

CLUB TALK



NATMEET Roundup

SE - all show or all go?



Plus...

Black Beauty Part 2 : How to build a wickedly fast NA racecar in 10 easy steps

I am passenger, hear me roar! The second seat protocol when driving an MX-5

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President's Report



Welcome to the Natmeet 2004 issue of Club Talk. Natmeet has come and gone and I am very pleased to report that it was an outstanding all round success.

The demands of planning and organising Natmeet precluded many of the Natmeet sub-committee members from having time to attend Club events, particularly in the last 9 months. That will change now, so watch out for some 'long time no see' members on runs again.

Since the summer issue of Club Talk, however we did fit in a couple of memorable events (being part of the organising team helped too).

Firstly there was a very successful President's BBQ in late January. The weather was the normal MX-5 brilliant, the location and facilities (Bobbin Head in the Kuringai National Park) were perfect, and there was a good turnout of Club members to enjoy the day.

Many thanks to Linda for organising the venue and the catering, plus also for conscripting the BBQ chefs – Laurie Tesoriero and George Benedek.

Aside from the good food and company, a highlight was the Croquet competition, which was fiercely contested. The Croquet style of some competitors was interesting to say the least – more akin to a golf swing! Thanks to Laurie for providing the weapons, er mallets.

The February General Meeting featured presentations by Brett Middleton of MRT Performance and Gary Roberts of AMR Motors. Brett is a past Australian Rally Champion, and showed some very interesting video of tarmac rallying, plus giving



information.

Natmeet 2004 was, in the words of Peter Simpson (Qld Club President), 'the best ever'. He should know as he's been to all previous Natmeets. It was very gratifying to have so many attendees come up and say 'thanks this has been really great – you guys have done a terrific job'. This was achieved by dedication and hard work on the part of the Natmeet Sub-committee members and our helpers, many of whom spent long hours during days, evenings

and weekends to help bring it all together. My thanks and congratulations to you for putting on a great event.

Aside from being the best, Natmeet this year set a number of other records –

- Largest Natmeet to date – 108 people attended, with 55 MX-5s.
- Total distance travelled was in excess of 80,000 kms, not including our overseas guests travel.
- Estimated value of MX-5s was \$1.3 million.

There are more details and pictures later in this issue. We are also sending the attendees copies of the digital pictures taken during Natmeet on CD - there were some sensational pictures taken by Michael Coppola at Mount Panorama and in total we have around 1500 images!

If you were not able to make it to Natmeet this year then have a look at these pictures, talk to some of the people who did go and pencil in **Natmeet** on your calendar for Easter 2006.

During Natmeet, a meeting of all the State Presidents was held. This meeting was to discuss the issues affecting all clubs and how we can all benefit from sharing ideas and experiences. The meeting was very productive and consensus was reached in a number of

areas including how future Natmeet should be run and judged.

On a personal note, I was honoured to be nominated for, and to accept, the role of National Chairman of the MX-5 Clubs. This role is primarily to represent and promote the MX-5 Clubs at a national level: -

- Primary contact with Mazda Australia in promoting the MX-5 Clubs.
- Sponsorship agreements/coordination with National companies.
- Assist in promoting/coordinating national and inter-club events.

The role has no impact on the day to day running of individual State Clubs – i.e. the role is of a strategic nature rather than an operational nature.

The knowledge and experience I have gained in the last 2 years working on Natmeet 2004 will be very valuable in this new role.

That's all for this issue - I will look forward to catching up with you at some of the next club events.

Best wishes

Arno Boge

President





President's Barbeque

Lunch at the 'The Station' (aka President's BBQ)

Sunday the 18th of January dawned as another great MX-5 summer day – blue sky and a gentle breeze – perfect for the President's BBQ.

Last year's event in the Botany Bay National Park at Kurnell was a huge success with many members enjoying a spectacular location, good food and congenial company. This year an equally great venue was selected – Bobbin Head in the Ku-ring-gai Chase National Park.

Again we were in a spot offering similar attractions – a bushland setting by the water, lots of space and a great turnout of members. However there were a couple of 'extra' benefits –

- A reserved area which provided the BBQ, tables/seats all in an undercover area called 'The Station'.
- Private outdoor 'games' area.
- A café within 150 metres to satisfy the caffeine addicts.

In addition we had the added attraction of



Chefs Laurie and George cooked up a storm on the BBQs and the masses (members) soon enjoyed the results of their efforts in addition to having a selection of chicken and salads.

After lunch it was time for the MX-5 Croquet Tournament. The equipment was kindly provided by Laurie, who also provided instruction on the Croquet play techniques (soon forgotten as the pictures show) and the rules of the game (how did Rafferty get in there?).

the first viewing of Russell's new wheels (see picture) – if you stare at them for a while when the car is not moving you get giddy!

A number of volunteers quickly dressed up 'The Station' with some bunting, and organised the dining/cooking area. Linda conscripted two BBQ chefs (Laurie Tessoriero and George Benedek) and in no time we were 'cooking with electricity', which was just as well as there was a total fire ban in place.

The competition was lively and the techniques used dubious to say the least. Amazing what people will do for a limited release Mazda Calendar! Probably just as well that the Croquet lawn was out of sight of the general public. However the competition was enjoyed by players and spectators alike and will hopefully become an official event in future BBQs.

All in all it was another successful Club event with perfect weather and location. Thanks go to Linda for organising the venue and food, Kerry Benedek for her large garden salad and Laurie for the Croquet Tournament.

Arno Boge
President





Competition Report

So here we are the first competition report for 2004. Our first club track day for 2004 was on Monday 16th February. Twenty Six entrants was a little disappointing, never the less those that entered certainly got their moneys worth. Fastest time of the day was recorded by Val Stewart in her Mark 6 Mazda RX 7 Turbo with a time of 1.09.51. Second was Nick Martinenko with a time of 1.12.45 and Daniel Deckers was third in the SP Motorsport MX-5 Turbo with a time of 1.12.56. In the various classes Peter McAulay made a welcome return in class 2 to record a time of 1.18.01. Ed Cory continues to reduce his times in class 5 recording a best of 1.14.71.

In the regularity the class 6 race cars of Nick Martinenko and Bill Dougall were first and second respectively with Peter McAulay third. After seven runs including the eight lap regularity there was still over an hour of track time left so the field was split into two groups with one group on the hillclimb and the other on the short circuit. After several runs the groups were swapped giving each competitor a run at each. This gave us a great opportunity to refine the processes to be employed in the conduct of the **Natmeet Track Day** on the 8th April.

And what a day that turned out to be, magnificent weather, a total of 34 competitors, 27 of them Natmeet entrants from Queensland, Victoria, South Australia, Western Australia and New South Wales. For the morning sessions the entrants were divided into two groups that alternated between a motorkhana slalom conducted on the back straight, the hillclimb and the short circuit. In the afternoon after a BBQ lunch we conducted the normal sprints and regularity on the main circuit. Most competitors completed 3 runs on the slalom, 6 runs at the hillclimb, 2 runs of 5 laps on the short circuit, 2 runs of 4 laps on the main

circuit and the 6 lap regularity.

