



Club Talk

Winter 2001 : Volume 11, No 2



Is This The new Generation MX-5?



The new concept shown at a motor show in USA recently

CAMP QUALITY

The MX-5 Club of NSW will be supporting this charity.

Camp Quality was set up to assist families that have children affected by cancer. It provides fully funded camps as a 'time out', it costs \$850 per child.

How can we help ? By members getting behind the cause.

The following Social Events coming up soon:

- ⇒ Auction at the Annual General Meeting
- ⇒ Dyno Day at Meadowbank
- ⇒ Tennis Picnic at Pennant Hills
- ⇒ Observation Run
- ⇒ Trivia Night

Please help support Camp Quality, dates to be advised.

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COMPETITION REPORT

This is my first Report for Club Talk since stepping into the vacant role of Competition Secretary on the 14th March this year. My first step after accepting the position was to call a Competition Sub Committee Meeting of any interested parties in order to learn as much as possible about the organisation & management of the Wakefield Park Practice Days and to set in motion the organisation of the April Day. I would like to thank the following club members who attended that meeting and indicated their support, Jean Cook, Nick Martinenko, Kevin Leggott, Phil Roberts, Jeff Gehrig, Rod and Zan Menzel. Others who could not attend the meeting but who offered support include, Bill Dougall, Peter Balnaves, Zane Al-said, Matilda Mravicic, Jack Redfern and Ed Chivers. Others have also stepped in at the two practice days in April and June in the roles of flag and grid marshals and time keepers and all have contributed to two very successful and enjoyable days. It would be very remiss of me not to mention the untiring efforts of our Event Secretary and Chief Time Keeper Zan Menzel, who has been a tremendous support to me over the past few months.

As indicated above the last two Practice Days have been great days with full fields of 36 cars on each occasion. In fact on both occasions we were unable to accept entries from a number of visitors wishing to compete because we had filled all 36 starting positions. At the April Meeting the field comprised 25 members and 11 visitors, whilst at the just completed June meeting we had 32 members and 4 visitors with 30 of the drivers in MX-5's. Wouldn't it be good if we had a full field of MX-5's in August for the start of the 2001/2002 Competition Year.

The ideal weather and track conditions in both April and June resulted in some very competitive times being recorded with most of the regular entrants achieving their personal bests times to date. At both meetings each driver had the opportunity to complete four sets of four timed laps plus compete in an eight lap Regularity. Winner in both the Regularity events has been Zane Al-said in his new "silver rocket" proving he can be consistent as well as fast, well done Zane. At the June Practice Day Questionnaires were handed out to all present relating to the 2001/2002 Competition Year. Thank you to those that completed them on the day and I look

forward to receiving the balance during the next week or so. If other members are interested I would be happy to forward them a copy. Thank you also to those that signed the MG Newcastle petition supporting the construction of their proposed "club circuit" at Ringwood just North of Raymond Terrace.

Teamx5 entries in the first two rounds of the State Supersprint Series have been down on last years levels due to date clashes with Production Sports Car Races on the same Weekends. Ed Chivers has reported separately on Club members successes in these races. The first two Supersprint meetings have been held in changeable weather conditions at Oran Park utilising the shorter south circuit. The meeting in March started under damp conditions, drying out late in the afternoon. Teamx5 results were as follows; Class 2 B, Robin Thomson 2nd (53.44), Mike Hicks 5th (58.08). Class 3 A Matilda Mravicic 1st (55.96), Nick Martinenko 3rd (56.92) and Bill Dougall 4th (58.20). At the May round competitors enjoyed one dry run before the rain set in, resulting in placings that did not truly reflect the cars and/or drivers potential. Results were as follows; Class 2 B Robin Thomson 3rd (52.94), Mike Hicks 6th (58.22), Class 3 A Nick Martinenko 2nd (54.98), Matilda Mravicic 3rd (58.60) and Bill Dougall 5th (59.60).

Unfortunately for our Club the standard car class 1 has been combined with the modified car class 2 as far as the Club Point Score is concerned. Over the past few years our Club has scored well in class 1. Additional Teamx5 competitors with cars falling into Class 2 A, (modified road registered cars 0 - 1600cc's) and Class 3 B, (race cars 1601 - 2000cc's) are required to assist the Club in

(Continued on page 9)

Coming Events

Update your organisers and diaries !!

- Saturday, 7th July**
Social Event
- Saturday, 7th July**
ACT – Coffee & Lies
- Wednesday, 11th July**
Committee Meeting
- Sunday, 15th July**
Club Run – Pretty Bay
- Sunday, 15th July**
ACT – Cootamundra Area
- Wednesday, 25th July**
ANNUAL GENERAL MEETING
- Saturday, 4th August**
ACT – Coffee & Lies
- Saturday, 11th August**
Dyno Day
- Monday, 13th August**
Wakefield Park Track Day
- Wednesday, 15th August**
Committee Meeting
- Sunday, 19th August**
Club Run – Observation
- Sunday, 19th August**
ACT – Club Run
- Saturday, 1st September**
Social Event
- Saturday, 1st September**
ACT – Coffee & Lies
- Wednesday, 12th September**
Committee Meeting
- Sunday, 16th September**
Club Run – TBA
- Sunday, 16th September**
ACT – TBA



Welcome New Members

A Very Warm Welcome to our Latest Members

Vernon Rodrigues	Douglas Taylor	Rebecca Rickerby	Mike Young
Christopher Shoovert	Colin Mackrory	Tim Litton	Joel Cohen
Keith Yap	Beatriz Insausti	Chris Gillespie	John Sands
Babar Chohan	Conrad Benedict	Kym Orman	Val Sands
John Burgess	Rod Richards	Peter Orman	Tino Mercado
Frank Grainger	Jo Comber	David Williams	Warrick Stephens
Graeme Johnston	Malcolm Bernhardt	Alision Hadley	Stephen Bond
Fiona Webster	Margie Kerr	David Freed	Tammy Bond
Brian Fisher	Luis Ramalhosa	John Kirk	
Bradley Smith	Quentin Rickerby	Peter Cooper	

WELCOME

President's Report



The weather is cooling down again, another winter has arrived. We have been so lucky with our runs recently, I really can't remember the last time we had rain for a run! The runs have been very well attended, because of the great weather and it gets more and more difficult to keep track of all of everyone.

There were 36 cars on the last run. The leaders are finding it much easier with the smaller groups. It means we need more leaders and tail enders, but that is part of the fun of attending the social drives. With most of the members now having CB radios, it is a lot easier to keep in touch. It all helps if you are from around that particular area and know the roads. Thank you to those who have helped out on the last few runs, and thanks in advance to those we will pick on for the next few! Part of the fun of being

on the runs, is being with all the other cars. It is inevitable that as we get bigger we also have to get smaller! It should not lessen the enjoyment of the runs, though. We are still doing what we most enjoy doing, ie enjoying our cars on great roads with great people. We do all end up at the same place in the end (hopefully), and have plenty of time to talk to everyone else at the destination.

