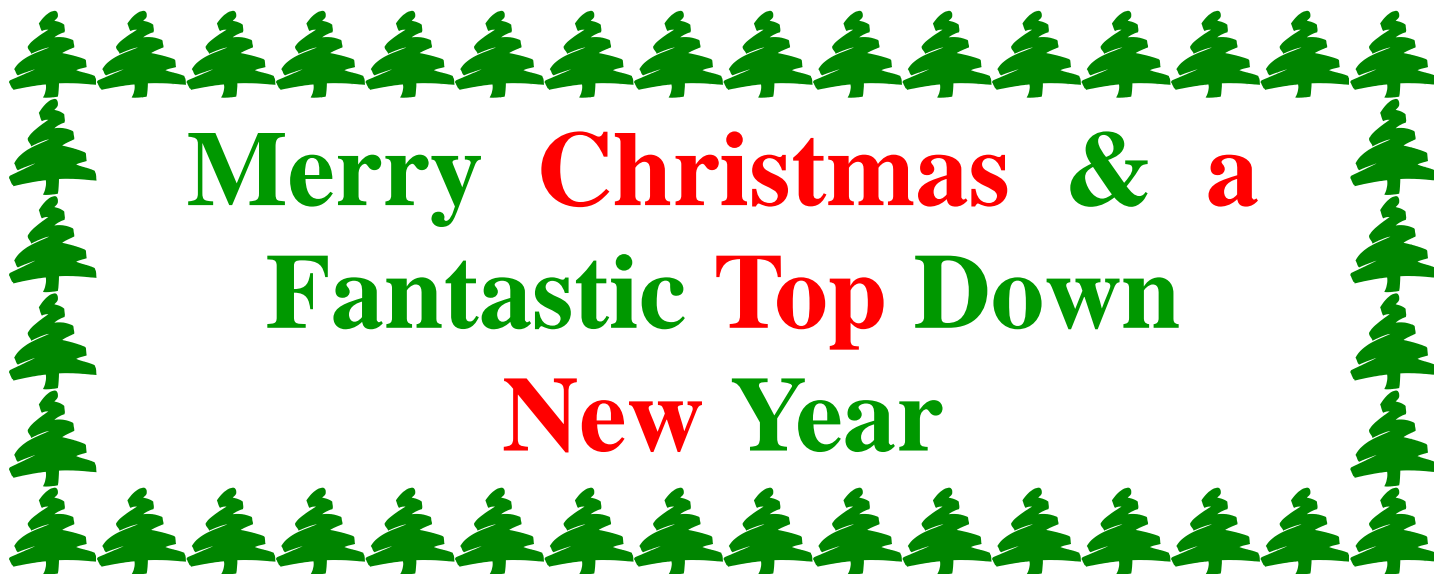




Club Talk

Summer 2000 : Volume 10, No 4



Merry Christmas & a Fantastic Top Down New Year

The New F series. How Much Better??

The weather had finally cleared after four solid days of rain when Jamye Sandilands of John Newell Mazda delivered a striking "Sunlight Silver" F series MX-5 to my door for a test drive.

The first noticeable exterior changes were the new 16 inch alloy wheels and fog lights. The interior was tastefully done in deep soft red leather which is an option. The only other option fitted to the car was air. The new white- instrument face with amber red back lighting and new seats are real winners. The boot, space wise has lost a fraction with the electric release. Only by a small amount but may cause a problem with larger items that you we're used to in the M2.

The car on the road was as usual a

real pleasure to drive. The specs tell me the power is up about 10 percent however I must say it made little difference to my driving style. How can you feel a 10 percent lift on a slightly heavier car?

What was noticeable were the new bigger improved ABS brakes and different suspension. The six speed gear box is another winner. My feeling is Mazda should have placed this Teflon coated six speed and ABS in the last model. After all they have been available in Japan for quite some time. The smooth sixer gives you that little extra, particularly in third and fourth. The only time you get to use sixth is on the freeway.

For those who don't want a bumpy ride the new suspension will surely please. However it lets you down handling wise in the corners when

compared to the 10 AM Bilstein racing suspension. And as far as that new sexy 'Zoom- Zoom perfect musical note'

(Continued on page 2)



Philip Stern has just upgraded....

By the way, the new model is "just that much better" than the old one. The six speed is a pleasure to drive and you get higher up the power/torque curve a bit quicker. The body is stiffer/more solid, too. And the seats are better. I haven't yet had a chance to test the ABS brakes!