The Natmeet competitors were all driving road cars and competed in our normal classes 1 to 5 plus a separate class for 'SPs', turbo and supercharged MX-5s. The non-Natmeet competitors were not in a position to score points or win trophies and were there to enjoy the day. In each class points were awarded from 8 down to 1 for the five disciplines, the points then being added to determine the class winners who were as follows:

Class 1

Lindsay Burke from NSW with a total of 37 points.

Class 2

David Rigby from NSW with a total of 34 points.

Class 3

Class 3

Ian Morris from Victoria with a total of 36 points.

Class 4

Roger Threthewey from South Australia with a total of 38 points.

Class 5

Chris Tonna from NSW with a total of 38 points.

Class 6

Barry Faux from the ACT with a perfect score of 40 points.

As there were four women competing a trophy was awarded to the highest point-scoring lady. Initially this was a tie between Matilda Mravicic (in her road car) from NSW and Liz Blight from South Australia. The eventual trophy winner was Matilda who had the lowest aggregate time for the first four events.

In the outright regularity the winner was NSW member and London resident Russell Wheatley with Nick Martinenko second driving wife Matilda's car and Henry van Roden from Queensland third. The individual champion

on the day was Barry Faux who scored 50 points out of a possible 55. Second was Henry van Roden with 48 points and Russell Wheatley was third on 47 points. Using a weighting system based on the number of track competitors relative to the number of Natmeet entrants NSW were victorious in the State Award (107 points) followed by South Australia (79 points), Queensland third (75 points) Victoria fourth (69 points) and Western Australia fifth (48 points). The trophy winners were presented with their trophies at the Presentation Dinner at the conclusion of Natmeet on Easter Monday at Leura.

The day ran like clockwork impressing all our interstate visitors who could not believe we could run so many events on the one-day. For that a great vote of thanks must go to the following club members who acted as officials on the day; Zan and Rod Menzel, Chris and Ellise Tonna, Gerry McCarthy, Bill Dougall, Val Stewart, Cobie Hicks, Richard Dutton, Peter and Beveley Balnaves, Paul Beerworth, John Brown, Kym Ninnis, Kevin Leggott, Peter Simpson (Queensland President and NSW Life Member) and twelve years old Will Morris from Victoria.

The highly successful track day set the scene for a magnificent Natmeet 2004 at Goulburn and Leura.

Supersprints. In 2003 the Mazda MX-5 Club of NSW scooped the pool in the State Supersprint Championship winning the club shield for an unprecedented fourth time. Previous wins by the club were in 1999, 2000 and 2002. In 2003 our club scored 161 points, New South Wales Road Racing Club were second on 57 points with MG Car Club Newcastle third on 48 points. Class winners were as follows; Ken Horspool class 1a, Chris Tonna class 2b, Lindsay Burke class 3a and Robin Thomson in class 3b. The class winners were all well supported by Michael Bowden, Peter Cooper, Ken Thomas, Mike Hicks, Bill Dougall, Matilda Mravicic, Nick Martinenko, Jason Hay and Ed Schulz.

For 2004 Team MX-5 has been strengthened by registrations from Steve Lamont, Rodd Clarke, James Yu, Kevin Addison,





Ed Chivers and Brian Anderson. First round of this year's championship was conducted at Oran Park on Sunday 28th March utilizing the GP circuit. Class winners on the day were Steve Lamont 2a, Mike Hicks 2b and Matilda Mravicic and Ed Chivers with identical times in 3b. Rodd Clarke, Bill Dougall and Nick Martinenko our other starters on the day all contributed to the club point score where we sit in second place on 17 points, 6 points behind the NSW RRC. A larger roll up of MX-5s at round 2 again at Oran Park on 16 May will hopefully see us in a stronger position.

Don't forget that our club in conjunction with the Z Car Club will be conducting round 5 of this year's championship at Wakefield Park on Sunday 1st August. The club will be looking for members to assist as officials to run this event. Would those that can assist please contact either myself on 02 9894 9167 or Zan Menzel on 02 6558 4190.

The 2003 CAMS & Prod Sports Car Championships were concluded at Eastern Creek on 27th & 28th September last year. Congratulations to the following club members who competed in all or part of these Championships, Val Stewart, Brian Anderson, David Raddatz, Ed Chivers, Lou Iezzi, Matilda Mravicic and Nick Martinenko. David Raddatz was fifth outright in the CAMS Championship, sixth outright and second in class c in the Prod Sports Championship. Ed Chivers was tenth, twelfth and third; Lou Iezzi was eleventh, sixteenth and sixth whilst Brian Anderson was twelfth, eleventh and fourth in class b.

The first round of this year's Championships were held at Wakefield Park on the 14th and 15th March. Nick Martinenko was the only club member competing. Brian

Anderson and Chris Tonna would have liked to compete, but their cars were not ready in time. Nick recorded three-second places in class d over the weekend. The next Prod Sports events are at Eastern Creek on 1st and 2nd of May.

Looking forward to Wakefield Park on the 2nd May, until then safe and happy MX-5 motoring.

Mike Hicks – Competition Secretary.

Best Laps by Class. 2003/2004.				
Class	Dr. Cat	Driver	Lap Time	Date
1	M	Peter Cooper	1.19.07	03.11.03
	M / N	Steve Mottram	1.23.74	03.11.03
2	M	James Yu	1.17.63	07.09.03.
	M / N	Kevin Yap	1.18.85	14.07.03.
	F	Jean Cook	1.22.34	03.11.03.
3	M	John Burgess	1.17.95	03.11.03.
	M / N	Peter Stanton	1.20.11	07.09.03.
4	M	John Penfold	1.16.02	03.11.03.
	F	Jan Horspool	1.21.86	07.09.03
5	M	Carlos Albornoz	1.13.33	07.09.03.
6	F	Matilda Mravicic	1.12.18	03.11.03.
	M	Nick Martinenko	1.12.28	03.11.03
7	F	Val Stewart	1.09.18	03.11.03
	M	Allan Bugh	1.03.05.	07.09.03.
MX-5	M	Jason Hay	1.08.68.	14.07.03.
MX-5 SP	M	Brian Anderson	1.10.88	08.12.03

2003/04 Progressive Point Score.			
Class	Driver Category	Driver	Total Progressive Points as at 16 February 2004
1	Male	Michael Bowden	20
	Male	Steven Mottram	14
	Male	Peter Cooper	10
	Male	Jacky Ng	10
2	Male	Arno Boge	26
	Male	James Yu	20
	Female	Jean Cook	19
	Male	Peter McAulay	10
3	Male	John Burgess	20
	Male	Carl Lee	16
	Male	Mal Bernhardt	13
4	Male	John Penfold	20
	Male	Michael Bowden	13
	Male	Ken Horspool	7
5	Male	Ed Cory	29
	Male	Carlos Albornoz	16
	Male	Chris Tonna	12
	Male	Stephen Head	10
	Male	John Newcombe	10
	Male	Mike Hicks	10
	Male	James Yu	10
6	Male	Bill Dougall	26
	Male	Nick Martinenko	26
	Male	Chris Tonna	17
	Female	Matilda Mravicic	16
	Male	Joe Knight	10
7	Female	Val Stewart	20
	Male	Darren Wood	16
	Male	Gerry McCarthy	12
	Male	Jason Hay	10
	Male	Allan Bugh	10
	Male	Brian Anderson	10
	Male	David Raddatz	10

Note: This is a summary of the progressive points for the top competitors in each class



Black Beauty

Story & Photos by Chris Tonna

Ellise was getting concerned at my apparent speed and lack of regard for our little car that I should either give up track events or purchase a track car. So I did the latter. There was no suitable vehicle for sale at the time but I found a wrecker in Sydney with a suitable donor car.