Last month we had a Stars & Stripes run for a couple of visitors from Miata Clubs in the States. We were blessed with perfect weather yet again, and were able to show them the best of our country. I have received emails from both of them and both were just thrilled at both the turn out and the warmth from us all. It just shows that it is the people who make the club. I pass along to everyone their thanks for the fun day. There is

nothing else in the world that I would rather be doing on a sunny Sunday than going on a run with a bunch of friends. It seems to be the same the world over.

In no time at all it will be spring again and we will get the sunscreen out again. A day at the beach sounds good, but I think we may have a problem with parking!

The club continues to grow and I want to welcome all the new members. I am sure out of all the activities we offer, you are bound to find some that you enjoy!

Looking forward to catching up with you all again either on the next run, track day or meeting.

Protocol for Runs

The enjoyment of the runs is being in a group of cars enjoying great roads with the top down. Unfortunately, as we grow in membership it gets harder and harder, mostly for the leaders. Those of you who have been on the last few runs have noticed that when we get more than 20 we divide. It is impossible to attempt to keep track of 30 cars on Sydney roads, so out of necessity we will keep the groups to no more than 15. More and more members have CB radios, so we are able to enjoy the companionship of the other members, even if it is on the airwaves.

The run leaders, go to a lot of effort to devise good runs, with all the requirements (except for the mobile cappuccino machine) including fairly detailed run sheets. For participants we ask for some basic rules to be followed. Please follow

the run sheets and keep a note of your position, and where we are heading. Bring along your street directory if you have one. Do try and keep up with the car in front. Obviously we ask that you not go through any red lights or stop signs or exceed the speed limit. If you are following the instructions you should know where they are going.

Keep your eye on the rear view mirror, and signal in lots of time for the turns. Make sure the driver behind sees your indicator or sees you making the turn. When you lose sight of him, then stop or slow down till he reappears. The car in front of you should do the same. In traffic, form 2 lanes at traffic lights, that way we will get more through at a time. Try not to get ahead of the leader. Only overtake others in the group when it is safe to do so.

At the start of every run, we try to remind everyone to keep to the speed limit, but we don't actually manage that all the time. We must remember that a large group of these great cars will attract a lot of attention, and also could attract police attention ie we are doing the wrong thing. Imagine just how much money we would add to the NSW treasury if we all went through the same speed camera! Most of us get our "hooning" out of the way on our track days, so we are quite ready to behave sedately on the public roads.

These are just a few things your committee has decided on to add to everyone's enjoyment. Please feel free to approach any of the committee if you have a good idea for the runs, and can help to increase the fun of the runs.

MY 2001 Crystal Blue MX-5

Written by Sylvia Tikellis (Agro)

Early April and I am bored one Saturday afternoon, so what do I do, I Zoom Zoom up to the local Penrith Mazda Dealer to check out the new Mazda MX-5. I have always wanted one (since canceling my previous order 3 years ago). I really do not know what made me go to test drive the new car, but once I did I was hooked. The sad thing is that I had spent a lot of time and effort getting Agro I to the state that she was in, thus was very hesitant to give her away to someone new.

That afternoon I asked them for prices and after thinking

about it overnight I went and made a deal with Mazda. The hardest decision I had to make was the colour, but without even blinking I ordered the Crystal Blue. I

did have to wait for the car for about 4-6 weeks, but eventually I got the phone call to come and pick it up. WOW!!!!!! words could not describe how I felt when I actually drove out of the show room with this shiny brand spanking new 2001 MX-5.

The first drive I went on was up to Leura, with a friend for afternoon tea. It was such a perfect MX-5 day. We chatted along the way and we both pointed out the various differences between the two MX-5's. The way to sum it all up is that the new one is the grown up version.

The new one feels a lot smoother to drive. It is not as bumpy in the suspension and handles a lot better when driving on our famous MX-5 roads. The 16inch alloy wheels certainly give the car a new look and feel. The car engine is smoother and quieter. They have improved on the interior of the car. The seats are magic to sit in. The wind turbulence in the car has been cut down and also helped along by the wind shield. The outside of the car looks beautiful, and the colour is magnificent. What to say about the six speed gear box?? It is really hard for me to put into words how I feel about this car but to sum it up. I absolutely love it!!!!!!!!!!!!!!



The second looonnggg drive I took with the car was the one that I really enjoyed and really tested my skills. This was to Berry the long way with the car club. Another perfect MX-5 day and you could not wipe the grin off my face. This was Agro II's maiden club voyage. My

passenger Jean could tell that I was not as confident taking all those bends when we first started off, but by the end of the run I had mastered pretty much everything there was to. (I also

managed to take video footage of us both while driving). The bends were being taken without the fear of damaging the brand new fenders, and the 6 speed gear box is a dream. It took me a couple of weeks but the gear box is now second nature. I only live 4 km's from work so I now get up earlier to take the long way there. I really love Agro II. She is totally different from Agro I, and I miss the old car for different reasons, but I really think the new MX is refined.

I recommend driving a new MX-5 so you can see and feel the difference for yourself.

Happy MX-5ing.

.....Zoom zoom zoom.....



Group 3, re-grouping at the entrance of The Royal National Park

The Great Southern Sun

By Alesha Glennon

A wise man once said "if you ever want to organise something and have great weather - make sure it's on the third Sunday of the month". Well that man was Phil Roberts and our Great Southern Run was blessed with Great Southern Sun - a welcome relief from the rain that had dogged the rest of the week.

More than just a good dose of vitamin E, those who made the pilgrimage to Berry on Sunday 20th May had the opportunity of whizzing through the National Park, climbing Macquarie Pass and winding through Wilde's Meadow up to the Cambewarra lookout. Then finally onto Berry with the drive ending at a park where some members stayed for picnics and others drove into Berry for a country pub/ café meal and finished the day with some well earned shopping therapy.

An outstanding turn-out of 36 MX-5's meant we split into 3 groups for the drive. I have since learnt that Group 3's leader lost more than half of his group as they decided to add to the thrill and adventure of the day with a quick detour of Sutherland - the enthusiasm is unending...



A picnic at the end...

We were graced with the presence of two debutante Crystal Blue Metallic MX-5's - 6speed transmission, in-line 4 cylinder DOHC 16v engine, engine revolution sensing power steering, ABS, 16" alloy wheels.... there are some very big petrol heads out there disguising themselves as meek and mild MX-5 Club members... We know who you are!

A warm welcome also to new members and those who haven't been on a Club run before - I hope you enjoyed the run and we hope to see you again!

Betty's daughter, Jo and son-in-law Ian, had left Fiji sailing on their Catamaran 'Endless Sumer' to Airlie Beach and the Whitsundays. A holiday was on offer, one hardly to be missed! New Year's Eve on the water with all the trimmings. But many a slip twix fruition and frustration, the expedition had to be put on hold till April. I had promised my brother, John and wife Robyn, in Wagga Wagga, to visit and as Betty and I had packed to flee North we eyed the South. Afflict to Sydney the fireworks and head south to spend New Year with the Waggaite's.



Betty and the Great Ocean Road, Vic Jan01

The route through Goulburn, Canberra and Cooma seemed to provide the most scenic way to drive and view a little of that area. To Goulburn and Lake George, by any other name, no water the order, with sheep grazing on the surface so they must have a special relationship with JC for grazing rites!

