back from his sojourn and Club Captain - Motor Sport Gavin Newman missing this round due to work commitments but super keen to get amongst the action.

Unfortunately, Russell got one of those phone calls that nobody ever wants to get; his dad passed away later that morning. On behalf of the Club, our condolences to Russell and his family.

NC/ND Modified was dominated by Randy Stagno Navarra being within 0.2 of a second off the lap record, with Alan Conrad and David Adam snapping at his heels.

Steve Williamsz, having stepped up to the NB Clubman class, took out the win. He was closely followed by Max Lloyd and Peter Dannock. I think this will be the group to watch again this year.

Max reckons that he was slow on the day as his long-time nemesis Noel Heritage (who had pulled a sickie) was not there to push him down the straight.

Simeon Ouzas won the Standard NB Class, Robert Downes took out the Standard NC and Brendan Beavis the Open Class.

When you get asked for vice-grips and in the next sentence get asked for a multi-meter, you know that there is some bush mechanics going on, and so it was with Dean Watchthorn and his crew chief John Poletti. Once they got the car almost sorted, all that could be heard for the afternoon was Dean in the driver’s seat shouting at John to push harder to get the car started.

Tim Meaden also had a bad day with his morning alarm not going off (rumour has it that an extra glass of red was involved) and then having a tyre issue that ended up with him putting his car on the trailer early.

Of course, the championship is only one aspect of the Sprint. We have had many new drivers giving it a go in the last six months, and a lot of those drivers are now on their second and third sprint days. We do field phone calls and emails from drivers looking to get advice on car set-up, brakes etc, and we are only too happy to help or point you in the right direction.

But, advice is only given out as long as it is not an advantage to a competitor. I do recall being at a very wet Sandown when someone was asked about the grip levels … to be told that they were sensational and to go as fast as they can! 😊

Dean Watchorn (#46) leads Matt Brogan (#2)
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• Brake Performance Report (Safe T Stop Test)
• Brake Pad and Rotor Inspection
• Underbody inspection and spanner check including Suspension and Steering Components
• Battery and Charging System inspection and report
• Cooling system pressure test and coolant level inspection
• Wash and Vacuum

MX-5 TRACK PACK TWO
Track Pack One Plus:
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• Cooling System Flush, Refill and Pressure Test (Genuine Mazda Coolant)

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2019 Essendon Mazda MX-5 Sprint Championship – Round 1 | Phillip Island 19.1.19
### Round 1 results

#### 2019 Essendon Mazda MX-5 Sprint Championship – Round 1 | Phillip Island 19.1.19

<table>
<thead>
<tr>
<th>Class</th>
<th>1st</th>
<th>2nd</th>
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<tbody>
<tr>
<td>Open</td>
<td>Brendan Beavis 1:50.6275</td>
<td>---</td>
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<tr>
<td>Restricted Open</td>
<td>Paul Ledwith 1:50.5962</td>
<td>Tim Meaden 1:54.6382</td>
<td>---</td>
</tr>
<tr>
<td>NC/ND Modified</td>
<td>Randy Stagno Navarra 1:55.1507</td>
<td>Alan Conrad 1:55.9022</td>
<td>David Adam 1:57.5536</td>
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<tr>
<td>NA/NB Modified</td>
<td>Russell Garner 1:55.7648</td>
<td>Dean Hasnat 1:56.8686</td>
<td>Tom Whelan 2:03.1979</td>
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<tr>
<td>NB Clubman</td>
<td>Steve Williamsz 2:02.5242</td>
<td>Max Lloyd 2:02.6039</td>
<td>Peter Dannock 2:03.5378</td>
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<tr>
<td>NA Clubman</td>
<td>Kutay Dal 2:04.0657</td>
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<td>---</td>
</tr>
<tr>
<td>Standard NC</td>
<td>Robert Downes 2:01.8353</td>
<td>Peter Whitaker 2:11.7874</td>
<td>---</td>
</tr>
<tr>
<td>Standard NB</td>
<td>Simeon Ouzas 2:04.9650</td>
<td>Stuart Dawson 2:10.1123</td>
<td>Matthew Cavell 2:15.1595</td>
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</tbody>
</table>