She was purchased as an import wreck, which had the back 8 inches of the body, removed as it was in an accident in Japan – rear ender obviously. I took my father (who's a retired boilermaker) to look at it. If he thought we could fix it, I'd buy it. He did so we bought it.

A call to MX-5 Mania fortunately found us a rear half cut from a 1990 import so we set about joining the two together to make one car. To do this, we had to cut the damaged body away and straighten the back of the rear cross member which was slightly out of shape. While dad was measuring and making replacement chassis panels and internal boot panels, I started stripping the sound deadener from inside the boot where we'd be welding.

Unless your steel is

clean, the welds won't take a proper hold and will eventually fall apart. We didn't really want that to happen.

Dad first welded on new chassis rails so the new rear of the car could fit into them. Then marked up the rear half so he knew where to cut, turned on the grinder and started cutting until it was separated from the remaining panels. Before this could take place, I had to strip the back half cut fully, top and bottom so we didn't have to cut through the rear cross member or any other vital parts of the car.



Luckily it was a pretty straight forward cut. Dad then slid the new back on the chassis rails, measured the join and dimensions of the car to ensure we got it square and welded it in place. This is obviously simplified but you get the idea of what we did. This took place during one week.

With the car now looking like a complete car and not a wreck, we painted all the welds in the boot and underneath the car whilst smoothing and re-applying a few layers of body filler to the external weld marks on the rear panels. Once smooth and ready for painting, after numerous hours of sanding, I applied the primer and then the top coat over a period of a week.

In the meantime, I had totally removed the dash, heater, air conditioning and anything behind the dash that I didn't think I'd need but being careful to mark and keep everything until very recently. My car was missing lots of interior pieces



like the door trims, console, dash switches, steering wheel etc, which wasn't a big problem. Most of that stuff would be removed anyway. The engine bay was also stripped of items like the pop up headlights, plastic under tray, windscreen washer bottle, air conditioning etc. The engine had not run since the day we got the car home so I figured there's no point running it now until I needed to. We also custom made the seat mounting brackets for the race seat so we fitted that as well.

Once stripped, it was shipped off to the roll cage manufacturer to have the cage custom built and installed. It spent six days having a half roll cage, harness points and side intrusion bars installed. Whilst it was there, I decided to get him to do the exhaust too as he specialises in V8 drag car exhausts. So I purchased some headers and dropped them down to be fitted with the car along with a Lukey race muffler.

Once the car was back, it was time to fit the suspension, brakes and dash. Having once removed a dash, you'll be surprised how quickly they go back in. All the instruments, harness and dashboard were refitted within half an hour. It took numerous hours to get that dash and all its ancillaries out, but armed with a little experience you can remove it quite quickly.

The suspension consisted of new springs, shocks and sway bars. This car had its suspension sold off so it didn't have any up until now. Dad made some spacers which we fitted, a little like a stiff shock absorber just so we could move it around. Once fitted, the brakes were the main targets. I had already removed all the calipers and rebuilt each one

with Mazda OEM kits so they were ready to be fitted. The brakes consist of braided lines, DBA slotted rotors and Hawk Blue pads all with standard calipers. Because the lines were open it took about 1 litre of brake fluid to fully flush and bleed the lines.

The engine was next on the agenda, it got a new double row alloy radiator core, reground cams, new timing belt and water pump, serviced fuel injectors, new filters and fluids. The head was also pulled off dreading a failed head gasket. While it was off we had it shaved to increase compression, the valves were re-seated and new valve springs were fitted. Adjustable timing gears from Flying Miata in the USA were also fitted. The fuel rail was wrapped with heatproof tape as was the fuel line and every rubber hose was replaced. Two sticky hydraulic lash adjusters were also replaced which made the engine sound a lot less like a tractor.

Now the car was basically ready, I decided that I wanted an attention seeking theme on the car to make it stand out on the track. Fluorescent Orange seemed a perfect way to go. The vinyl was purchased from a sign



writer. They offered fitting for a few hundred dollars – I should have taken them up on their offer. Not that it was hard, but rather very time consuming, fiddly and to be honest, a big pain in the you know where! It took about 12 hours to stripe the car – not bad for a beginner but up close it's very average, like my painting – lucky it's a race car!

The next step was a major one. Because the engine was now modified beyond the stock computers control, I decided to fit an aftermarket computer so it could be tuned to its maximum. This is not for the faint hearted. Armed with the knowledge that Dick Smiths Funway Volume 2 gave me over ten years ago, I decided to wire in the computer myself, saving me around \$400. Would I do it again? Maybe yes, did I learn a lot this time, absolutely, but is it difficult??? Definitely not.

The procedure is simple, mark out the loom supplied with the computer with masking tape and a pen. This way you'll know what every wire needs to go to. Then, do the same in the passenger foot well of the car, just behind the factory computer plugs. Using the new computers documentation, connect it up and voila – it should work. Not likely.

There are simple things like coil 1 runs plugs 1 and 4 and coil 2 runs plugs 2 and 3 to learn. But there are also some harder issues to deal with, like why won't this car start? My only advice is to enlist the services of a professional, experienced dyno tuner and ECU expert otherwise your car may never go properly again. My car suffered a few dramas, but once it started and got tuned, it has run beautifully and makes over 20% more power than the

stock engine. It is well worth it. The only stock component that we can't use is the factory tacho, which was been replaced with an Autometer item. There's another story in that by itself.

The suspension on the car has also been professionally setup by East Coast Suspension. As they have looked after a number of MX-5 race cars over the years, I though I'd use their expertise in alignments and corner weighting to get the car handling it's best.

In late March, I had my first run in the car at Eastern Creek at a test day. The car was very easy to drive and the added horsepower was exciting to say the least. Unfortunately the clutch is slipping so as I write this, the clutch and flywheel are being replaced so hopefully it will be ready for the next track outing. The best time for the day on treaded tyres was a 1:56:74, almost 3 seconds quicker than my white car had gone. Needless to say, I am very happy with Black Beauty.

This car could not have been built without the assistance of the following people whom I take this opportunity to thank:

My father George and my wife Ellise
David and Simone Raddatz at MX-5 Mania
Lou Iezzi
Nick Martinenko
Dave Flood at Redline Motorsport
Aus-Cartalk Forum



NATMEET ROUNDUP



108 people, 55 cars, 5 days of driving, racing, socialising, washing cars, spelunking (look it up!), relaxing, eating, drinking and more!