To Cooma is not inspiring in any way, but just a little further on we visited Adaminaby and drove to have a look at the old town which is now under water. On seeing the area I wonder how my old friend and trials driver mate, Carl Kennedy, had every made a living as a Peugeot dealer, perhaps his compensation from the Government to relocate was the prize plum. From there to Wagga is straight roads, flat plains with nothing to break the scenery.

New Year's Eve with John and Robyn was firstly a great meal at the local RSL, then to champers and beer with fireworks and whistles to boot. New Year's Day I spent delivering Pizzas for my brother's franchise Pizza Haven and planning the journey to Adelaide to stay with friends, Ngairé and Ric Nelwyn at Semaphore, a seaside suburb close to Port Adelaide.

Annie Sainsbury's mum, Di, had just bough a house in Anglesea and offered us an overnight which we gratefully accepted as this was the start of The Great Ocean Road an area we wanted to visit. A gain an uninspiring drive to the so called

BLUE FLASH SOUTH

The southern adventure of Betty and Barry

beginning of The Great Ocean Road, Torquay through Geelong to our overnight haven at Anglesea. Just outside the town is the arched gateway to one of the most scenic areas of Victoria. The view of the coastline sculptured by the surging Southern Ocean is magnificent, the 12 Apostles great sandstone obelisks jutting out of the sea torn and cut from the cliff face and if one counts quickly there is only nine or ten left, the others eroded by the waves. Loch Aird Gorge and the Blow Hole are awesome when looking down into their depths, watching clear green waves pounding the abutments. The Bay of Martyrs is a great scallop out of the coastline with spectacular wave faces and dotted islands. Through to Port Campbell, Peterborough, hence to Warnambool the home of the Mahogany Ship which has disappeared into the surrounding sand dunes. We had forgotten this was the holiday season so no room at the Inn but a tentative plea at the Visitors Information Centre yielded a room at the Royal Hotel who thankfully served an excellent meal to us fatigued travellers.



The Blue Hole and Grotto, Great Ocean Road, Vic Jan01

Our next days run to Adelaide via Portland, Mount Gambier, Millicent, Beachport to Tallem Bend. This is another section of straight roads and salt devastated and bare land. For those interested in vintage cars the Blue Lake in Mount Gambier yielded the Blue Lake 30/98 Vauxhall a wreck dragged from its depths and restored to pristine elegance. Excitement galore between Meningie and Tailem Bend, as we rounded the curve we were confronted by at least 100 police roadblocks, paddy wagons and cars. We were slowed to a crawl passed through the barriers unable to stop and no explanation of what was happening.

Our thoughts were of some horrific accident but no it was the derailing of the Gypsie Jokers bokie gag run to Adelaide. Our view as limited but we did see many of the gang being interrogated and dozens of the constabulary inspecting their Harleys. Then to more than 3km on another barricade with a Breath Test Wagon and we were again waved through perhaps because of white hair and a wildly knitting female!

The approach roads into Adelaide are as good as one could find anywhere and petrol prices into the 70¢ region quite a change from over the dollar mark. It did take a little time to find our way to Semaphore, which is a suburb close to Port Adelaide. Ngairé Newlyn was our host there, her husband Ric was on his way back from Tasmania crewing as Navigator/Cook on the Hobart Race Yacht 'Rager'. Ngairé certainly had an itinerary planned for us as on our second day off in her Ford (there is very little room in the MX-5 for three bodies) to Victor Harbour.

There is a tourist resort about 1½ hours drive from the city and has a fascinating horse drawn tram across the causeway linking the mainland with Granite Island, a home colony for Fairy Penguins. They must have heard we were visiting as nary a one to be seen. Perhaps this is one of those creative fantasies to lure the dollar because we cannot recommend any of the food or snacks, as they are garbage!



Betty and The Flash, Beach Port, SA Jan01

Saturday 6th January was a near home jaunt the barque 'Endeavour' and sail training ship 'One & All' had berthed just up the road in Port Adelaide, a must for me as an old sailor who has swallowed the anchor. The 'Endeavour' was built in the UK as a replica of James Cook's and presented to us for the Centenary. To me it is a masterpiece of the shipwright's are and looking over it one must wonder how the crew lived, worked and sailed around the world in such restricted conditions. 'One & All' is a training ship sailing the

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Out on the T R A C K

Production Sports Car Racing Update

Rounds 2, 3 and 4 have come and gone very quickly and we are already halfway through the championship year.

David Raddatz has been Mr Consistency, finishing in the top three class positions in all but one race. It's going to be very hard for any of us to catch David if he continues as he started. In the Class Championship David is 1st on 137 points, Zane Al-Said is 3rd on 107 points and I'm 4th on 102 points. In the Driver Championship (overall standings) David is 3rd on 137 points, Zane is 6th on 107 points and I'm 7th on 102 points.

Round 2 at Eastern Creek, saw David, Zane, Huy Nguyen and myself competing. It was wet and the MX-5's did well, easily beating a Lotus Elise and a brace of Cobras, amongst others. With the wet conditions I managed to do a 360 in heavy traffic. Going backwards at over 100kph and seeing 6 cars nose to tail behind you is a novel experience and not recommended. On the day Zane took 1st in class, David took 2nd and Huy was 3rd. I had continuing car problems and was only able to manage 4th.

Round 3 was at Wakefield Park, again in the rain. David's driving in the wet was very impressive, he finished one race just a couple of seconds behind Bob Van Zeggeren (who is a master in the rain and has lots more power). Zane is also brilliant in the wet, but decided that one race was so interesting that he parked his car in a sand trap, just so he could watch the rest of us enjoying ourselves. I have to say that seeing David and Zane driving in the wet

brings home my age to me - they have younger and obviously much bigger balls! Unfortunately my car woes continued for part of the event, having now replaced a 4th crank angle sensor in 3 rounds! On the day David was 1st in class, I was second and Zane was 3rd.

Round 4 was also at Wakefield Park, where we were a support race for the ProCars – GTP, Nations Cup, etc. This is a professional event, with Channel 10 TV and thousands of spectators. Lou Iezzi joined us for this event in his new 1800 MX-5 Clubman. Race 1 was incredible, when we gridded up for race 1 it was dry, but just as the race started the heavens opened up, big time. As the race progressed rivers of water developed, along with a 50meter puddle at the end of the main straight. Passing other cars on the main straight and then aquaplaning at the end was quite interesting. Some of the normally very fast cars were caught out on slicks and we each had the novel experience of lapping the number one Porsche, not once, but twice! The conditions enabled the MX-5's to really move up and all six MX-5's finished in the top 10 – pretty good going by all concerned. David and Zane were again brilliant in the wet. On the day it was David 1st in class, Zane 2nd, I was 3rd.

The MX-5 contingent is making it's mark and the Production Sports Car Association have now dubbed us the MX-5 Mafia and I'm known as Don Eduardo for having conned so many club members into the ranks.

