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**mxtra**

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

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**Inside:**

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**Sharing the love in an MX-5**

**Track car preparation**

**30 years on ...**

**Celebration at Tuki**

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**Cover** A drone's eye view of the gathering of all vintages of the Mazda MX-5 at the Club's Victorian  
**image:** 30th anniversary celebration at Tuki Trout Farm, Smeaton, on 10 February. Photo: Craig Baird

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# Coral's Catch-up ...

■ Coral Campbell – President, Life Member | [president@mx5vic.org.au](mailto:president@mx5vic.org.au)

## Welcome to mxtra – March 2019.

Well, the 30th Anniversary celebrations at Tuki on 10 February 10 seem like a distant memory – now over a month has passed.

### But what a great time we had.

With approximately 40 cars positioned in model categories (NA, NB, NC and ND) across the grassy paddock, we were able to appreciate the changes with each iteration of the wonderful sports car over the passing of time.

Despite the offer of trout fishing, I didn't see anyone take up the offer! However, the games in the paddock proved to be hilarious and great spectator viewing. Thank you to the members of the teams who stepped up and to Grant and Saeko who ran the event.

Our Tuki hosts, Jan and Robert, provided an excellent lunch and our special guest, Sue Ransom, regaled us with the history of the Club, focussing on the early years. Participants on the day received a cap inscribed with the 30th Anniversary logo, compliments of Mazda Australia. Caps were also sent to Tasmania, where the Chapters celebrated with their own events. There is more information about these in this *mxtra*.

**Just before we attended the celebration event**, Mazda released the information related to the 30th Anniversary Limited Edition MX-5. It is a burnt orange colour, appropriately named Racing Orange, and is based on the Roadster GT 2.0L, but with quite a few special extras. With only 30 coming to Australia, we won't be seeing too many of them on Club runs!

**Since the last magazine**, the various Chapters have been active across Victoria with runs to Bellarine, Yarra Valley, Apollo Bay, San Remo as well as events such as Khanacross and a detailing night. Motor Sport ran their second sprint championship at Sandown as well. Will and I drove to Apollo Bay to meet up with

the Western Victoria Chapter run which had spent several hours driving part of the Great Ocean Road "gourmet trail". Fish and chips was the meal of choice and we enjoyed ours in the park, with some Club members (and the seagulls, of course). It was magnificent weather – quite balmy – and our return drive to Torquay at 8pm along the Great Ocean Road was generally unmarred by tourists driving very, very carefully. The rest of the convoy members left soon after, but were making their way back through the inland roads.

### As you probably know, the Club

**Committee** consists of 12 members. However, you may not be aware that four committee members are active in the Club's Motor Sport Team – Gavin Newman, Paul Ledwith, Peter Dannock and Randy Stagno Navarra. This month, I thought I would mention the roles of the Club Captain - Motor Sport (Gavin) and Assistant Captain (Paul). Both Gavin and Paul have carriage of organising the **Essendon Mazda MX-5 Sprint Championship** and running special event days, such as those in Tasmania last year.

Motor Sport is a significant component of the Club – virtually another Chapter – and keeping it going is a big job. Gavin and Paul are involved in developing and reviewing acceptable motor sport regulations aligned with CAMS requirements, but also in ensuring that the Championship events are fair and equitable across the many MX-5 variations. They are also involved in seeking sponsorship for the Motor Sport Team events and reporting the contingent's progress to the committee. Off-committee, they are ably assisted by Russell Garner who is the Motor Sport Classifications Officer. Russell does most of the work related to the various categories and classifications of vehicles as they participate in motor sport events.

## For your diary ...

See the full calendar for details

### March

- 17 EV Maffra Shed car museum run
- 23 CEN Fish & Chip run to San Remo
- 24 EV Khanacross at Bryant Park
- 24 WV Veterans Walk run
- 24 NTas Devonport Car Show
- 30 Club Come&Try motorkhana day

### April

- 2 NEV Tuesday run - Mt Buffalo
- 7 CEN Euroa run
- 7 WV Chapter 10th anniversary run
- 10 CEN Mid-week Nursery lunch run
- 14 MS Sprints Rd 3 - Winton
- 14 STas Duncan's Mystery run
- 15 NEV Chapter 12th anniversary
- 26 NTas Chapter 11th anniversary
- 28 EV Kongwak Market run

Coming up soon in early April, is our bi-annual meet with the Mazda MX-5 Club of South Australia. Although we have tried to make use of central meeting points for years, it can become a little challenging to find 'new' things to see and do. This year, many Victorian Club members are heading to Kangaroo Island and we have a jam-packed schedule of 'places to see and things to do'. There will be more about this in a future edition of *mxtra*.

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

*Coral*



# 30th birthday MX-5 unveiled

■ Words & photos: Mazda Corporation (edited)



*In case you've missed it (we're sure you haven't, but for the record) ...*

**Mazda Motor Corporation recently showcased the global unveiling of the Mazda MX-5 30th Anniversary Edition.**

This was done at the Chicago Motor Show on 8 February, to mark the 30th anniversary of the first global appearance of the original MX-5 on 10 February, 1989.

After 30 years and with more than one million examples sold, Mazda feels that the MX-5 is no longer its own creation. It belongs to the fans around the world who have supported the development of the model. To express its gratitude, and its high hopes for the future of the MX-5, the company developed Racing Orange, an exclusive body color that evokes the breaking dawn of an exciting new day.

In addition to the new color, the MX-5 30th Anniversary Edition features Recaro seats, forged aluminum wheels (Rays ZE40 RS30) developed exclusively for the MX-5 and a 30th Anniversary badge that displays the model's serial number. Sales will be limited to 3,000 units worldwide, including both soft top and retractable hardtop (RF) models.

Of these, only 30 examples will be available in Australia – and all will be soft tops. Five hundred will be released in the US, and 600 in the UK.

We understand that the Australian release will be offered first to existing MX-5 owners who are also members of Mazda's loyalty **Kizuna Club**. Pricing was not available at the time of printing.



## Follow the Club on Instagram

■ Words: Peter Dannock



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

We have two Instagram accounts to follow:

- » Follow the Club at **@mx5\_vic\_tas**
- » Follow the Club's motor sport at **@mx5\_victas\_motorsport**

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

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







# Gavin's Good Oil ...



■ Gavin Newman – Club Captain - Motor Sport | [captain@mx5vic.org.au](mailto:captain@mx5vic.org.au)

*The Motor Sport group are currently about half way through a hiatus in our Sprint Championship.*

In putting the calendar together, we attempt to get a good mix of tracks, space events out through the year, and avoid conflicts with other Club activities, with motor sport outside of our championship and public holidays. We also need to work in with, and support, the clubs we partner with and co-ordinate with the NSW MX-5 Club to facilitate the interstate challenge. As you can imagine it becomes an exercise in compromise and hence we have ended up with an eight-week gap in proceedings.

Still, there are plenty of non-sprint motor sport activities for those with itchy feet. These include:

- » Khanacross events promoted by our Eastern Chapter and run by the Gippsland Car Club
- » Hillclimbs at the historical Rob Roy venue
- » Lake Mountain Sprint, hosted by the Australian Tarmac Rally Championship
- » and of course the many social runs being conducted in the Club – if your MX-5 is road registered of course.