NATMEET ROUNDUP

DAY 1

NATMEET officially commenced with the Track Day, held at Wakefield Park in Goulburn. The track day format was altered for the Natmeet program to include a variety of events, rather than just the regular sprints and regularity. In all 5 separate events were conducted, with points from each individual event contributing to an overall point score for each driver for the day.

This new format gave all drivers the opportunity to experience a number of different types of events, and the allowed their relative strengths and weaknesses to be evened out, ensuring that good competitive and consistent driving over all events was rewarded.



The change of format for the day was well received, and given the thumbs up by all competitors. This change in format may become a feature of future club track days.

The standout performer on the day was Barry Faux, from the ACT, who won all the events from his class to take home a perfect score of

Track day Format

The track day format consisted of a full circuit sprint, a short circuit sprint, a regularity event, a hill climb and a motorkhana. The different nature of the events provided a refreshing change to the day, not that the regular track days are boring! The format is being considered for inclusion in the regular club track outings and will be factored into the point score. If you haven't tried a track day, come along and have a go!

40 points! Additionally it was pleasant to note that the winners from each class were from a variety of competing states, who managed to overcome the home track advantage of the NSW crew to take home trophies.



A surprising result was the winner of the Regularity Event. Russel Wheatley is a club member who lives in England. He flew into Australia before NATMEET, picked up his red NA MX-5 from his parent's house and took out the regularity, with Nick Martinenko a close second.

Full results of the NATMEET track day may be found in the competition report in this issue. Trophies were awarded for each class at the presentation dinner on the last night of NATMEET.

All competitors would like to thank the organisers and volunteers of the day for their tireless efforts and extensive sacrifice of their own personal time to make sure the event went smoothly and was enjoyed by all.



NATMEET ROUNDUP

DAY 2

NATMEET ROUNDUP

DAY 3

Day 2 consisted mainly of people converging on the Mercure Resort in Leura, in the beautifully scenic Blue Mountains of NSW. The people who attended the track day enjoyed a drive to Leura via the Southern Highlands, Bowral, Hill Top, Silverdale, Penrith and the Hawkesbury Lookout.

It was astonishing to see so many MX-5's in the one area, everywhere you went there were MX-5's of almost every model and colour (excluding Malibu Gold, Splash Green, Garnet Red and Montego Blue).

A pleasant surprise for the attendees was the gigantic welcome pack in every room of the resort. The pack included lots of goodies from the companies sponsoring NATMEET, and features such tasty treats and handy items as bottles of wine, lollies, maps, coffee, vouchers and much more. Each participant was also presented with a fantastic fully Reversible Jacket to keep them warm in various colours, replete with official NATMEET 2004 pin.



Dinner on day two was the first occasion where all 108 attendees were present in the same room, the logistics of feeding that many people, all at once, was ably handled by the Mercure staff.

The dinner itself was a 'themed' dinner, where people were encouraged to bring a prop that would identify them as something starting with 'M'. Some of the costumes were very creative, and many were bizarre! Everybody enjoyed themselves though and the winners of the best props on the night were Henri and Maureen van Roden.

We were glad it was a big and hearty dinner, for many days of feature packed NATMEET still remained...

Day 3 dawned bright and early, some



thought too early! Hey, wasn't this meant to be a holiday? In the end, the early starts were good as it ensured that all events ran smoothly and on time. Breakfast was put on by the Mercure Resort, and what a breakfast it was!

Bacon, eggs, cereal, pastries, mounds of fruit, juices, sausages, yoghurt, baked beans, toast and much more.

At breakfast, and indeed throughout the whole of NATMEET, the organising committee had employed an ingenious method of recording who attended every event for the point scoring. Each competitor was issued with a bar-coded name tag, and this was scanned on entry to all events. This was a simple, fast and convenient method of cataloguing people and should be a feature of all future NATMEETs.

Breakfast was quickly dispatched, helped by the fact there were no queues as people were filtering in whenever they woke up. Everyone was in a bit of a hurry as this was CONCOURS DAY! There were literally dozens of cars all being washed at once (by hand with buckets as per the water restrictions) and vast quantities of Meguiars car cleaning products were consumed.



The Concours event was held at Scenic World. Entrants deposited their nice shiny MX-5's on the grass area outside the main building, and went off viewing the various attractions while the Concours judges went to work.

Scenic World includes the world's steepest funicular railway, at 57 degrees! It also has the "SceniScender" cable car, which was so smooth and quiet, even those scared of heights had no problems.

One of the surprise winners was Chris Tonna, who had won his class at the track day with his white NB8B MX-5, and then went on to win his class at Concours!

Overall winner of Concours for NATMEET 2004 was 'Speedy' (Dave Perin) who can be seen below washing the car and half-an-MX-5 trailer, which is identical to the car!

Dinner that night was held in the revolving restaurant at Scenic World, and we also 'almost' experienced some rain, but it just turned out to be a low flying cloud... It didn't stop the more hardy competitors driving back top down with t-shirts on!

NATMEET ROUNDUP

We awoke to the crisp chill of the mountain air, the subdued chatter of those keen to whisk



away the night dew with a chamois was evident in the court yard. This was Concourse day and the serious competitors were toiling away as the sun rose, just as they had the night before. Brad from the Mercure had commented that he was amazed how so many competitors were washing and polishing before dinner, after dinner, before breakfast, after breakfast and they had not gone anywhere yet.

After breakfast and a few final touch up's, fifty five shining MX-5's were gathered in their groups for their short trip to Scenic World. On the way they took in some great sights, passed by the Three Sisters and Echo Point before arriving at Scenic World. It was an amazing sight to see what was a serene grassed area turned into a showroom featuring over 1.3million dollars worth of MX-5's. There was also a little history parked in the corner, the Skyway was retired to the site the day before after 46 years of service.

As the competitors experienced the sights and sounds of Scenic World, sipped on a cappuccino, lounged in the sun and generally relaxed, twenty judges were hard at work examining the finer points of the MX-5.

The judging panel of 20 comprised attendees from all states, as well as William from Denmark. The team toiled away for several hours. Seven judging sections

and thirty points were covered in judging with a maximum of 310 points available, plus mileage and age allowances. The groups judged were, NA6A, NA8A, NB8A, NB8B and these were split into standard, modified, customised, limited edition, SP and clubman categories.

After the final tally there were twenty awards presented to the winners.

Best:

NA6A Standard Colin & Elaine Caldwell. NSW

NA6A Modified Dave & Amy Perin. NSW

NA6A Customised Liz Blight. SA

Best Overall NA6A Dave & Amy Perin.

NA8A Limited Edition Matilda Mravicic & Nick Martinenko. NSW

NA8A Modified Wayne Gilbert. SA

NA8A Customised Christopher & Wendy Ward. QLD

Best Overall NA8A Matilda Mravicic & Nick Martinenko.

NB8A Standard Arno & Linda Boge. NSW

NB8A Limited Edition Tyrone Dark & Pamela



Bown. Vic

NB8A Customised John & Jan Burgess. NSW

NB8A Modified Louis Serrett & Carmel Lucci. NSW

Best Overall NB8A Arno & Linda Boge

NB8B Standard Vernon Rodrigues. NSW

NB8B Modified Chris & Ellise Tonna. NSW

NB8B Customised John & Val Sands. NSW

NB8B Limited Edition Stephen & Paula Sewell. NSW

NB8B SP David & Karen Baxter. SA

Best Overall NB8B John & Val Sands



Grand Champion for Natmeet 2004 Dave & Amy Perin

The other award presented at Concourse is the Peoples Choice award, this goes to the vehicle judged by the competitors as the vehicle they would most like to have for themselves.