Lastly, despite badly languishing in the hunt for championship points, I was very chuffed with setting a new lap record for Class 2F, in round 3 at Wakefield Park. What's more I then set an even better time in round 4 – a 1:10.68. Not too shabby for a granddad!

Round 5 is at Eastern Creek on June 23 – 34th. If anyone is at a loose end, come and see us - we always welcome the support.

Cheers, see you at the track.

Ed

Out On the Track Quotes:

Track Insights, What the track driver's really have to say...

Before turning up I took "Bluey" (what else could an ex-redhead call a red MX-5) to a wheel alignment workshop and asked for adjustment to track/road settings I found on MX-5

It's like learning to drive again!

Leaving corners at previous speeds found me straightening up with a couple of metres of bitumen to spare on the outside.

I'm definitely not going fast enough. ..

Next time I need to take larger bravery pills.



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So you drive a Sports Car

sports car (spôrts kär, sprts)

n.

An automobile equipped for racing, especially an aerodynamically shaped one-passenger or two-passenger vehicle having a low centre of gravity and steering and suspension designed for precise control at high speeds.

Sometimes, the English language can be confusing, definitions that have been around for nearly a century, seem to have become blurred. At least they have to some. Watch any news broadcast on TV and invariably there will be a report of road accidents, they're almost a fact of life. All too often, we hear of three or four people injured or killed when "the sports car in which they were travelling" struck a tree/pole/horse etc..

By definition, such an event is impossible! A sports car, has no more than two seats. How can it be such a difficult concept for most people to grasp? Tell the average driver, that a Porsche (or Aston Martin, Ferrari/ Lamborghini etc.) is not a "Sports Car" and they will argue with you until they are blue in the face. Even worse, cars such as the Subaru WRX, Nissan Skyline GTS, even the Falcon GT, sometimes get called "Sports Cars" by people who really should know better.

Sure, the definition at the top, is dated, it was probably coined more than fifty years ago, my main home dictionary, shows the MGA as an example, I wonder if the person who described it then as "small, low, fast cars that usually have open tops", would have said the same thing if confronted by today's version of the Sports Car, a Lotus Elise, MX-5 or Caterham 7 for example, the MGA seems almost pedestrian by comparison but still fits the description very well.

Way back then, a car that could hit 100 m.p.h. with relative ease, was something usually reserved for the wealthy, those who could afford to buy large powerful luxury cars, such as Jaguar and something like the Jaguar 3.8 litre saloon was held in awe by boys in short pants who had heard that it would do 120 m.p.h., when the XK120 hit the market, it was probably condemned as being too fast for mere mortals. The XK120, was and still is a great sports car, it wasn't the first and it won't be the last but it came at the end of an era, the MGA came at the beginning of another and added a new dimension, affordability. Sports cars became more accessible to the average Joe. It didn't matter that they were totally impractical, had only two seats, had rudimentary tops that took so long to erect that by the time you got it up the rain had passed, they brought the thrill of open air, wind in the hair motoring to a younger and very enthusiastic group of buyers.

In the sixties, Sports Cars were reasonably common, mostly English, MGs, Austin Healeys, Triumphs, Lotus, Sunbeam Alpines etc., all true to the definition. These were rough and raw, any of them that actually had a heater that worked was described as "luxurious" and wind up windows were almost frowned upon but they were real Sports Cars, two seats, almost no luggage space, hard riding, low fast and maneuverable.



DEFINITELY A SPORTS CAR

They were also inclined to be not very reliable and mention "The Prince of Darkness" to any Baby Boomer and most will immediately know that you are talking about automotive

electrical systems by Lucas. It was not uncommon to get stranded somewhere in the countryside by total electrical failure.

I guess we should consider ourselves rather lucky. By the standard of cars in the sixties, the cars that we drive are positively luxurious, not only heaters that work but in most cases air conditioning, a roof that can be raised in only a few seconds and which doesn't leak like a sieve, power windows even, instead of perspex side screens that were usually carried in the boot, negating what little luggage space there was.

In spite of all these luxuries, the MX-5 is still a "Sports Car" by every definition, if it had more seats it would not be, the very reason why many of the cars popularly known as "Sports Cars" are not, they fall into other categories, GT (Grand Tourer), Sports Coupe, Sports Sedan, Convertible (can be any kind of car with a folding roof), cabriolet etc..



NOT A SPORTS CAR

It isn't performance that determines whether a car is a Sports Car, there is a difference between Sports and Sporty, it's subtle but it's also essential that the definition survives the language revolution, otherwise we might get to the point where people start to call things like the Holden Maloo a Sports car and others will just accept it!

I haven't even touched on Front Wheel Drive and I won't, except to say that if it has FWD, it almost certainly isn't a Sports Car. Your opinion may vary, feel free to express it.

Jeff Gehrig

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CAPTAIN'S REPORT

The End! This is it, my last report as Captain, it's time to let someone else have a go. New blood for the Committee and all that.

It's been fun these last few years in various posts in spite of my time in hospital last year and a great joy to see the Club getting bigger and better every year.

Partly because the car keeps winning new admirers and partly because of the wonderful people that are attracted to it. Most of all it's been an absolute pleasure to have been a part of an excellent team over the last twelve months.

I think we've been able to offer an interesting range of activities, it isn't easy to plan things that everyone is going to enjoy doing and the old saying about not being able to please all of the people all of the time, is certainly true in an organisation with such a diverse membership. One thing we've learned is that weekends away, are popular and we tried to introduce more of them and also tried to keep them reasonable in cost, not always possible but we did try, the Batemans Bay run certainly worked out OK and the Coffs Harbour weekend was great fun except for my misfortune in being hit by a Canadian University student who obviously hadn't learned about our roundabouts!

I would ask once again, that anyone who has a favourite road or destination,

The last post...

submit it to the Committee or even volunteer to plan and lead a run, it doesn't take much, pick a meeting place with "loos" and possibly coffee. Find the best Sports Car type road to get to a picnic spot or restaurant, write clear directions that even the worst navigator can follow and pray for fine weather. Allow for a couple of "comfort stops" along the way and that's all there is to it, remembering to avoid dirt roads as some owners won't take their cars off bitumen. Ideas for other activities are also welcomed with open arms.

Think seriously about offering yourself for the Committee, it isn't always easy but it's very rewarding and doesn't really take up that much of your time, meetings are one night per month with occasional sub-committee meetings for the Motor Sport group and I'm sure that there are lots of you out there with a lot to offer the Club and help it grow even more.

Back to my misfortune, many will have seen the damage to my car and of course I really thought that it would never look as good again. I have to give a blatant "free plug" to R & K Davies in O'Riordan St. Alexandria, if it is

possible, my car looks better than the day three years ago, when I drove it out of the showroom, they do magnificent work, even the stone chips that I "acquired" on the way to NATMEET in Victoria last year, have vanished and if anything, the repainted areas of the car are even shinier than the original paint. Also, a huge thank you to Phil Adler from John Newell Mazda not only for loaning me his car while my car was in the panel shop but for his assistance to the Club over the last few years, many have discovered that the accessory cabinet at Newells, is full of MX-5 goodies at very competitive prices.