So I hope you have made the most of the break and got out and about to any events that interest you.

Our last event was at Sandown and we're now two from two for great weather, which is a vast improvement over last year. *I hope I haven't spoken too soon on that front!* We had 38 MX-5s there which is another solid effort and confirms that we have a healthy attendance record at our events. It was once again pleasing to see of a number of younger competitors, a number of first-timers and a couple of female drivers which I am particularly enthusiastic about. The feedback I am getting is that existing members are helpful and supportive to those that are new to our Sprint Championship, and I encourage that support to continue while also encouraging those who want to 'have a crack' to do just that.

In the wider motor sport context, March saw the Supercar season kick off in Adelaide with the Ford Mustang dominating at its first run on the track. A change to permissible springs types added a bit of randomness to the weekend with teams that have traditionally profited from a better understanding of the technicalities losing their edge somewhat. This resulted in some of the new drivers and smaller teams nearer to the front of the field. The hot conditions were a real test of the fitness of the drivers who would be

considered elite athletes when compared to their peers from other sports disciplines. We have also seen the Festival of Motor Sport at Phillip Island which a number of Club members attended and, by mxtra publication time, we will be in the thick of the Australian Formula 1 Grand Prix – another event that the Club is participating in with cars on display.

Our next round of the Essendon Mazda MX-5 Sprint Championship is at Winton on Sunday, 14 April. Entry forms are on the Club website, in the motor sport calendar section.

Winton is a great track for MX-5s. With a lower average speed, the focus is on cornering and handling rather than outright horsepower which suits most cars in our group a lot better. It can be a real challenge to string together that 'perfect' lap where you get every corner just right and end up with a good lap time. Consequently it is a great venue to hone your skills at and really get to grips with what you can get out of your car. So get your entry into AROCA and let's hope for a hat trick of fine weather.

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

*Gavin*



Photo: Suz Gallus



# Membership

■ Will Campbell – Membership Officer, Life Member | [membership@mx5vic.org.au](mailto:membership@mx5vic.org.au)

Current  
membership:

846

and growing!

*G'day again ...*

I would like to welcome the following new members and wish them all a long and fruitful association with our Club:

## Central Chapter

Doone Barclay and Rena Raymond	2005 Galaxy Grey NC
Alistair Campbell and Jennifer Hibbens	2016 Jet Black Mica ND
Corey Edwards	1992 White NA
Darren, Kerri, Chelsea and Tahlia Godwin	1999 Grace Green NB
Paul Lang	2009 Metropolitan Grey NC
Ashton Mayes	2001 Midnight Blue NB
Scott McKenzie	1994 Laguna Blue NA
Andrew Mollison	1999 Highlight Silver NB
Darrin Morice	2006 Black NC
Rodney, Michelle, Bailey and Chloe Pascoe	1999 Grace Green NB

Brendan Pell	2005 Galaxy Grey NC
Louise and Graeme Raper, and Joshua Martin	1990 Classic Red NA
Sammy Tam	1990 Classic Red NA
Fraser Wu	2018 Crystal White ND

## North-Eastern Victoria

Daryl Guest	2006 Copper Red NC
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## Southern Tasmania Chapter

Nicholas Hutton	2006 Galaxy Grey NC
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A hearty welcome to you all!

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

*Will*

## Committee news: February 2019

*Our last committee meeting was held at the Albert Sailing Club on Wednesday 13 February 2019 from 6.30-8.50pm, with 10 committee members in attendance. The main items for discussion are following.*

From the **Corporate Report**, the celebration at Tuki Trout Farm on 10 February was discussed with a recognition of those who helped. Thank you emails were to be sent to Tuki and Sue Ransom and a photograph of the event to Mazda Australia.

**Motor Sport** reported on their recent awards night and, with member feedback, it was decided to promote this event more broadly to all Club members. The **Treasurer's report** was tabled but no discussion held due to David's absence. Members who, through illness, cancelled out of Tuki at the last minute will be refunded their payments.

The **Social Report** featured discussion around the 30th Anniversary celebrations in Tuki, to clarify some points raised by members on the day. The destination was chosen due to its historical significance as the first meeting of the "re-booted" Mazda MX-5 Club of Victoria in 1991, and, more significantly, inline with a previous Committee decision that major whole-Club events should be moved around the state to accommodate the regional Chapters more. With last year's awards day held in central Victoria and this event in western Victoria, the next major event will be in eastern Victoria. There were some comments about delays, but these were just perceptions as the day ran to schedule. However, comments about difficulty with hearing our guest speaker were noted

and at subsequent events a microphone and amplifiers will be used.

The next whole-Club event is the 30th Anniversary event of the car's Australian launch and will be held in October in eastern Victoria. A sub-committee has been formed, including assistance from Peter Ferguson.

The Australian Grand Prix will again host a display of 20 MX-5s: seven NAs, seven NBs, three NCs and three NDs including one RF.

A 'Come and Try Motorkhana' will be held on 30 March in Bayswater with 35 places available. Registration is required.

**Membership** of the Club keeps growing, with a large number of Club Permit cars contributing to this.

**Communications:** our webpage continues to be accessed frequently and by people from all over the world. Our social media groups are also very active on Facebook and Instagram.

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

*Coral*

# Club Code of Conduct

v2: August 2014

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

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

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# Sharing the love ... in an MX-5



■ Murray Finlay, Club Foundation and Life Member, with Alyssa Finlay, 25-year member

*The MX-5 turned 30 on 10 February, and 14 February was Valentine's Day.*

So, why not celebrate both with a roof-top drive-in cinema showing a suitable Valentine's Day movie, and where all the seats are in brand new Mazda MX-5s?

Mazda decided to do just that, and put the call out to Club members, through Eastern Victoria Chapter Captain, Peter Ferguson, calling for anyone who had a photo of a romantic event that included a Mazda MX-5.

On a whim I submitted a photo of my gorgeous wife Alyssa and myself in our NA on our wedding day in 1992. Ferg passed it on and, within a very short time, there came the call from Mazda PR lady, Georgia Harmon: "Are you free on Valentine's Day?"

Suddenly we found ourselves at a makeshift, Mazda-sponsored drive-in, "Roof Off On The Rooftop", at the rooftop car park at Federation Square in Melbourne, being interviewed by Madeline Slattery of Channel 9 news, re-enacting the scene from our wedding photo, and then being included in a short Valentine's Day segment in the TV news that evening.

To top it off, we were then invited back for the evening movie ... where we shared a lovely private couch at the back as we watched the Steve Carell movie, *Crazy, Stupid, Love* – an oldie but a goodie – complete with *Aperol* Spritzes and canapés!

We were even presented with a bunch of glorious red roses, and a bottle of *Moët* as thanks for helping out!