People Choice Award to Dave & Amy Perin

Concourse was certainly very hotly contested, the winners had put a lot of effort into preparing and thoroughly deserve their awards. It was great to see a large percentage of the awards go to track competitors, this goes to prove that clean cars actually do go faster, putting to rest the Red factor.

It is a pleasure to recognise the judging panel, without who's efforts Concourse would not have been possible: George Benedict, Andrew Senior, Jan Burgess, Ruth Simpson, Peter Papageorgakis, Jean Cook, Bill Campbell, Laurie Tesoriero, Mark Stasinowski, Barry Faux, Vernon Rodrigues, Keith Greenlees, Colin Caldwell, William Jacobsen (Denmark), David Baxter, Grant Butler, Dave Perin, Ian Morris, Dianne Webber, Kim Cole, Murray Finlay, Alan Webber, Arno Boge, Peter Simpson.

Thanks also go to our sponsors, in particular Meguiars for supplying lots of their products, Tony O'Donnell from Shannons who attended on the day and helped us out, Scenic World for allowing us use of such a wonderful venue.

John Burgess

Natmeet 2004 Concourse co-ordinator



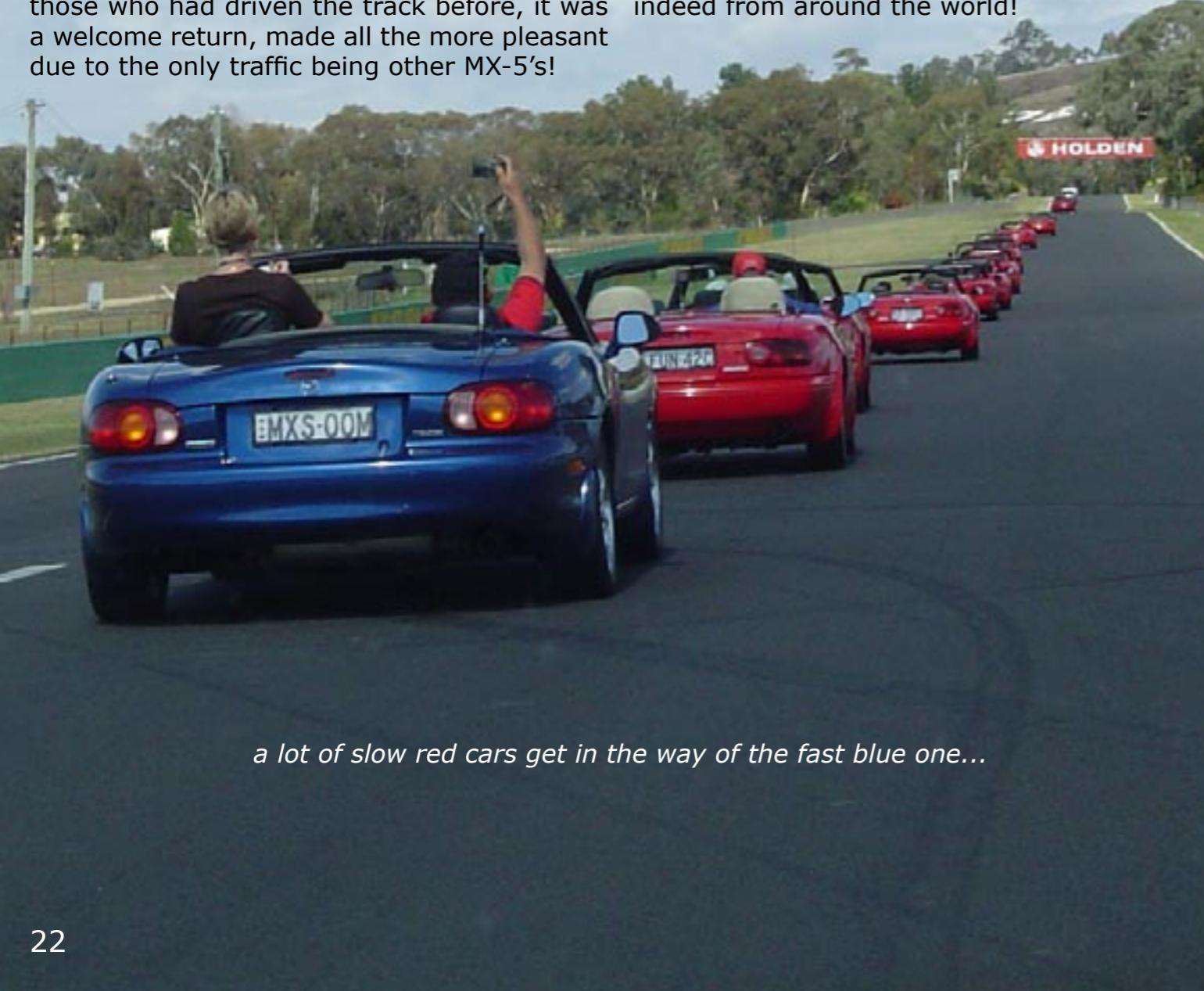
NATMEET ROUNDUP

DAY 4

Day 4, the big one... Mt Panorama! After another big breakfast and more cleaning of cars, we were off to the mountain. The greatest racetrack in Australia. What better site could there be than the starting grid of Bathurst filled with the world's best sports car?

We travelled to the track via Tarana, which was voted worst road in Australia a few years ago, and the council was so embarrassed they sealed the entire section. It's now a long smooth, agreeably twisty strip of road well suited to cars like the MX-5.

The organising committee excelled themselves here, as all entrants could circulate the track as many times as they pleased, taking copious photographs and video along the way. For those who had driven the track before, it was a welcome return, made all the more pleasant due to the only traffic being other MX-5's!



For those who had not yet sampled the delights of the mountain, they left with a newfound respect for the people who race there, after witnessing first hand the incredible tightness of some of the corners, and the sheer pace and commitment needed to cut a good lap.

After we had driven as many laps as we could hardly, we were treated to a light lunch and then a visit to the National Motor Racing Museum, which is full of spectacular examples of the cars that made the mountain famous, and even some examples of cars the mountain chewed up and spat out!

Dinner that evening was a 'red, green and white' themed Italian meal, with free wine on every table, and plenty of opportunities to chat to enthusiasts from around Australia, and indeed from around the world!

NATMEET ROUNDUP

DAY 5

Another day, another early start, and yet another huge breakfast! The final day's program had us off to Jenolan Caves, and then back for some free time and relaxation before the presentation dinner.



Jenolan caves is a spectacular sight. You access it via long narrow (almost single lane) road, which a sheer cliff on one side, and a corresponding drop on the other! It's worth it though, as when you arrive you drive your car into the cave mouth and out the other side! An expansive 1800's building houses a restaurant and hotel facilities, and cave tours start every 1/2 hour or so.