So that's it, thanks again to everyone on the Committee, it's been a hoot, I'll miss the gossip!

ZOOM ZOOM

J.G.



(Continued from page 2)

our quest to win the Point Score for the 3rd year in succession. There are still six rounds remaining in the Championship with the next round at Eastern Creek on the 15th July. If you are interested give me a call and I can provide you with all the details. We also look forward to the return of Zane Al-said, Ed Chivers and David Raddatz to the ranks of Supersprinters at Eastern Creek.

As Competition Secretary I also became the Club's delegate to the NSW State Council of CAMS. As our Club has voting rights at State Council level I believe it is important to be involved through attendance at these meetings.

To-date I have attended an open Forum with our President Jean Cook and Secretary Zan Menzel, at which the newly elected President of CAMS, Colin Osbourne, outlined the reasons for the proposed expansion of the National Board to include up to 3 invited members along with the re-writing of the CAMS constitution. This proposal is to be supported by NSW following a vote at the State Council Meeting held in Newcastle at the end of May.

Other issues of interest to our Club include CAMS assistance in training officials, closer ties between the State Board and Clubs in-order to provide greater support at "grass roots" level.

The "Officials Panel" are keen to attend one of our General Meetings, we will establish a suitable date at the June Committee Meeting. Our question to CAMS concerning the combining of classes 1 and 2 in the State Supersprint Series has been referred to the Supersprint Panel for response.

I look forward to seeing you all at the Annual General Meeting on the 25th July and/or at Wakefield Park on the 13th of August. Until then, safe and enjoyable driving in your MX-5's.

Mike Hicks.
Competition Secretary.

Mazda MX-5 Club of NSW Inc.
Minutes of Club General Meeting held on 18th April 2001
at 7:35pm at Eastwood District Rugby Club
146-150 Vimiera Road, Eastwood

Welcome President, Jean Cook, welcomed members and guests, extending a special welcome to all those new members attending for the first time.
Present: 29 members were present and 4 guests.
Apologies: Barry Sainsbury, Jack Redfern, Julie Grantham, Rod Menzel, George Gulczynski, Wayne Shelley, Sylvia Tikellis, Karen Evans, Mark Stasinowsky, Patsy & Ed Chivers, Janeen Tesoriero.
Previous Minutes: Moved Zane Al-said, Seconded Phil Roberts.

Committee Reports President – Jean Cook:

Current membership is 350 with another 4 new members today. Events are going so well we started extra casual social runs which are getting almost as big as the regular runs. We are victims of our own success when it comes to our club runs, we now often have over 30 cars to keep track of. As you can understand this is immensely difficult to achieve. Most of us now have CB radios, but even that is hard to manage because some of us talk too much. Jeff Gehrig and I will be developing a “runs policy”. If you would like to contribute some ideas, please feel free to approach us. This should be ready for the next committee meeting. Our social events are being well attended also, the most recent being a Teppan-yaki dinner attended by 15 members having their food thrown at them. Kids for Cancer at the children’s hospital in Randwick is to be our Club Charity. Janeen Tesoriero has very kindly volunteered to take responsibility for coordinating this. If no one has any great objections, then we will go ahead and implement it.
At our successful Coffs Harbour weekend, we came across two MX-5 owners who live there, also Steve Carter from Tamworth. They are going to get together a set up a Northern NSW branch, similar to the Canberra branch.
A reminder of the AGM coming up soon and the need for new committee members. A special thanks to Arno Boge, Mike Hicks and Wayne Shelley for volunteering to fill vacancies due to resignations through the year.
Thank you for participating in events, it is the people who make the club.
Moved - Arno Boge, Seconded – Kyle Alberts

Treasurer – Matilda Mravivic:

Thanks to the many new members we have a very happy bean-counter. Total memberships for last year were \$17,800, this year with only 9 months the total is \$16,600.
Laurie Tesoriero asked if we have a projected expenditure for 12 months – no, but within this financial year Matilda has asked the committee members to advise any required purchases. All money will go back to members, keeping a minimum balance of \$4,000-\$5,000 for deposits etc.
Moved – Jan Burgess, Seconded – Zane Al-said.

Captain – Jeff Gehrig:

Jeff advised members that the club promotion video is now available on the club website. Also copies are available from Laurie Tesoriero for \$5. Jeff congratulated Laurie on a brilliant video showing the essence of what our club is all about. The San Diego club has ordered 50 copies.

Competition Secretary – Mike Hicks:

1. A competition sub-committee meeting was held on 27th March with 8 attendees and 6 apologies. The major focus was the organisation and running of Club Practice Days at Wakefield Park. Although we have a number of volunteers and officials assisting in the running of the day, they are generally competitors. If there are non-competing club members who would be willing to assist on practice days then we can add you to the officials list thus helping to spread the work load. Positions are Assistant Clerk of Course, Assist Time Keepers, Lunch Monitor, Scrutineers, Flag & Grid Marshalls. Other items discussed included possible interest in a club motorkhana, alternate venues for practice days, eg. Oran Park and possible review of classes for the 2001/2002 competition year.
2. Upcoming Events
 - Club practice day - Wakefield Park 23rd April, number of entries received 38, field will be restricted to 36 competitors, based on first entries received.
 - Club practice day - Wakefield Park 4th June, not 11th as earlier advised. Entries now open, get in early and avoid disappointment, take advantage of the ‘early bird’ rate.
3. Upcoming Race Events
 - 21/22nd April, Round 3 PSCRAA at Wakefield Park
 - 5th May, Round 2 State Supersprint at Oran Park
 - 5/6th May, Round 4 PSCRAA at Wakefield Park. Come along and support those MX-5 Club Members competing.
4. Results
 - Supersprint Round 1, Oran Park South – 25th March
 - Class 3A – 1st Matilda Mravivic (55.96); 3rd Nick Martinenko (56.92); 4th Bill Dougall (58.20)
 - Class 2B - 2nd Robin Thomson (53.44); 5th Mike Hicks (58.08)
 - Note:* We need club members to compete in Classes 2A (Standard or mildly modified road registered cars 0 to 1600cc) and Class 3B (Competition vehicles 1601 to 2000cc) to assist the club defend the Championship won in the previous two years.
 - PSCRAA Round 2 at Eastern Creek.
Ed Chivers, David Raddatz, Zane Al-said and Huy Nguyen represented the Club in 3 races. Provisional results indicating David winning the Championship Class 2F overall.
5. CAMS
 - NSW Newsletter for March confirms that MX-5 Club is accepted as a voting club for 2001.
 - President, Secretary & Competition Secretary invited to attend a Club Information Forum to be held 18th May at Auburn RSL, subjects to be discussed – expansion of CAMS Board; CAMS Website; Future Activities.

The CEO of CAMS will answer questions submitted prior to the meeting, your club will be submitting a question relative to the Club’s Executives and Officials protection following the recent manslaughter charges that have been laid against 2 ARDC and 2 CAMS officials following the recent unfortunate incident at Eastern Creek.

Moved – Jeff Gehrig; Seconded – Kevin Addison.

General Business Jean asked for questions from members.