**Thanks to Mazda and to Georgia for a great afternoon and evening, and to Will Campbell for recording our 15 seconds of fame on the Channel 9 news that night! ●**

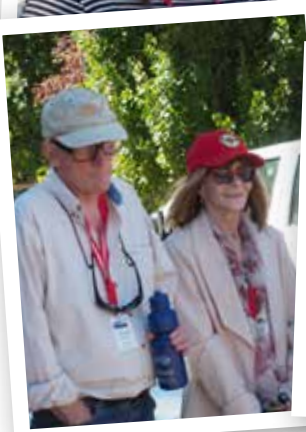
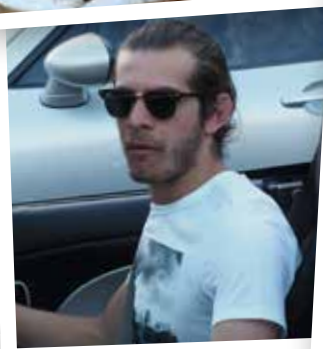




# Scene about ...



■ Photos: Keith Teeuw, John Waldock, Katrina Palmer, Peter Ferguson, Karen Bradshaw





# Chapter chatter ...



2.2.19 | Southern Tasmania ■ Words: Rob Tanner ■ Photos & organiser: John Waldock

## John's Fish'n'Chip run

*Saturday afternoon ... very hot and smoky, due to the extensive late-summer bushfires in Tassie.*

We met at the Cambridge Centre near Hobart Airport, and at 2pm we headed out on the Tasman Highway through Sorell and Forcett to our destination – the fish and chip shop on the canal at Dunalley.

With only eight cars, and 12 of us, we soon organised some tables together, ordered our fish and chips, and settled down for a pleasant afternoon, mainly talking about cars.

All too soon it was time to head back to the city, and with an invitation from John and Michelle, most of us went back to Lauderdale to their place for a cuppa and to inspect the progress on John's Austin Healy "bug-eye" Sprite, a fantastic restoration under way.

With four MX-5s and two Austin Healy Sprites in the family, John and Michelle could easily start their own sports car club, or form their own sub-branch of the Southern Tasmania Chapter.

Noting the time was now well after 6pm, we thanked John and Michelle for a great afternoon, and headed for home through the smoke haze. ●



See more photos at [mx5vic.smugmug.com](http://mx5vic.smugmug.com)



# Chapter chatter ...

**3.2.19 | Eastern Victoria** ■ Words: Peter Ferguson ■ Photos: Peter Ferguson, Keith Teeuw ■ Organiser: Alan Laine

*The first Eastern Victoria Chapter run for 2019 took place on a day of total fire ban – a stinker of a day that reached 38 degrees.*

Even so, 18 cars turned up for the start at the Trafalgar Holden Museum ready for a re-run of the Chapter's first run from 2011.

Chapter Captain Ferg pointed out in the briefing that people would not be too badly thought of if they put their rooves up and put on the aircons but, as we headed off, only our leader Alan Laine "wimped out" – with the rest putting up with the heat.

Perhaps my son-in-law Matt's comment, from the day before, was correct? He said that, given we claim that providing you do over 80kmh in the rain, you won't get wet ... perhaps it's the same with the sun: *drive at over 80kmh and you won't get hot OR burnt.*

## ***Turns out he was wrong!***

We passed over some magnificent roads south of the Princes Highway and out to Mirboo North, Dumbalk, Mirboo and Boolara and then back to Mirboo North, Thorpdale and Trafalgar. BUT



some of these roads have recently been "buggered up" by the new 80kmh speed limits ... *grrrrr!* That, and a few slow locals, partly spoiled what still turned out to be a very enjoyable drive.

We decided that, due to the heat, we would slightly shorten the run and went straight from Mirboo North down the hill to Trafalgar to the air-conditioned pub

and a really nice lunch.

A worthwhile change came through that allowed everyone to relax in the cool before heading home – many of them back to Melbourne.

**Given the 38 degrees, I'll bet the aircons were pumping it out on the way! ●**



^ *Loving the shade on a stinker of a day!*





# Alan's Gippsland run ...



See more photos at [mx5vic.smugmug.com](http://mx5vic.smugmug.com)



# Chapter chatter ...

## 3.2.19 | North-Eastern Victoria ■ Words, photos & organiser: Loz Thomas

*Under clear blue skies the North-Eastern Victoria Chapter held our first run of the 2019 year on Sunday, 3 February.*

Just as the name suggests it was all about food – finding some hidden treasures, checking out places that we have driven past many times but never stopped at, and checking out old favourites.

For some the day started pretty early with old friends and new friends travelling a great distance just to get to the meeting place.

It was lovely to meet John and Lorna Read who travelled up from Melbourne for the day. We also welcomed new members Jackie Monk and David, who recently purchased a gorgeous RF GT. It was the first Club run for Sally McInnes and her partner Steve. Dallas Meikle joined Doug Smith from Benalla to 'check us out' and after the day will hopefully join the Club. It was also great to catch up with Stuart and Sue James who have a busier life than ever since they retired. All up we had 14 cars, which was a great turn out for our little Chapter.

The day started with morning tea at *Billson's Brewery* in Beechworth. The new owners who purchased this old run-down building in September 2017 have done a remarkable job returning it to its former glory. As well as the cordials to taste, there was a museum, a National Trust collection of horse-drawn carriages, the copper stills, a barber and – one to keep in mind for future – the *Sweeteasy* room to check out.







# Tastes of the North-East



After morning tea we had a bit of fun driving through Stanley, down the twisties to Mudgegonga, then Carrolls Road to Rosewhite and on to our next stop at the *Australia Pumpkin Seed Factory*. Here we gained a unique insight into the farming and how they grow, harvest and produce their range of products. The chocolate-coated pumpkin seeds were a hit ... but I'm not sure how they fared in the boots of the cars as the temperatures climbed to 35 degrees.

Next stop – *Mt Buffalo Olives*. With gorgeous 360° views of Mt Buffalo and the Owens Valley we enjoyed sitting on the deck with a cool breeze tasting olive oil, vinaigrettes, olives, dukkah, jams and chutneys. More purchases made ... and less room in the boot.



Lunch time and it was at the quaint *Wandiful Produce* in Wandiligong. We shared plates of toasted sourdough sandwiches, gourmet zucchini tarts, beetroot and goat's cheese tarts, garden salad and cheese, meat and fruit grazing boards were enjoyed by everyone. All the produce is sourced locally and the cheese is made on site. The plum and thyme soda was delicious!

*Nightingale Apples* was the next stop and, besides the beautiful fresh apples, they stocked produce from all the places we had visited during the day as well as plenty others.

We farewelled a few from here as they needed to make miles to get home at a decent hour. For the rest of us our final stop of the day was at *Bright Brewery* where we enjoyed a refreshing ale or wine, listened to some music and continued chatting.

**We managed to finish the run before the clouds started to roll in, the temperature dropped and the predicted afternoon thunderstorm eventuated. ●**





# Marking the 30th anniversary of the 1989

**10.2.19 | Northern Tasmania** ■ Words: Bruce Harvey, Cheryl Murray, Glenda Leeson, Trevor Simm, Michael Lindsay,

1989 ... Bob Hawke was PM, the Berlin Wall came down, the first episode of *The Simpsons* aired, petrol was 52 cents a litre and the first MX-5 saw daylight. Sounds like a good reason for a party. 15 of us did just that. A driving feast thanks to Dale and Lisa, and great evening thanks to everyone and our Club. Cheers!