* New Club lap record

#### Overall Standings after Round 1 | 19.1.19

<table>
<thead>
<tr>
<th>Class</th>
<th>1st</th>
<th>2nd</th>
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<tbody>
<tr>
<td>Open</td>
<td>Brendan Beavis 100</td>
<td>---</td>
<td>---</td>
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<tr>
<td>Restricted Open</td>
<td>Paul Ledwith 100</td>
<td>Tim Meaden 75</td>
<td>---</td>
</tr>
<tr>
<td>NC/ND Modified</td>
<td>Randy Stagno Navarra 100</td>
<td>Alan Conrad 75</td>
<td>David Adam 60</td>
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<tr>
<td>NA/NB Modified</td>
<td>Russell Garner 100</td>
<td>Dean Hasnat 75</td>
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<td>Steve Williamsz 100</td>
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<td>Kutay Dal 100</td>
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</tr>
<tr>
<td>Standard NC</td>
<td>Robert Downes 100</td>
<td>Peter Whitaker 75</td>
<td>---</td>
</tr>
<tr>
<td>Standard NB</td>
<td>Simeon Ouzas 100</td>
<td>Stuart Dawson 75</td>
<td>Matthew Cavell 60</td>
</tr>
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</table>
NC key fob* repair ...

So, the old NC key fob has been kicked around for a while and has presented me with a new issue.

While removing the key from the ignition, the remote button part separated from the key due to the wimpy plastic locking piece breaking off.

Research on the web returned an eBay replacement key and case for about $6 – cheap. OEM replacements were in the region of $80!

The search also returned a video on how to disassemble and transfer the bits across from the old OEM key fob!

The eBay replacement is not OEM, therefore the actual key is not interchangeable and the new key blank will need to be cut by a locksmith. To add to the fun, the transponder chip needs to be removed from the old key and embedded into the new key, requiring this part to be disassembled … fairly simple, but the reassembly appears very fiddly.

Watch the video and assess if you want to go down that direction: https://www.youtube.com/watch?v=sA2cQN4VGU - “FIX Mazda key repair broken Flip”.

This had me thinking there must be an easier way to fix the fob … and there is!

Tools and equipment required:

» Very small self-tapping screw
» Very small drill bit: 1/16” or metric equivalent
» Electric drill
» Small screwdriver to suit screw
» Flat file - if needed

("This repair will also work with any similar Mazda key fobs.

Locate a small self-tapping screw with a head small enough to fit in the key channel of the fob. You could use one slightly bigger and make the head fit by mounting the screw in the chuck of the drill, using a file while spinning the chuck to file down the diameter of the head until it fits.

Push and hold the two parts together and carefully drill a hole through the square hole in the key channel, deep enough for the screw.

Screw in the small screw, remembering the screw is only locking the 2 parts together so it doesn’t need to be very tight!

Finished!

---

Please note: All “Tech Talk” information is provided as a guide only. All work is carried out at the owner’s risk.
Ramps for your ramps ...

If you have an MX-5, AND you work on it yourself ... AND, if like me (and not like those who have room and funds for a two-post hoist - mongrels!), then you probably already know the hassles of using car ramps.

If your car is lowered (as both mine are) then the problems just get worse.

The issues are:
1. The ramps slip on the concrete as you try and run the front wheels up them.
2. Worse, you often can’t get the front or rear on to the ramp as it hits the bodywork before the wheel contacts the ramp.

I generally have to resort to jacking the car up and slipping the ramp under the wheel while it’s elevated.

A couple of products that my brother-in-law, Doug Smith, has just bought, may be of interest to you:
1. Rubber feet to minimise slippage of the ramp.
2. Ramps for your ramps to make the approach angle to the ramp much lower.

The products came from his local (Adelaide) Autopro store. The approximate cost was $100.

Committee news: January 2019

Our last committee meeting was held at the Campbell’s home in Torquay on Sunday 13th January 2019 from 1.30-3.00pm, with 10 committee members in attendance. The main items for discussion are following.

From the Corporate report, the up-coming celebration at Tuki on 10 February was the main item, with everything in place for a great event. Four committee members, plus additional helpers, will stay locally to help set things up early in the day.

Late last year, a Club zoom account (for internet meetings) was set up and will be trialled with Chapter Captains beginning early February. It is possible that this account may also be used for the Presidents’ National Liaison meetings.

The Treasurer’s report was tabled and, apart from normal balances of Club accounts, the Chapter debit cards’ effectiveness was discussed. Following on, the Motor Sport report was tabled, featuring the most recent events and successes of the team. Our sponsorship with Essendon Mazda was an item for discussion, with a review of the proposal and collaboration strategies.

The Club Captain – Social had been in touch with Chapter Captains, but had nothing to report from them.

The Membership report indicated that current membership continues to grow with an increase in total memberships when compared with the previous year. With over 800 members, about 110 receive printed mxtras. The Committee was also appraised of the current statistics relating to the Club Permit scheme.

If you are interested in knowing anything more about this report, please contact me.

Coral
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