The cave tours themselves were very enjoyable, with the nice cool underground atmosphere a welcome change from the heat outside. The cave rock formations are spectacular and there is enough variety to keep you coming back time and time again.

NATMEET officially concluded with the presentation dinner, where awards were given out for every category of competition. There were so many awards that they cannot all be named here, so congratulations to Henri Van Roden for the individual award, and to NSW for the state award!

Thanks to the NATMEET committee for organising a fantastic event. The smooth running of the functions, and the great time had by all, is a credit to you and your efforts.



The NATMEET Committee:

Arno & Linda Boge
John & Jan Burgess
Elaine Caldwell
Jean Cook
Mike Hicks
Nick Martinenko
Matilda Mravicic
Dave Perin
Vernon Rodrigues
Sylvia Tikellis

The Art of Being A Miata Passenger

This article was originally published in the Club Miata Northwest website and is reproduced here with the permission of the author, Sandy McKnight and the webmaster, John Hewitt.

It takes a special person to be a first-rate Miata passenger. This person must have creativity, imagination, nerves of steel, wind-friendly hair, and a strong right arm for gripping the "Oh Sh—" bar. Some additional desirable qualities are a sense of direction and a sense of humor...both come in handy when the "car" gets lost!

Driving a Miata is more fun than just about everything, we all know that! And we can drive for hours, even days, without getting bored. Now, for the passenger, this can be a more challenging experience. Here are some observations about how to stay entertained in your 18" x 18" "space" while your driver tosses that Miata through twists and turns on the backroads.

First, you must learn to pack supplies for the day. Things you will need are: pen, paper, and clipboard, water, coffee, snacks, camera, map and directions, sun screen and lotion, lip balm, extra clothes - something warmer, something cooler...this is Washington...hat, gloves, swimsuit. And remember...PACK LIGHT. Then you must be sure to remind the driver to get gas, and have money on hand in case you want to buy something in one of those small towns that don't have ATM's or take credit cards.

CB Radio

Your responsibilities during the day will rotate. If you are on a club run, you will be expected to maintain CB communication with the rest of the group. There are several

languages spoken on the CB, not all of them understandable. And some radios get better reception than others. If you are in the middle of a group, you may be required to relay information from the leader to the back door, if they can't hear each other. Of course, they won't know that they can't hear each other, so first you must explain why you are butting in.

Music

Keep the music coming! You will have to determine your driver's mood in order to choose the correct music. From ABBA to ZZ Top, you must decide whether today is rock 'n roll, blues, or Dixieland...Eric Clapton or Save Ferris.

Navigation

If the directions are complicated, you must act as navigator, feeding instructions to your driver. This makes you "responsible" for any wrong turns or botched directions. Let me just point out that driving "tips" are not recommended. They are seldom appreciated! On club runs, you may be instructed to count things, like barns, river crossings, charging weenies, or turkeys...this can keep you quite busy.

Driver Maintenance

Driver maintenance is another important part of your duties as a Miata passenger. Your comfort as a passenger is directly related to the comfort of the driver. Keep water handy, in case the driver is thirsty. Be sure you have solution and cloth to clean glasses and sunglasses multiple times during the day. After you've been on the road for an hour or so, you should add a layer of sunscreen to the tops of the driver's ears. You should also be ready with Kleenex and Lip Balm.

Snacks

Note: If your driver does not allow food in the Miata, you can skip this section.

You should pass snacks to your driver in handy-sized portions that can be consumed before the next tight corner or gear change. The snacks must not be so small that they can be dropped and disappear in the car, and must not melt or be greasy. You need to keep a towel or napkin handy, just in case all your planning has failed, and a speck of food falls on the driver or the car.

Once you have fulfilled all the above tasks, you are ready for the more relaxing part of being a Miata passenger. You can indulge yourself, daydream, and even exercise! Let's begin with tanning. On a creative route, you can get a nice even tan in a Miata. By driving west in the morning hours, you can tan your legs, arms, and the back of your neck. Afternoon should be spent driving first north and then south, tanning the sides of your face and neck evenly, and getting another layer on each arm. By crossing your legs creatively, you can even tan the backs of the legs and your feet, and if you lean forward while travelling west in the morning, you can tan your back.

If you get bored with tanning, or burned, you can turn to sightseeing and photography. Club tours provide an endless panorama of new sights for the passenger.

Since you don't have to watch the road, you will see things the driver misses. If you are a photographer, you can take pictures from your seat. Shots of the side mirror will provide an image of the stunning line of Miatas behind you and usually a mountain or two. By

hanging over the side, you can take a picture of your own wheels at 50 mph. And if you have a movie camera, your opportunities are endless!

On a long drive you can do any number of isometric exercises in your seat. Use some of those that are designed for cubicle living...flexing, stretching, and bending. You can also do those fun ones that look like "bitter beer face" and scare oncoming vehicles! If you have a good sense of equilibrium, you can read a book, compute, or compose your memoirs while on the road. Or you can start an article about the current tour for the website...Susan loves to get new material! After a long day on the road, you may be called upon to provide witty conversation to keep the driver awake on the way home. This can be difficult when you're tired, so keep a mental list of stimulating subjects to discuss in this situation.



So, Drivers...give your passenger a hug, and remember there is a lot going on in the passenger seat!

MX-5'ing Around Tasmania



While most of us were at NATMEET, Club Members Garry Morris and Steve Carter, with fellow motoring enthusiasts Richard and Cameron, were fanning around the Targa Tasmania stages...

MX-5ing Tasmania



About 13 years ago I toured Tasmania on a 250cc two-stroke sports bike and had one of the best holidays of my life. I vowed to go again, and with the purchase of my MX-5 I had the perfect vehicle to go with. Light and agile like the bike but with a few extra creature comforts like a heater and a roof. It took nearly 4 years and 2 MX-5's but I finally got back there. The plan was to follow the Targa Tasmania Rally route around the state. Here's the story of my trip.

I invited my usual ballast Richard, aka the infamous "rjastra" from the forum. After his excellent organisational skills in organising the Thunderbolts Mega Run for the last 2 years I thought Steve from Tamworth would be a handy guy to have around as well. Cameron, the Honda fanatic from Tamworth, who turned out to be quite the little shutter bug with his new camera, made up an even foursome.

After stressing about packing 10 days worth of stuff for 2 people into the boot of the MX-5, it turned out that I didn't have to worry. We even had a bit of room left over! We set off bright and early for the drone down the Hume



Around



to Melbourne and arrived there with heaps of time to spare. We scoffed down a serving of fish and chips from Reg Hunt's own fish and chip shop for dinner then loaded the car and ourselves onto the boat.

The trip across Bass Straight was uneventful once I found my sea legs. The cabin was very small for 4 people but the bed was comfy.

I have no idea how they do it but at 6am a buzzer sounds and a soothing female voice tells us that we need to be up and out there by 7am ready to unload. So basically they get the whole boat full of people, awake, organised and unloaded in a little over 1 hour! Incredible.

The weather in Devonport when we arrived pretty much set the scene for Tasmanian mornings, cool and partly cloudy. We made a beeline for breakfast at Macca's then set

off on the first of the Targa Tasmania stages from Devonport to Launceston, via the scenic route of course.