~ Chez and Bruce



What a fantastic weekend I had!

Dale did a awesome job leading the group on some roads I had never been on before – to be able to celebrate 30 years of the MX-5 like we did is a memory I will never forget. We truly have the best roads in Tasmania.

I must say a big thank you to Alana, our Chapter Captain, for organising the weekend.

~ Kochie



I felt like a stripper ... top-off-top-on! Wild weather, fun people, fun cars, fantastic scenery, great food and close racing with Kochie on the car racing game ...

~ Trevor



^ Lake Roseberry



# reveal of the Mazda MX-5



Danny Beer, Graham & Sandra Ashley ■ Photos: Alana McDougall ■ Organisers: Dale Sheppard, Bruce Harvey

## Happy birthday, MX-5!

To celebrate 30 years of the MX-5 the Northern Tasmania Chapter took a fabulous drive through some of the best roads in the north-west of Tasmania and spent the weekend at the Tullah Lakeside Lodge.

Driving with our hoods down, wind, rain and hail didn't hamper the spirits of a great bunch of friends enjoying the birthday celebration.

Sunday, for our drive home, we took the long way and visited Roseberry and Waratah, stopping for a picture with an iconic 1989 NA.

~ Sandra and Graham

How great it was to have a 1989 version of the MX-5 with us for the weekend!

Pity about the rain but, with typical Tasmanian attitude, some kept tops up whilst others did the top-up-top-down dance.

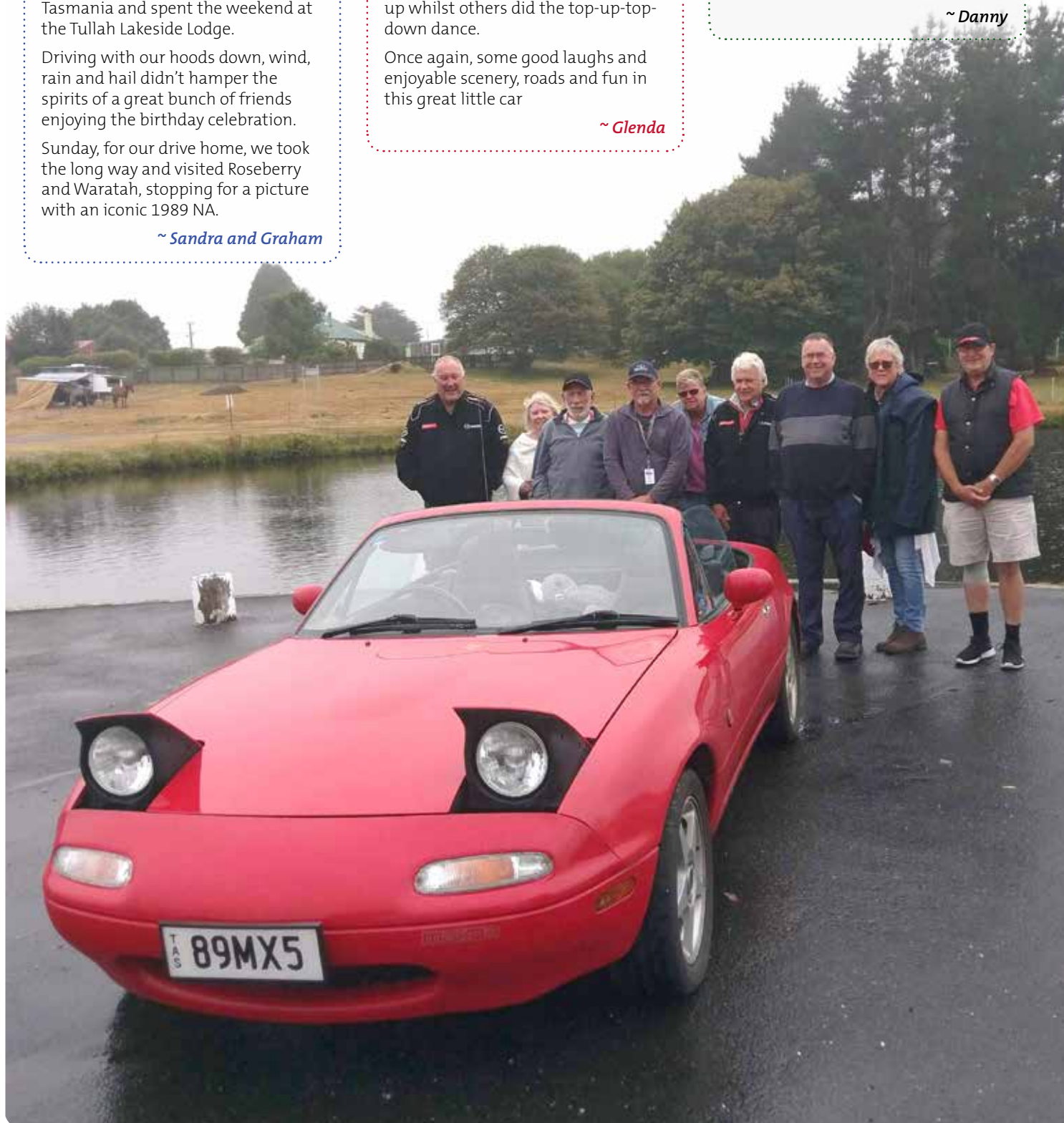
Once again, some good laughs and enjoyable scenery, roads and fun in this great little car

~ Glenda

It was a top weekend. First time I have ever had an ice bath in a car!

Great people, great roads, great accommodation and meals ... *and the cars aren't too bad either.*