Zane asked Jeff ‘where did he get his top?’ Jeff was sporting the new Teamx5 shirts.

Door Prize Full Meguiars Exterior & Interior valued at \$200 and Full Metal Finished Window Tint valued at \$250 donated by Car Styling Centre was won by Daniella Di Giovanni

Next Meeting Annual General Meeting – 25th July 2001.

Closed The meeting closed at 8.23pm, followed by guest speakers - Doug Stewart of Kevlar Brake Pads and Ian Ah-Koon from Roil Treatment.

I have installed a new fax, 9144 6776 is now only voice. Please use **fax number: 02 9440 3653**

(Continued from page 5)

Australian coast carrying up to twenty-two including permanent hands. I had the pleasure of chatting to an old salt who is retired and is a permanent volunteer aboard. To see a little of surrounding country side we picnicked at Mount Lofty Botanic Gardens and is well worth walking around beautifully maintained gardens set in natural surrounds rather than in a manicured setting.



Jack Meyers "Cooper Holden" racer and "INVICTA" 1928, Birdwood Motor Museum, SA Jan01

The tract towards home took us through Birdwood, the home of The National Motor Museum another must for me to drool over, the magnificent restoration of some of our past heritage motor vehicles. The MX-5 is represented by a red 92 model and if I might say so in quite a prominent spot. As with any nostalgic trip one sees marques you have owned marques you would like to own and marques you can never own, but that only adds to the experience! Several exhibits caught my eye, the Cooper Holden that Jack Myers drove (he was killed, I believe, at Catalina Park Katoomba) and on the same stand the beautiful 1928 Invicta (just another of the ones I could never own). The experimental Holden Torana 2 door sports was certainly a whiz example of a designer's art. The real heart stopper for me was the Force 7 P76 of which only 28 were made, none being sold to the general public. I was fortunate enough to drive one of the first by the courtesy of my old boss and mate John Wallis, Manufacturing Director British Leyland Australia, out of the Enfield plant. John has now passed away but he and the car will always be a great memory.



Leyland P76 Force VII, Birdwood Motor Museum, SA Jan01

Adelaide holds the entry to some of our best now vineyards so Betty and I had to sample the Barossa Valley tippling on the way at all the available tasting houses hoping not to have imbibed sufficient to take one over the limit. Wednesday we were up at 5:30am to welcome Ric and the crew on 'Rager' berthing at CYCSA where I was invited to the return breakfast at the local pub, scrambled eggs washed down with cans of VB so early in the morning! While here I wanted to visit The Maritime Museum at Port Adelaide with its heaps of memorabilia and history of a great seafaring port from the past. Our next foray was to the Claire and McLaren Vale wineries, the skies overcast the temperature comfortable down with the hood and drive al fresco but before we reached halfway we had to up roof as the temperature rose to 40 degrees. This did not faze our enthusiasm our tippling visit. Again we spared the sippers trying only eight vineyards for their wares.



Port Echuca, Murray River, Jan01

To put SA in some perspective, the Barossa and Claire are a must as it is the showplace for our vigneron at their best to the public and the staff as every stop were more than helpful and not disappointed if their products were not purchased or when personal taste did not agree. Another definite is a tour of the Adelaide Hills and Handorf, a village settled by German migrants. The cuisine if typical of their original and wandering around is almost to go back in time to early Germanic Europe.

The time had come to plan our return trip to home base. The Adelaide temperature was still in the high 40s and forecast higher so a return via Broken Hill was put aside for what we anticipated was a cooler run, wrong again! Off to Renmark, Mildura to Swan Hill long stretches of flat land straight roads and countryside wilting under salinisation until orchards and vineyards suddenly proliferate. Swan Hill was our first view of Murray paddle steamers, then along the river through Kerang to Echuca, the landscape changing little, irrigation channels and

more salt caked dead tree land. Echuca has the largest convergence of paddle craft and the meeting of Campsie Goulburn Rivers with the Murray.

We took a turn around the town before setting off for my favourite supping area, Rutherglen in particular Stanton & Killeen cellars, purveyors of my favourite fortified wines. Many will argue that Sepplett vigneron have Para but for my money S & K Ports, Muscatels, Tokays and Frontinacs are their equal.

As my co-pilot, Betty, was at the wheel, I could indulge in my favourites while conversing with mine host who suggested scenic run through Beechworth, Myrtleford, Bright, Mt Buffelo, Mt Hotham and Omeo. This is a driver's delight, good road surfaces a demanding climb to Hotham then down, my turn at the helm.

Dear Betty knitted and I am sure it was to disguise her white knuckles as I enjoyed the challenge down to Bairnsdale and Lakes Entrance. The next leg is almost the perfect run, fun and friendly all the way to Orbost, Camm River to Eden. Coffee and sightseeing as this portion of our Coast is a feast for the eyes.



Echuca River Boat, Jan01

We set off to Bermagui, the home of Big Game Fishing, immortalised by Zane Gray. The map showed bitumen surface all the way but in fact no it disintegrated into corrugated dirt and rough gravel and I refuse to put my MX-5 at any speed over such a surface, farewell Bermagui! This run was again pleasing as we headed for our overnight stop at Milton. We were determined to stay at the Commercial Hotel where, on 21st October last year, my nephew, Guy & Annie White were married and had their reception. What a weekend that was, much merrymaking into the week small

(Continued on page 12)

Keeping in Touch with the Outside World...

WWW.WEBSITE

MX-5 Club of South Australia
<http://www.mx5.com.au/sa/>

Your MX-5 in a movie?? (see page 15)

HOT ROD JEWELLERY

A newly formed Australian company manufacturing a range of jewellery designed specifically for car enthusiasts all around the world, men and women, adults and children. There are a series of MX-5 items as well as general items such as a piston pendant and flame ring.

The site is in the early stages of development, but check out – <http://www.hotrodjewellery.com>

Send any feedback on this site to Michael Ross at puckle@bigpond.com

(Continued from page 11)

hours of Sunday morning and the startling discovery of a very heavy head and the blinding brightness of the morning sun. On our arrival we found the Commercial was unavailable so we took quarters in the Star just down the road. That night was horrific, the rain bucketed down all night, the roof leaked over the bed and made sleep an impossibility. The Management were chastened and we did receive a refund!

From here back to base was just a short run and I wanted to make a few stops along the way, first to the Navy Air Museum at Nora, a must for those interested in aircraft and Naval history and if you look, poor and penniless as I, they may let your entrance fee drop from \$7 to \$2.50. Not wishing to stay on main drags we detoured into Sussex Inlet, Jervis Bay, Huskinson, Vincentia area and it amazes me to see the enormous housing development that has taken place as I remember it from the early 50s, there were just a few holiday shacks in the little fishing villages. We stopped at Kiama to visit an old friend from my early Jazz days, had an hours break with afternoon tea before returning to base at Hunters Hill.

I have bored you readers for long enough and I am not about to quote all the statistics that we compiled but only to say that after nearly 6,000kms the MX-5 is a fulfilling

machine to tour in for either long or short runs, and this is, of course, preaching to the converted.