The first thing you notice about Tasmanian roads is that they are all very twisty. The second thing is that they're not real good with corner speed advisory signs. So most corners were a suck it and see affair. Most of the time it

worked but I was caught out on a few corners on the trip that tightened up unexpectedly. The MX-5 handled them in its stride and all added to the fun of the adventure.

It was so good to be able to drive at sensible speeds for a change. Most roads outside of towns have a 100km/h speed limit. On a lot of the roads, trying to drive at over 100km/h was near on impossible. So we had a blast going as fast as we dared safely and still didn't need to worry about going over the speed limit.

After we got used to the fun of the roads we started to look around, and there's a hell of a lot to look at. It was just one oooooowwww aaaaahhhh after another. Beautiful scenery, and very photogenic. Our progress was severely hampered by all the photo stops. We eventually did all the Targa stages we planned for the morning and stopped at Mole Creek for morning tea. A quaint little village set in amongst the farms. Typical for the weather while we were there, the clouds had gone and it had warmed up enough to drop the roof and enjoy the splendour of Tasmania topless for the rest of the day.

Our next stop was Launceston where we checked in to our apartment, then headed out to Georgetown at the mouth of the Tamar River for a look see and some lunch. A few more piccies then it was back to Launceston and Cataract Gorge. A lovely little spot that looks like the middle of the wilderness but it's only about 5km from the centre of the city. Lots more piccies and a stroll along one of the walks there. A very pleasant way to end our

first day in Tasmania.

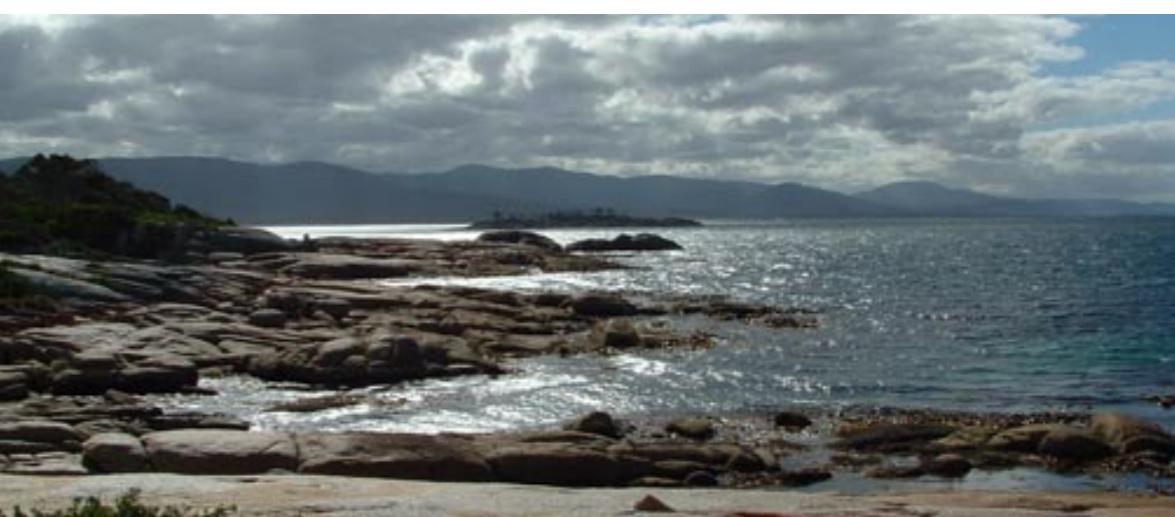
Next day we followed the Targa stages down to Hobart. The morning stages were some of my favourite stages, just one corner after another, up and over mountain ranges, made full use of SP power and got woeful fuel economy, but



man was it fun. And all at somewhere close to the speed limit. If only the safety Nazis in New South Wales would let us have fun like the Tasmanians. Once again, breathtaking scenery everywhere we looked.

We stopped for a comfort stop at St Helens and ran into Mr and Mrs "Sav", Victorian MX-5 club members in a silver NB8B. We had a bit of a chat, worked out who we all were from the forum then continued on our way. Next stop was lunch at St Mary's and one of the best salad sandwiches I've ever had in my life.

After Elephant Pass it was basically a few more piccie stops, a detour via Richmond, a run down Grasstree Hill, then a cruise into Hobart, arriving there right on "peak hour" if you could call it that. We managed to find our apartment after giving up on the woeful directions we had. That little exercise really blew out our U-turn count.....but hey, what's an MX-5 run without U-turns?



After a pricey dinner it was time to check out the days photographic efforts on Cameron's laptop and watch "Home and Away". The end of another fantastic day in driving paradise.



The next day we were lucky enough to fill a cancellation at the Cadbury factory tour. So we munched our way through the tour on the free chocolate samples they provided. After the tour we headed up into the sky to check out the view from Mt Wellington

where we found the weather 1400m up to be quite different to sea level. It was about 10 degrees with a -30 degree wind chill factor. But once again the scenery was spectacular and well worth braving the cold weather. After lots more photos we headed off to the Huon Valley for lunch then back to Hobart along the coast road.



The 6th day of our adventure saw us heading off to the ruined convict settlement of Port Arthur. We were given a very informative tour of the site then left to our own devices to wander around and soak up the atmosphere, and of course take lots more piccies. Who should we run into while we were there but "Sav", the MX-5er we met at St Helens. As we were to find out, Tasmania is a small place. We jumped on a boat for a mini cruise around the bay then headed back to Hobart via the Remarkable Cave and the Devil's Kitchen, very weary after our adventure.

The next day was a bit of a rest day for us. We got up late and decided we'd do another run up the Grasstree Hill stage to Richmond for morning tea.

Richmond is a lovely place filled with Victorian architecture converted to antique, craft and coffee shops. Perfect to wander around on a mild cloudless day and try to work out a way to retire at 41. We found The Bakery and enjoyed a lazy morning tea, took a few more piccies then headed back to the wharf area of Hobart and Battery Point for a stroll around and some lunch at Salamanca Warehouse.

Day 7 was our first damp day and the day we would be heading across state via the Targa stages to the wild and woolly west coast.

Once again, the most fun driving you can have with your clothes on. Just fantastic roads.

For those who have experienced the Oxley Hwy, multiply that for a few hundred kilometres and you get some idea of what it's like. Just one corner after another with the occasional 200 meters of straight road to relieve the monotony of the corners and pass any slow cars you may have caught up with.

We detoured via Lake St Clair but needn't have bothered. The weather was too bleak for us that day. The highlight of day 7 for me was the pass down into the



old minerals town of Queenstown. All the vegetation has been killed by the smelting operations that used to operate there so it's possible to see the whole road as it snakes its way down the mountain to the township. It was just like those photos you see of steep mountain passes in Europe. It was so much fun I did a few laps so Cameron could take some "action" pics.

We stopped for lunch at Queenstown and my car proved very popular with the local kids. The next short stage to Strahan was a blast too. We settled into our apartment then went to watch the show "The Ship that Never Was. A light hearted true tale about a ship that was stolen by the convicts and sailed to Chile. Then ran into the cast of the show at the local while we were having dinner.