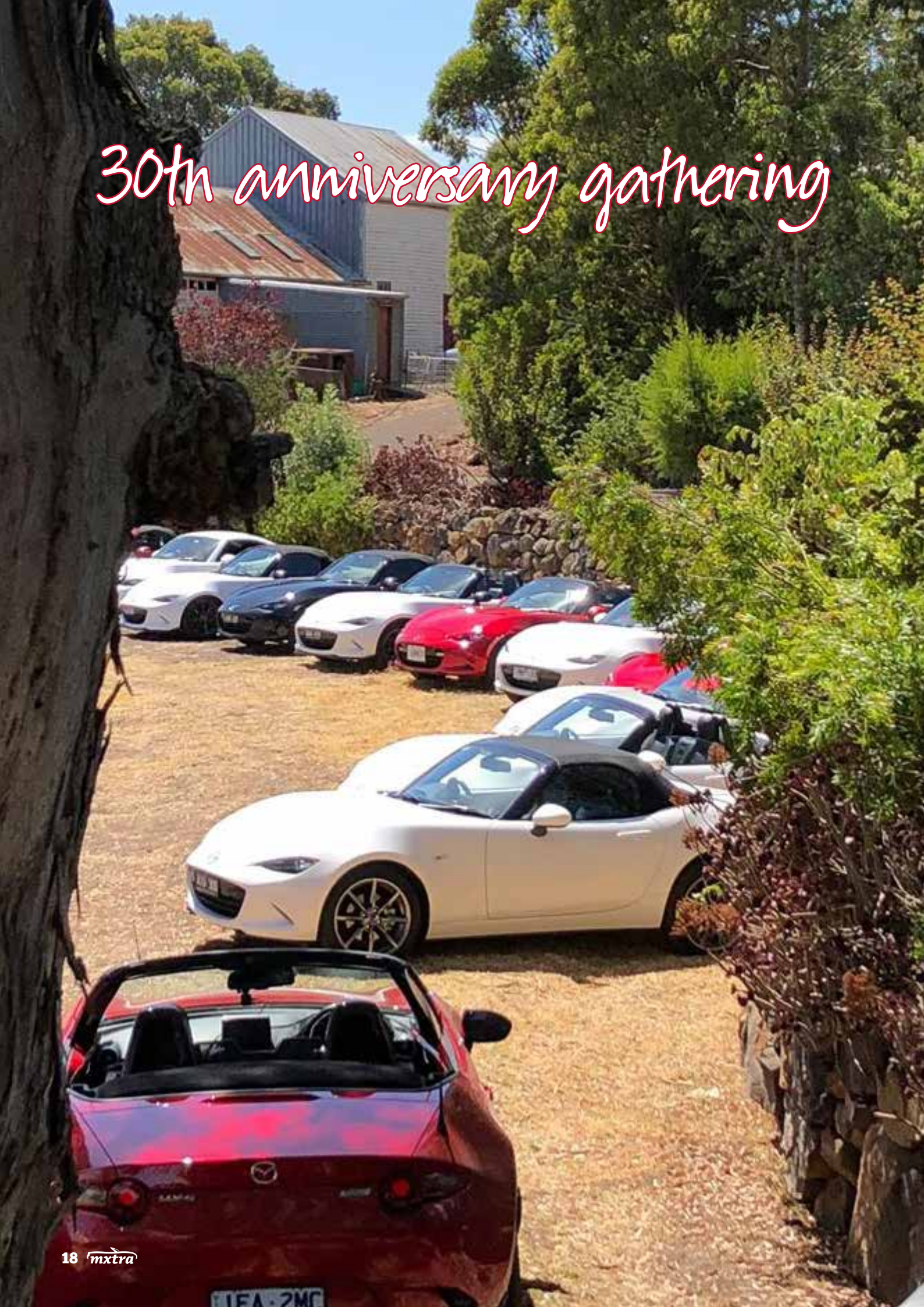
~ Danny



^ The group braves the elements to pose with Sandra and Graham Ashley's beautiful 1989 Mazda MX-5



# *30th anniversary gathering*





## 10.2.19 | Victorian Chapters

■ Words: Murray Finlay ■ Photos: Craig Baird, Karen Bradshaw, Peter Ferguson, June & Keith Teeuw, Randy Stagno Navarra

■ Organisers: Murray Finlay, Richard Acfield, Cary Warren, Randy Stagno Navarra, Coral Campbell



*When thoughts turned to organising an event to celebrate the 30th anniversary of the global unveiling of the Mazda MX-5 in Chicago on 10 February 1989, it didn't take long to decide to return to Tuki Trout Farm near Smeaton.*

Sure, it's a fair distance from anywhere, but back in 1991 the venue hosted one of the pivotal events in the early life of the Club. I thank all the around 90 members and guests who made the effort to turn out for the event.

This was one of seven events being held around the country to mark this occasion, with each of the State MX-5 Clubs hosting an event and cutting a cake, as well as one each in the Northern and Southern Tasmania Chapters of our Club.

Our guests of honour at Tuki were Sue Ransom (a Life Member of our Club) and her husband Richard Cousins, who drove down from Sydney to take part. Sue was the PR person at Mazda who launched the MX-5 into Australia in 1989 and was vital in the formation of all the State MX-5 Clubs we enjoy today.

After a welcome from another Life Member, President Coral, Sue briefly regaled the gathering about the early days before we headed inside the venue's restaurant for a fabulous meal of Tuki-grown lamb and trout.

After the main course it was outside to the grass for some very silly MX-5 games, including stuffing the most inflated balloons into the boot of an NA and a fancy-dress time trial, hosted by Life Member Grant Butler and Saeko Fujiki.

Then it was back inside when Sue and I were honoured to cut the birthday cake for dessert.

**Thank you to all who supported the event, and to all who assisted with the planning and running of what was a most enjoyable day. ●**

^ Sue Ransom and Murray Finlay cut the birthday cake

See more photos at [mx5vic.smugmug.com](http://mx5vic.smugmug.com)



## Marking the 30th anniversary of the Mazda MX-5 (ctd)

.....



^ Top: Happy 30th birthday, MX-5!  
Centre: Tuki allowed us to redecorate their restaurant for the day; Sue Ransom holds court.  
Above: President Coral Campbell welcomes the gathering and provides some history about the car



## 10.2.19 | Southern Tasmania ■ Words & organiser: John Waldock

■ Photos: Rob Tanner, John Waldock

*So it's the usual assembly point for we Hobartians, and a clear, sunny day has presented itself as if knowing that our run today is something a bit special.*

It's an exciting thing to be able to celebrate 30 years of a car that holds a special place in our hearts, and to share the experience with other enthusiasts couldn't be better.

*[Don't forget that it's also the 11th anniversary of the formation of the Southern Tasmania Chapter ~ Ed.]*

We have a good turn up today which, with the weather and the nature of the event, is not surprising. We also have Scott and Brennan Reid, Victorian members who are along for the day. Cool!

After all the usual preamble and chat we set off. It's a good drive to Triabunna – once out of Hobart the road opens up and we are generally lucky with not too many caravans or lost tourists slowing our progress. It is quite noticeable how much busier the roads are compared to maybe three years ago; Tassie has become a very popular destination and it's great to see more people enjoying the place.

Triabunna, a small fishing village on the east coast, is our stop for coffee and a stretch of the legs. As is usual, the sight of a group of MX-5s is a conversation starter and the owners of the *Wheel Good Mobile Coffee* van (Tom and Nancy) are quite interested in who we are.

It's off again, north towards Swansea where lunch is waiting. The roads and the view of the coast make this a lovely drive, and we are making good time, which is always nice. After a few more seascapes and fun corners we arrive for lunch at the *Bark Mill*.

Moans and groans from some as we de-car, and much happy chatter has begun as lunch orders are sorted. There are a few prize draws (those lucky visiting Victorians taking out the main prize, and the other prize to Allan Pryer who always seems to have a bit of luck in these things!).

**After lunch is a chance to chat, and then the inevitable winding up and drive back to Hobart. ●**





# Chapter chatter ...

19.2.19 | **Central** ■ Words: Mary Mercieca ■ Photos: Karen Bradshaw, Lori and Mary Mercieca, Katrina Palmer ■ Organiser:



See more photos at [mx5vic.smugmug.com](http://mx5vic.smugmug.com)





*The weather was just wonderful for a leisurely drive to the Bellarine Peninsula.*

After meeting at the BP servo at Little River and enjoying a little chatter and coffee, we headed on our way through the waterfront at Geelong and Drysdale to Jack Rabbit Winery.

The company was fantastic, and lunch was great as well, with a lot of Portarlington mussels and wine consumed.