Over the terrain we travelled no damage was sustained other than a cracked windshield from a stone thrown up by an interstate truck.

Thus endeth the first lesson, the next long trip will be a quiet Sunday drive in the Blue Flash to the Whitsundays for hopefully the Hamilton Island sail race.

Our goodbye for now, Barry Sainsbury and co-pilot Betty Doolan.

Look out for Blue Flash West, Barry and Betty's western adventure (pg.12).

This came from Sammy at Miata.net, submitted by Steve Lamont #806, "scooter" 92 red...

You might be a Miata owner if...

- *You have the Miata.net forum as the default page in your web browser
- *You yelled the first time you saw a paint chip in your Mica paint
- *Your car has two sets of rims, but you're still wearing flip flops with duct tape
- *You always back away from your car after parking it
- *You ask for a job transfer to make your commute longer
- *You put more research into buying tires than choosing a doctor
- *You consider a new shift knob a "Mod"
- *Your car has a first name (and its not O S C A R)
- *Your car has a name like Baby, Honey Bee, White Knight or Silver Bullet
- *You talk about your car to anyone who stands still for two seconds
- *You carry Meguiar's Final Inspection and clean towels in your trunk, just in case
- *You name your children Toyo and Koni
- *You'd rather get two extra HP with that new air intake than buy your spouse a birthday gift
- *You believe that "to Zaino" is a perfectly acceptable infinitive
- *You use your recently Zainoed car as a mirror to dress while admiring your handy work at the same time
- *You drive 30 miles to get your oil changed
- *You refer to your car's radio and A/C as dead weight
- *You never ever tailgate an SUV unless you work for Carsmetics
- *You can't figure out if it's going to be Supercharger or Turbo!

*You decide to go get some coffee just because you want to drive around with the top down

*You go out of your way to find a drive-through so you don't have to get out of the car

*You know what P729LWS means

*You deliberately omit to lock your car when you get home in the evening, just so you have one more excuse to go outside and look at it before bed time

*You'd rather risk a ticket than put a license plate at the front of your car

*You find yourself explaining the aerodynamics of driving with the top down in the rain without getting wet to people with glazed looks on their faces

*You know what options were available on every model year since 1990, but still can't remember your family's birthdays

*You choose your girlfriend based on how much she likes your car

*The first words out of your mouth when giving someone a ride are "hold on"

*You can tell the difference between cars that were treated with Megiar's, Zymol, 3M or Zaino

*You coordinate an office autox in your company's parking lot

*You know all the Miatas in your parking garage and their owners

*You disapprove of other convertibles driving around with the top up in nice weather

*You know what 10AE stands for

*You know the available storage space in your trunk to then nearest cubic inch

*You replace the muffler, tires, gear shift knob, anti-sway bars, air filter, gas cap, shocks, springs and horn on your brand new car

*You're likely to carry items in the passenger seat which should only be hauled in a truck bed

*When asked "how do you do?", you feel compelled to engage in a full explanation of the advantages of rear wheel drive

*You know that Mahogany Mica is not a kitchen countertop

*When someone mentions the "GAP" you don't think of clothes or hip commercials

*You can recognize another Miata from ten miles away

*You can tell how well a Miata has been cared for by the condition of the plastic window

*You know more about the hazards of a short crankshaft than your mechanic

*You know who Bob is

*You sell Miatas down at the local dealership...and you don't work there

(Continued on page 14)

Mudgee was always on our 'must do list', not only for wineries, but to traverse all the old gold digging sites as part of our past history. I also wanted to visit a little village, Pyrmal, where, very early in my youth, I envisaged myself as a Jackeroo on a sheep station. My dear Mum was not impressed, she was avidly against the idea from the start, but stupidity

prevailed on my part and off I went. Mum was not only right in her assessment, and it took just 3 months for the realisation that I was certainly not cut out in any shape, manner, or form for farming.

Our outward run was by Bells Line of Road to Lithgow and hence to Cullen Bullen Capertee Ilford around the lower end of Lake Windermere along the Cudegong River to Rylstone Lue and Mudgee. We found the secondary road good and left the main drag and the western side of Lake Windermere for our return journey. My nephew, David Sinclair, is the proprietor of the Paragon Hotel, so this was made our base. Being relatives we dined regally with family and had some enlightening conversations with local characters at the bar.

Next day we drove to Betty's nephew's property on the road to Gulgong, a beef cattle stud 'Beaudesert' by name, on an off shoot back road. It has an enormous rambling farm house and it is

obvious that every previous owner had added bits onto the original structure, it now has about eight or ten bedrooms or bunks. Morning tea was more like a luncheon banquet than just a snack and cuppa. After our repast, onto Gulgong, first of the old mining towns, with a unique Museum and a flock of Antique shops. Back to Mudgee to watch a local cricket match, the Paragon Hotel verses the Lawson and to our ire the Paragon went down 112 to 136.

The road to Hill End is hardly to be recommended for any high speed driving, it is fine to Hargraves, but from there on, rough gravel with short sections of bitumen, taking us 1½ hours for 25kms, as I will not thrash the Blue Flash. Hill End is great, historically, the Council and Chamber and Commerce has erected plaques on most of

BLUE FLASH WEST

The western adventure of Betty and Barry

all the old sites and remaining buildings. The Royal Hotel is 1872 vintage, but boasts all the modern conveniences, beer garden and the obligatory Bistro. They serve a great beer, James Squire's genuine old Mudgee Ale, as fine a drop as any beer consumer will attest. When I asked where the Brewery was situated I was devastated to discover it was made by Hahns of Sydney. To add insult to injury the great chunky meat pies we both enjoyed and consumed were Hannas also from Sydney.

We had Sofsla and the Turon River on the agenda and sought local advice as to the best route, being told the most direct road was gravel but had just been graded and the surface good. Don't believe any local advice as they consider the road surface perfect only if you drive it in either a 10-ton truck or a bloody great 4-wheel drive! We took the proffered word and spent nearly 3 hours covering the rotten, lousy surface. We must admit the scenery was more than was expected; the Turon River was entrancing flowing over boulder-strewn beds and small rapids. Sofala is best described as unique and the thought did strike me that the film 'Deliverance' could well have been made there. The road back from the latter is well surfaced, skirts the western side of Lake Windermere to Windermere Dam.

Enough of rough roads and history today is the day of tastes so off to Peter Van Gent's an establishment best known for his fortified wines and of course the obligatory purchase of several of the goods, and in my stupidity left one bottle on the counter! Oh dear! We went onto Poet's Corner, once Craigmores, now swallowed up by one of the large conglomerates, Orlando, their fortified division gone south. The win manager gave me one of their last bottles of Rummy Port, it must have been my grey beard as it was

complimentary. Mansfield vineyard is another purveyor of the amber fluid and I again succumbed to the influence of the grape and purchased samples for further consideration. Steins was another stop, but I was not interested in their product, but more interested in the old gentlemen's vintage motor bike collection. None are in concourse condition, but all are still ridden around the property.