We awoke bright and early the next day for a cruise around Macquarie Harbour. What a magic day, cloudless and calm. Perfect for our boat trip. Some of our boat crew were the cast from the show we'd seen

the night before. Tasmania is a small place. We covered around 60 nautical miles that day and took in the sights of Hells Gates, the old penal colony of Sarah Island, ventured a little way up the Gordon River, then a stroll through the rainforest to check out the Huon Pines and got back to Strahan in time to see a Blackwood log being split by a 100 year old wooden drop saw.



The last day of our trip in Tasmania and the weather turned for the worst, persistent rain with lots of fog and mist. Not very good for sight seeing or fangng along twisty roads. We deviated a bit from the Targa stages here because we wanted to have a look at Cradle Mountain. We picked the worst day to do that. All we saw was rain and mist. But according to the sign there, that was a normal day



for the area. It rains there for 275 days of the year! We rejoined the rally stages and headed for Hellyer Gorge, which was not very pleasant in the rain. The road was very slippery with lots of smoke from a burn from the forestry commission to add to the mist and fog. We got back to the north coast in time for lunch at Wynyard.

We didn't need to be back at the boat till 7pm so we headed west along the coast to Smithton, then back to Devonport with detours into Stanley and Burnie. We had a bit more time to kill at Devonport so headed to the mouth of the river to take some piccies of the boat coming in and managed to witness a beautiful sunset to mark the end of our time in Tasmania.

So once again Tasmania was the venue for an excellent holiday. Great company, fun roads and awesome scenery. If anyone is looking for a driving holiday then look no further than Tasmania. It's God's gift to driving enthusiasts.

Special thanks to Cameron Bell for letting me use three of his great photos, to Stephen Carter for helping me get this from an idea to an adventure and to Jarrod Miller for loaning us his Targa Tasmania stage books.

Garry Morris
Member No 785





What is the SE?



Images Mazda USA

We Australians are somewhat spoilt. We have already had a taste of factory backed, turbocharged MX-5's with the SP. In contrast, the rest of the world has been starved of a force fed MX-5 and will probably see the SE as we first saw the SP.

It is too easy for us to dismiss the SE as being a underachiever, with only a handful more kilowatts than the standard car. To do so however, would be to sell a good car short.

By now, you all know of the SE. It's Mazda's SP for the world, a turbocharged, upgraded MX-5 with 14% more power and 23% more torque. Impressive sounding numbers, but what does the SE really give you...

The car has certainly undergone a lot of changes from the 'standard' MX-5, far more than the Australian developed SP did. It addresses the major complaint with the SP, inside wheel spin, by including a torque sensing limited slip differential, only the 3rd MX-5 model to offer this in Australia behind the NA8 Clubman and the 10AE. It seems almost as though the car is radically overengineered, a strengthened gearbox, higher rated clutch, LSD and upgraded Bilstein suspension. The compression ratio is also lower.

Mazda is either being very cautious, or is almost expecting people to turn up the boost dramatically as soon as they drive it out of the lot.

Off boost performance is similar to that of the standard model, due to the lower overall



gearing, which also means that each gear runs out sooner. Combined with the lower redline (6500 RPM) you will really have to row it through the gears, but it's not like the gearshift in any MX5 is something to complain about.

The SE has a useful power increase, but most of the benefit comes from the increased torque lower in the rev range, something the peak power output figure doesn't convey.



Now, the price, it's only a few thousand dollars more than the standard car, nothing like the \$15000 premium the SP demanded. There's little hope of being able to do the same modifications for the money, so in that respect the car is good value. Mazda has plumped for mostly performance enhancing add-ons (except for

the bodykit), and resisted the temptation to go for the stickers and chrome approach preferred by some manufacturers.

The blacked out headlights are more attractive than the standard car, perhaps they would work best on a white car. The wheels are nice and light, although opinion is divided on whether they're good looking.

On the down side, the car cannot be had without the bodykit and the intercooler does a good impression of a postage stamp! It would certainly be one of the first things a prospective modifier would ditch.

Rumours abound that Mazda is phasing out the BP engine, and this is its last gasp before being replaced by the MZR engine family for the NC MX-5. Further rumours tell us that You'll only be able to get a standard MX-5 by special order soon, as dealers expect the SE to make up the bulk of the sales, so if you prefer the crisp throttle response of a naturally aspirated engine, or prefer the understated look of

the standard car sans bodykit, then one might suggest you get in quick, before it's too late!

If however, you want to travel with a little more poke, with a little less work, then the SE may be just what you're after. Also, some punters believe that the SE is a good indication of the level of performance we may expect from the NC MX-5.



Purists would have likely preferred that Mazda had given us a stronger, naturally aspirated engine, perhaps 2 litres, with a higher redline. A more responsive engine, not unlike that which powers the MPS concept. Problem is, that we're beginning to describe the S2000, and the S2000's price. Mazda could never afford to alienate most of its market to satisfy a minority, no matter how vocal...



Told you the lights would look good on white they'd even look good on EVO gold, wonder if they're available as a spare part...

Perhaps the only disadvantage of the car, is that it is only available in velocity red, as shown, titanium or silver! What, no blue!

What will be very interesting to see is how the SE performs at our track days. The extra power should be quite handy, and the LSD will be very useful on a tight, twisty track like Wakefield. Various estimates have the

SE capable of low 1:15s straight off the showroom floor, which would certainly be dramatic!

We're certainly looking forward to trying out the MX-5 SE on the track ourselves.



how we at Club talk central would have preferred the SE to look

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Seen the website lately?

The screenshot shows a Microsoft Internet Explorer window displaying the MX5 Club of NSW Inc. website. The title bar reads "MX5 Club of NSW Inc - Microsoft Internet Explorer". The menu bar includes File, Edit, View, Favorites, Tools, and Help. The toolbar contains icons for Back, Forward, Stop, Home, Search, Favorites, Media, and other utilities. The address bar is empty, and the status bar shows "Trusted sites".

The website header features a navigation bar with icons for a dollar sign, envelope, car, MX5 Club of NSW logo, news, magazine, and camera, followed by a "Login" link. Below this is a horizontal menu with "Partners" and "Welcome" buttons.

The main content area starts with the "AMR AUTOMOTIVE GROUP" logo and the "MX5 MANIA" logo. A sidebar on the left lists "The MX5 Club of NSW Proudly Supports CAMP Quality". The main text area welcomes visitors to the Mazda MX5 Club of New South Wales Inc. and lists various club activities: Casual day drives, Weekends Away, Social Events, Tech Talks, Motorsport, Driver training, Club Discounts, Concours d'Elegance, and National Meetings. To the right is a photograph of a blue MX5 convertible parked on a coastal road overlooking the ocean. A blue link button at the bottom right encourages visitors to "Click here to Join the MX5 Club?".

you might have noticed a few changes...

That's right, we have a new website! The old website was in dire need of an overhaul, so we've restructured the site and made it easier to both use and update. It's completely dynamic and has the latest news, photos, videos, events, publications, forms and entry details...

Jump on over to it, check it out, and give us any feedback, suggestions or improvements!

www.mx5.com.au/nsw