After lunch, Ian and Karen left to head home while the rest headed back to the Geelong waterfront for coffee and more chatter.

Eventually we decided it was time to call it a day, even though we could have stayed much longer.

**It was a great day spent with wonderful company, great food and, of course, driving our loved MX-5s. What more could you want? ●**



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# Chapter chatter ...

23.2.19 | Western Victoria ■ Words: Pam Stoffels ■ Photos: Karen Bradshaw, Pam Stoffels ■ Organiser: Tony Stoffels



*We met at the Crown Hotel, Buninyong, car park at 2pm on a perfect 22-degree afternoon – what a great day for a run!*

We welcomed new members Daryl and Amanda and Alastair and Jenny, and thanked members who had travelled to join us.

The final formality was a birthday wish to Tony Ffrench ... 21 again!

Then we were on the road with 11 cars in our convoy, on our way to Cressy to pick up Craig and Yumi from Torquay.

Not far down the road, and just to keep with tradition, the first U-turn was performed. Glad we got that out of the way.

We wound our way between Lake Corangamite and Lake Gnarpurt, which looked like a mirage with the wind whipping up the dust and making it look amazing.

A quick toilet stop at Camperdown and then it was on to the Great Ocean Road Tourist Route, heading to the *Apostle Whey Cheese Factory* for a tasting.

Julian, who makes the cheeses, explained the processes while we sampled the smoked, feta, garlic, camembert, brie, pepper and blue vein varieties.

Back on the road, and we notice a sign put up by a local – “Bakers Bumps” – which described the condition of the road.

We joined the Great Ocean Road at Princetown and enjoyed a relatively good run to Apollo Bay.

Arriving in Apollo Bay we met up with Will and Coral Campbell. Some enjoyed a picnic dinner, some had takeaway and some enjoyed the famous Apollo Bay mussels. *Yum yum.*

We said goodbye to some who were either staying in Apollo Bay or making their own way home.

The rest headed off via Skennes Creek, with the front group of cars loving a uninterrupted run all the way to Forrest! What a blast!

**Regrouping at Birregurra, we said our fairwells and made our own way home. ●**





*The obligatory U-turn!*



*Dry ...*



*Drier ...*



*Finally, some water ... or a mirage?*



# Back to Sandown

---

■ Words: Kutay Dal



^ Dean Monik searching for loose change for petrol money ... (Photo: Lesley Lloyd)



*The second round of the Essendon Mazda Sprint Championship was held at the always-popular Sandown Raceway hosted by the AROCA group with around 110 total entrants.*

These entrants were split into four groups, with the MX-5s being split into two groups, allowing plenty of track time which can also be accredited to the smooth operations of the organisers.

It is always good to see a large number of MX-5 entrants, with a total of 38 drivers attending the event – even more exciting because this included a couple of new drivers.

The day started out with some decent weather, sunny and dry conditions, which was a good contrast to last year's consistently bad weather at Sandown.

Gates opened at 7am and, after our usual routine of unloading cars/equipment, signing in, scrutineering and drivers' briefing, drivers were soon lining up for the first practice session. This session allowed for the newcomers to be guided around the track with their instructors while the returning drivers were getting familiar with their cars and the course again after the Christmas break and Round 1 at Phillip Island.

Before we knew it, the second session had come around. With the weather still cool, many drivers had their fastest laps for the

day, including the NC/ND Modified Class drivers; Randy Stagno Navarra, David Adam and Matt Brogan all posted times within two seconds of each other, which was great to watch from the sidelines. Steve Williamsz also provided some fast times during this session, getting within 0.5 second of the lap record, and also taking out the win for NB Clubman, followed by Noel Heritage, Max Lloyd and Murray Seymour. Unfortunately, a couple of drivers had minor incidents but thankfully no-one was injured.

By the third session it seemed that Russell Garner wanted to continue his stellar performance in NB Modified by shaving off about 1.8 seconds from the previous class record held by Gavin Newman. The conditions also seemed optimal for Simeon Ouzas, as he took out the win in NB Standard in this session, followed closely by Matthew Cavell, John Downes and Stuart Dawson. After this session the drivers went to lunch, which allowed for the parade laps to be done.

After the break, the warming weather didn't seem to provide great conditions for improving lap times, so many drivers opted for the "top-down" experience

## 2019 Essendon Mazda MX-5 Sprint Championship

### Round 2 | Sandown 16.2.19

to enjoy the weather. However, a few drivers wanted to get the most out of the day by pushing their cars till the last session, where we saw some noteworthy laps, including Simon McLean breaking the current NA Clubman record by 0.04 seconds.

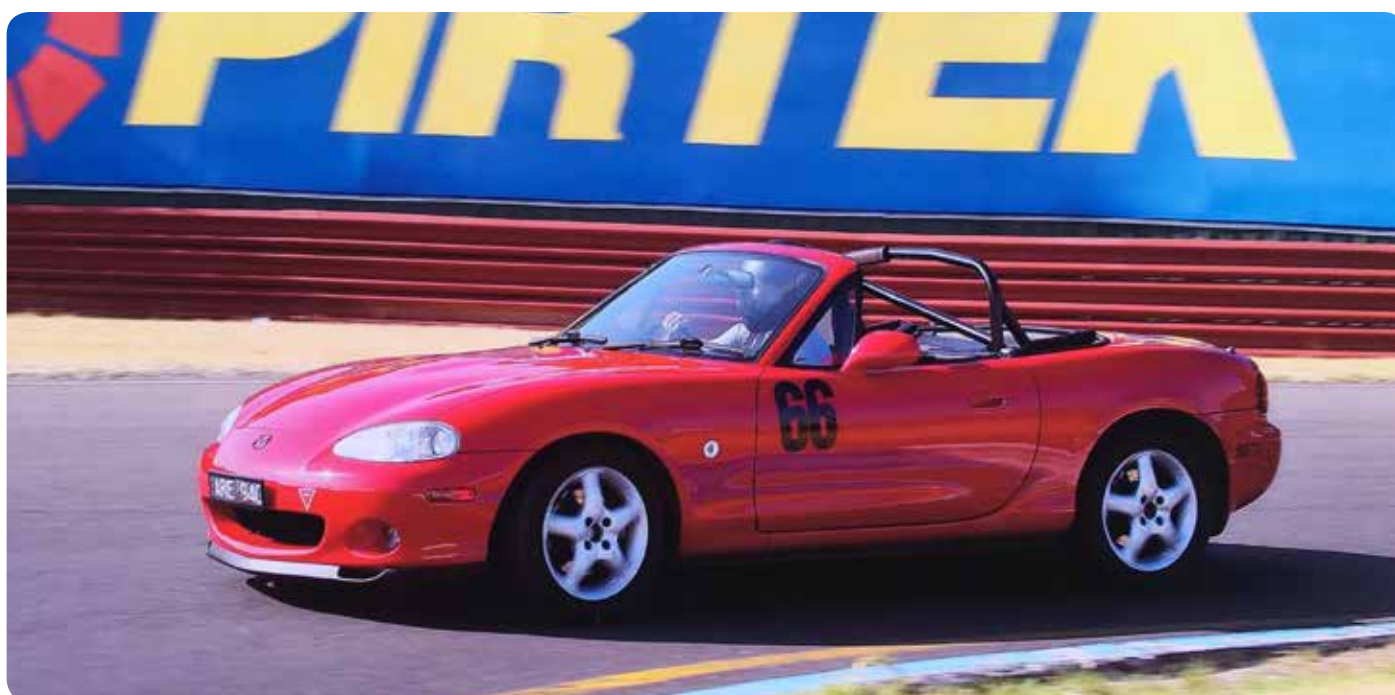
**For anyone reading this and wanting to try motor sport but perhaps feeling a bit anxious, I encourage you to come to the next event to spectate, have a chat or even get involved!**

It was around this time last year when I did *my very first event* – one at which where I was quite nervous – but the Club has been very friendly, knowledgeable and welcoming and I have had a great time over the past year.\*

And even though I do mention that sometimes incidents can happen, they are few and far between and the tracks we drive on at these events are probably safer than public roads.