We decided to diversity the trip home so we headed to Wellington possibly to see the old phosphate mine and caves tour, but time has put them on hold for another visit. We went onto Dubbo for me to say hello to a distant relative then to Gilgandra where my uncle, John Veroli, was a Dentist till 1962. The

Castlereagh River was just as I remembered it, sandy, running into billabongs with Paddy Melons growing in the bed. The town almost unchanged and what was once touted as the 'Gateway to the West' now a sleepy backwater. Off the

well trodden path to Mendooran, Dunedoo, Cassilis, Denman on the Golden Highway, towards Singleton. We gave Putty Road a miss and turned off to Broke and Wollombi. This undoubtedly one of the best parts of our run, winding beside beautiful creeks, the road is a driver's delight, past Bucketty almost to Yarramalong. As time was running out we missed calling into Wollombi Pub, the purveyor of Dr Jurd's Jungle Juice. Perhaps I could suggest that this latter run be put on the Club's Sunday outings at a future date?

The Blue Flash MX-5 ran as one would expect, giving comfort, stability and pleasure for our 2,000km jaunt for me and my co-pilot, Betty.

Barry Sainsbury & Betty Doolan



Bas at Hill End Cemetery, Feb01



*Betty at the Winery, Mudgee Feb01.
"We got a freebie, Craigmores Rummy Port"*



Betty at Hill End Cemetery, Feb01



Barry at Craigmores, Mudgee Feb01.



Page 14 - Members Say...

Do you have some juicy gossip, something you'd like to express, an idea, feedback to any featured articles???

If you have answered YES to any of these, then this page is for you...

Send your comments to editor@mx5.com.au, please specify if you'd like to be anonymous

Having surfed the other Australian MX5 websites I was horrified to see just how professional the WA website presents. I suspect that they've "thrown down the gauntlet".

As NSW is the Premier State I feel that we should have the premier website. Hence, I propose that we hack they're website and post lurid pictures of the Wiggles.

A less popular suggestion which I'm forced to mention (for legal reasons) is to "pick up the gauntlet" and do it better.

Note: Lurid pictures of the Wiggles may not necessarily be OF the Wiggles but a re-creation of the event.

Name and address withheld by the Department of Health.

(Continued from page 12)

- *Your idea of packing for a weekend trip is clean underwear and a toothbrush
- *You actually have the title of your car
- *You can fold a car cover so it fits under the boot cover
- *You can convince your wife that an overnight bag will hold enough clothes for a 2 week trip and remark that "the fresh air makes her look like an Ivory Girl"
- *Your friends avoid you for two weeks after they buy a new car that isn't a Miata
- *You sign all correspondence (even checks!) with [your name] and "[car's name]"
- *You slip and fall in the bathtub, and you immediately report it to Banter
- *You can't decide whether to lock your car or not
- *You've spent more time at stoplights than

- you care to admit looking up and counting the chromed lug bolts on Peterbilt truck tires
- *You are still angry that damage to your car is not covered under your family medical policy
- *You know who the KNOBmeister is
- *You feel you're now qualified to pull teeth
- *You refer to winter drives with the top down as a "sleigh ride"
- *You've ever gone out at night and just sat in your car with the inside light on
- *Your glove compartment has a bottle of sunscreen in it
- *You've gotten completely lost out in the countryside, but you don't care because it's warm, it isn't raining, and you've got a full tank of gas
- *Realizing you have a full tank of gas

- and nowhere (important) to be for the next two hours, you get on the road to anywhere and just go
- *You turn the radio off for a bit preferring the sound of the wind, the road and your engine over your favorite CD
- *It saddens you to realize you need to get off the next exit and turn around, as it has been an hour since you left and need the next hour to get back home
- *You decide the heck with it and drive on until you have half a tank of gas left
- *You reach a half tank of gas and say the heck with it and go on since there MUST be a gas station in the next 100 miles
- *And, finally, you must be a Miata owner if your gas tank is half full and not half empty.
- *You're a NSW MX5 Club member!!***

A piece of an email from Julie Springer in Seattle, who thoroughly enjoyed her MX-5 drive... Who wouldn't??!

"My holiday was fantastic. I loved both countries. I'd love to return to Australia and see more. There was so much to see and do in Sydney, let alone the rest of the country. I would like to see Brisbane and Melbourne. When I get back there, then I can have your home-cooked meal."

"I thoroughly enjoyed the run with the MX-5 club. I just wish you could have been there. I really had fun and loved seeing the varied scenery. I rode with 3 people in all, including the ride with you out to the rendezvous point. I've never ridden in one of the newer models and was amazed at the get-up-and-go that they have. Can you extend my heartfelt thanks to Jean and the club for their hospitality? I really had a great time."

Club Talk Advertising Rates

Size	Base Rate
Maxi (1/2 Page)	\$40.00
Midi (1/4 Page)	\$20.00
Mini (1/8 Page)	\$10.00
Micro (1/16 Page)	\$5.00
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Cars4movies.com
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For any further information you can contact me on pt.stuntman@bigpond.com

Ph: 0415851479

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The following companies have agreed to offer special discounts for products and services to members of the Mazda MX-5 Club of NSW. Please note that you must produce proof of membership by showing your current Club Membership Card.

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10% discount on body kits, wheels, tyres, sports exhausts and suspension parts.

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Service Manager - Tony Riley

Parts and Accessories Manager -

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Ph: 9427 7299

Manager—Paul Costi

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Ph: (02) 9599 3399

Service Manager - George Farrugia

Please note that the Mazda MX-5 Club of NSW does not endorse or recommend any product or service provided by the above companies. It is listed as an information service for our members only.

Contacting The Committee

President - Jean Cook

H: 02 9833 4321 Mob 0412 189 513

E-mail president@mx5.com.au

Vice President - vacant

E-mail vice.pres@mx5.com.au

Captain - Jeff Gehrig

E-mail captain@mx5.com.au

Secretary/Membership - Zan Menzel

H: 02 9144 6776 Mob: 0418 885 852

F: 02 9440 3653

E-mail club.sec@mx5.com.au

Competition - Mike Hicks

E-mail competition@mx5.com.au

Social Secretary - Wayne Shelley

E-mail socialsec@mx5.com.au

Treasurer - Matilda Mravicic

E-mail treasurer@mx5.com.au

Regalia/Marketing - Laurie Tesoriero

E-mail laurie@mx5.com.au

Committee - Phil Roberts

E-mail phil@mx5.com.au

Committee - Arno Boge

E-mail arno@mx5.com.au

Editor Daniella Di Giovanni

E-mail editor@mx5.com.au

CLUB WEB SITE

<http://www.mx5.com.au/nsw/>

Webmaster: Christopher Johnson

E-mail webmaster@mx5.com.au

Club Talk

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The Mazda MX-5 Club of NSW operates as a non-profit organisation and relies primarily on volunteer services. However, sponsorship of events, the publication and mailing of the newsletter, and operating supplies constitutes a financial burden that must be met by the membership. Make you MX-5 experience more enjoyable - join and participate. To keep the club meaningful, we need your support. To become a member send your name, address, and phone number to: membership@mx5.com.au or The Secretary

Mazda MX-5 Club of NSW

PO Box 267

North Sydney NSW 2059