**I hope to see more newcomers at the next event at Winton! ●**

*[\* Kutay won the Standard NA class championship in 2018 ~ Ed.]*



▲ George Mitropoulos (Photo: SD Pics)



## Round 2 results

### 2019 Essendon Mazda MX-5 Sprint Championship - Round 2 | Sandown 16.2.19

	1st	2nd	3rd
Open	Joseph Maccora » 1:31.811	---	---
Restricted Open	Tim Meaden » 1:27.257	Paul Ledwith » 1:27.485	Dean Monik » 1:28.202
Super Modified	Steven Cassar » 1:32.799	---	---
NC/ND Modified	Randy Stagno Navarra » 1:29.453	David Adam » 1:30.035	Matt Brogan » 1:31.962
NA/NB Modified	Russell Garner » <b>1:29.647 *</b>	Gavin Newman » 1:31.734	Tim van Duyl » 1:37.078
NB Clubman	Noel Heritage » 1:37.469	Max Lloyd » 1:37.533	Murray Seymour » 1:38.761
NA Clubman	Simon McLean » <b>1:37.847 *</b>	Kutay Dal » 1:36.980	---
Standard NC	Ian Vague » 1:36.709	Robert Downes » 1:37.194	Peter Whitaker » 1:42.834
Standard NB	Simeon Ouzas » 1:35.902	Matthew Cavell » 1:39.418	John Downes » 1:41.081
Standard NA	Craig Baird » 1:48.723	* New Club lap record	

### 2019 Essendon Mazda MX-5 Sprint Championship - Overall Standings after Round 2 | 16.2.19

(corrected points)	1st	2nd	3rd
Overall Champion	Russell Garner » 220	Randy Stagno Navarra » 210	Simeon Ouzas » 200
Open	= Brendan Beavis / Joseph Maccora » 100	---	---
Restricted Open	= Paul Ledwith / Tim Meaden » 175	---	Ray Monik » 105
Super Modified	Steven Cassar » 100	---	---
NC/ND Modified	Randy Stagno Navarra » 200	David Adam » 135	Alan Conrad » 120
NA/NB Modified	Russell Garner » 200	= Ben Sale / Tom Whelan » 75	---
NB Clubman	Max Lloyd » 150	Steve Williamsz » 100	Noel Heritage » 100
NA Clubman	Simon McLean » 200	Kutay Dal » 150	---
Standard NC	Robert Downes » 175	Peter Whitaker » 135	Ian Vague » 100
Standard NB	Simeon Ouzas » 200	Matthew Cavell » 135	Stuart Dawson » 120
Standard NA	Craig Baird » 100	---	---



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# Chapter chatter ...

**23.2.19 | Central** ■ Words & organiser: Cary Warren ■ Photos: Karen Bradshaw

*It was a 'cool' 36-degree day, which extended into the early evening for our mid-week twilight run through Melbourne's back yard. How lucky were we?*

Nineteen cars gathered in Warrandyte to enjoy the tail-end of Melbourne's endless summer of balmy nights. We had a variety of members who were eager to participate, some long-standing and some brand new as first-time runners and some who had travelled from afar – a special mentioned to Ian and Karen Bradshaw for making the effort, taking the night off from their farming duties located past Ballart and joining we city folk for cruise.

As the roll call progressed, we also established that we had a handful of members who had joined the Eastern Chapter's Fish'n'Chip run to San Remo earlier that day – they hadn't had enough MX-5 fun for one day and were raring to do it all again on the twilight run. So a huge shout-out to those who did the double-up in one day!

As we weaved our way through Melbourne's historic gold rush back country of Warrandyte and Kangaroo Ground, the city views were a delight. It was great too to watch the hot summer sun take its fall into a stunning sunset, as we crossed the Yarra River not once but twice to make our way to Wonga Park, home town Melbourne's own John Farnham.

The back roads were a quiet relief from the hectic pressure of Melbourne's fast-paced traffic, full of zipper corners and twists for all to enjoy ... until the run notes alerted "caution – small unmade section in the road". I had scouted the run in the previous week and there had been gravel but, luckily for all, the pitchman gods were on our side and had laid a perfect fresh trail of black gold for all to continue on our spirited way.

From Wonga Park we twisted through Jumping Creek Road to head back to the township of Warrandyte to finish the short-but-sweet run to the banks of the Yarra River.

**Kookaburras laughed, champagne bottles popped and gourmet delights were passed around for all to enjoy as we soaked up one of the last balmy nights of Melbourne's summer, which continued well and truly into the darkness of the night. ●**





# Chapter chatter ...

27.2.19 | **Eastern Victoria** ■ Words: Peter Tuck ■ Photos: Peter Ferguson ■ Organisers: David & Leeanne Evans



*This was our first MX-5 run and it was memorable for all the right reasons – perfect weather, great country roads, excellent fish and chips and, of course, a great group of people.*

I wasn't sure what to expect, but when 20 cars turned up at McDonald's Drouin, the meeting point, I was most surprised – a lot of cars came from the Central Chapter, as well as Eastern Victoria.

The drive via Cape Paterson and Inverloch included some of the best ocean views possible. We stopped for afternoon coffee at Mirboo North – ideal.

By this stage, Rose had solved the walky-talky “problem” and discovered the volume knob and how to transmit, so we did get to enjoy some of the “on air” commentary.

*And I even enjoyed the “bulldozing” method adopted to get me to volunteer to write this report!*

**Well organised, David and Leeanne – a top day! ●**





# Preparing your MX-5 for the track



■ Words & photos: Randy Stagno Navarra, Vice President and former Club Captain - Motor Sport



*Now, I know a lot of you will be saying, 'Why? The MX-5 is perfect', and in the greater scheme of things it is. But, everything can be improved, especially when it's used for a specific purpose.*

Broadly, Mazda must produce a car that will ensure that 97 per cent of its customers can drive it comfortably anywhere in the world. It needs to be compliant on rough back roads, easy to use in traffic, and for many people a simple A-to-B car.

***I'm in the three per cent that think outside the box.***

The MX-5 is hands-down the best Roadster in the world. No argument from me: *my current ND is my 11th one.* But what is a great car on the road is sometimes only 'good enough' on the track.

That's where there is room to improve on the one-size-fits-all suspension set-up that Mazda have gifted the MX-5.

**On the track you want maximum grip, feedback and poise.**

Simply, the standard set-up is too soft and the vehicle moves around too much to fully deliver on those fronts. It pitches forward under heavy braking, which unsettles the car, and rolls in the corners to unsettle the car from its ideal line. *Hardly ideal when you're heading into Turn One at Phillip Island at 180kmh ... !*

With this in mind I decided to improve my car's suspension for track use. I'm happy to give up a little bit of comfort if it means I

can gain a couple of seconds at the next track meeting.

- » **One of the best modifications you can do on a ND is sway bars.** They pretty much banish the comical body roll you see occurring during hard cornering. Best of all they don't affect your ride quality but will give you much more confidence to push the car towards its limit – and lessening the chance of you getting sea-sick in the process.
- » **Springs and shocks are the next to be replaced.** There are various schools of thought on this. For ages I simply ran a set of lowered *Whiteline* springs in conjunction with my *Whiteline* sway bars. For road – and occasional track – use I believe this arrangement provides more than enough grip, and I can highly recommend the set-up.

It's also an adaptable set-up in that adjustable dampers can be added to the mix. *Koni* and *Bilstein*, for example, make an excellent alternative to the factory shock absorber.

But for a more track-focussed arrangement I chose a set of *Yellowspeed* coil-overs.

**Why coil-overs?** Essentially because you can tailor them to

.../continued

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



## Preparing your MX-5 for the track (ctd)



^ The car with the Whiteline springs set up.

from previous page ...

suit your car, its weight distribution, and your driving style. You can set the height of the vehicle to take on different conditions, and most coil overs come with a variety of spring rates. On the track this means you can 'dial them in' to suit the prevailing conditions.

**All these modifications wouldn't give you the benefits you want if you don't 'corner weight' the car** and get a decent wheel alignment. With this in mind I headed down to *John Reece Motorsport* in Airport West to get the car fine-tuned in the hands of an expert.

John had set up my NC many years ago and I was extremely happy with it. He has a wealth of experience and knowledge, and thankfully is happy to take the time to explain how things work in layman's terms for non-technical people like myself.

Corner weighting a vehicle consists of placing the vehicle on a level surface with a scale placed under each wheel. Adjusting spring collars on each shock absorber will allow you to achieve a specific ride height. You add tension to a spring by compressing that corner, which will increase the wheel rate at the corner of the car (effective force applied to a tyre acting on the road surface).

Adjusting weights correctly while keeping target ride heights is always the challenge. The only true (time consuming) method is

by making small adjustments on each corner, instead of one easy gain on a single wheel only.

**Why is it so important to have this adjustment option?** There are many ways to corner weight a car that all top-level race teams utilise. The process and desired set up results are very different from say front-wheel-drive touring cars to NASCAR, dirt track to GT cars.

There is a black art in corner weighting that would need a very big book to explain thoroughly (and there are a lot of very good ones to read).

The basic numbers most people shoot for is having a car with perfect 50 / 50 % cross weights. That vehicle, while not the outright fastest, would be extremely confidence-building for the driver when on track and would behave predictably under any circumstance without damaging tyres (*which is a whole different topic!*).

Most times John will set a car up like that and let the driver concentrate on enjoying the results.

**The fun really begins when you start adjusting shock settings,** which gets the best from the entire corner weighting process.

All this is topped off by a custom wheel alignment that is done in true race car style ... the old-fashioned string method. I have no



^ Getting the car ready to remove the front and rear shocks



The new Yellowspeed coil overs. >







^ Front and rear suspension. The grey springs are the original Whiteline springs with the original Mazda shocks

idea how this is done – I thought John was going fishing when he pulled all the string out! It is a time-consuming process as it is essential that it is all done to the closest tolerance of what is desired. Whatever specs John dials in, it simply seems to work.

**The end result is an MX-5 that handles even better.** The car feels so much more

planted and so responsive to fine inputs. You can drive it with your finger tips rather than having to grab it by the scruff of the neck.

More importantly, I trust the car even more as it doesn't do anything that may surprise me at the wrong time, and that is very important when I am at the limit on a race track.

**So, there it is. Even perfection can be made better, thanks to a few fine tweaks.**

A massive thank you to John Reece for all his time and patience in looking after not only my pride and joy, but other Club members' cars too. Whether it's a simple service or something more serious you need, contact John on 0419 396 836. ■

v The new Yellowspring coilovers





## Preparing your MX-5 for the track (ctd)



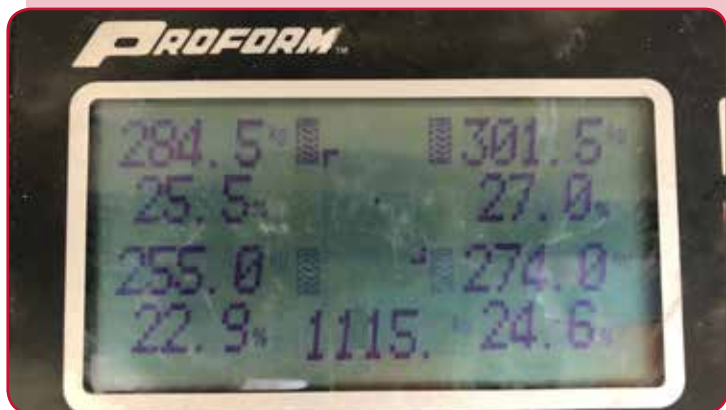
^ The car being prepared for corner weighting and wheel alignment



^ The car sitting on the scales



^ Each individual coilover is set up taking into account the driver's weight



^ And away we go!



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What a difference a year makes (and some set-up tweaks) ...

Same car, same corner, 12 months apart ... before and after the John Reece's work with track set-up.



2018



2019

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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)



## 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.

Enter your details at <http://vip.repco.com.au/registration/register/1160>.

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.

## ***A new option for the MX-5 owner***

**Oven Baked Enamel Services** have taken the next step forward in service for MX-5 Owners, Lovers and Club Members.

We can offer a full mechanical and service department with specialist MX-5 mechanics and accident repairers working to factory specifications.



Quality  
Endorsed  
Company

- ◆ Full range of second-hand mechanical body and trim panels available
- ◆ Suspension, exhaust and performance kits
- ◆ Fully-equipped workshop facility
- ◆ Competitive rates on all work
- ◆ **FREE** towing for mechanical breakdown and collision
- ◆ Special rates to Club Members - free loan car available to Members
- ◆ Contact Dick to discuss your mechanical needs



Oven Baked Enamel Services are a factory approved repairer with 20 years of experience on Mazda, your smash repair specialist

- ◆ Chassis alignment specialists
- ◆ Air conditioning and detailing
- ◆ Insurance claims, advice, service
- ◆ Lifetime work guarantee
- ◆ All spray work in Seetal Low Bake oven

**Contact - Dick Richey** FREE no obligation quote.

**34 Molan Street, Ringwood 3134**

**Tel: 03 9870 0520 | Email: [admin@ovenbakedenamelservices.com.au](mailto:admin@ovenbakedenamelservices.com.au)**