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sounding exhaust is concerned, Mazda really need to drill a few more holes. The brief from Mazda states that the new exhaust note was developed from hundreds of alternative systems and thousands of test hours.

Overall the new facelift model will be attractive as an upgrade to the M1 and M2 owners especially with the inclusion of six speeds and ABS. Long overdue in my opinion. However limited edition 10AM and Heritage owners will not see a big difference and may want to stick around for the M3 which is due for release around late 2002. Rumours are out on the net saying it will have a substantial lift in power, possible through a 2000cc engine. ... And it's amazing how these rumours have a habit of becoming reality.

Laurie Tesoriero



support for the lower back and with better lateral grip, great for the kind of driving that the car invites. The six speed gearbox seems to be very easy to use, with an easier movement between gears than my five speed although my gear lever with its non-standard knob, is much shorter than stock and may account for the extra effort in my car.

I didn't try the ABS brakes, only remembering after the drive, that they are now fitted.

The big disappointment is the exhaust note, it doesn't have one, maybe I'm accustomed to the burble of my Loch Stewart Exhaust System but the new car sounds like a vacuum cleaner in the room next door, easily rectified! My other "nit-pick", the redesigned cup holder, is in the wrong place, if the driver is inclined to rest the elbow on the central armrest while changing gears, the cup-holder cover moves, very disconcerting. I'm against cup-holders anyway so others may feel different.

The biggest gain, would seem to be the new engine, power delivery seems more linear as the cars pulls willingly from lower revs than the NA or NB and does it very quietly (around town

Coming Events

Update your organisers and diaries !!



Sunday 17 November

Christmas Parties
—Sydney & Canberra

Saturday, 6th January

Social Event—tba

Saturday, 6th January

ACT—Coffee & Lies

Wednesday, 17th January

Committee Meeting

Sunday, 21st January

President's BBQ

Saturday, 3rd February

ACT—Coffee & Lies

Sunday, 4th February

Social Drive—tba

Monday, 12th February

Wakefield Practice Day

Wednesday, 14th February

Committee Meeting

Saturday, 17th February

Pittwater Evening Run

Sunday, 18th February

ACT—The BIG ONE!!

A quick drive around the city is hardly a fair evaluation for a new car but a few minutes behind the wheel of the new MX-5 is enough to find out that the car has been improved yet again. Most obvious to me, was the difference that the front tower brace makes, there was definitely less scuttle shake in the new car than in my NB over a corrugated piece of road that I had travelled earlier in the day. The steering is noticeably different, heavier in my opinion, possibly because of the 205 section tyres although the wheel alignment that I run on mine could make mine lighter. The new seats are a huge improvement, much better

at least) I hope that on a nice stretch of country road, it still makes all the right mechanical noises as it approaches the red line, I wasn't about to go that high in the rev range as the car only had 850 kms on the Odo.





























Overall, it's a better car than the NB, not by much but enough to trade if you are the kind of person that trades every couple of years, if you drive an NA and have never driven an NB the new car will come as a real shock, it is streets ahead in every area, but mostly in rigidity and suspension, the body is much more rigid which allows the suspension to work better and the car is barely affected by changes in the road surface. The NA was a little nervous on some surfaces, more "lively", the F just soaks up the bumps and maintains a poise that a car of this weight doesn't usually have.

Still the best value Sports Car on the market. *Jeff Gehrig*

(Photos—courtesy of Laurie)

Welcome New Members

A Very Warm Welcome to our Latest Members

<p>                     </p> <p> Tony Cox Keith Lindsay Ian Cosgrove Kevin Leggott Mark Fabian Mark Clifford Mark Creswick Peter Balnaves Vito Radice Mark Muras Steve Lamont Pamela Allen Janeen Tesoriero Carol Lambe Chris Murray </p>	<p>               </p> <p> Laurie Findley John Kerferd Ethann Castell Stewart Talbot Alesha Glennon Ben Jackson Elena Marshall Roman Clare Brian Hall Ellie Cohn Dave Furnell Jeffrey Le Compte David Dinning Nikki Alberts Kyle Alberts </p>
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I had the pleasure today of attending the wedding of Paula Wu and Stephen Sewell, a really lovely day, from the ceremony outdoors with Manly in the background (Tania Park Balgowlah Heights) and the "Wedding Breakfast at Sofias Ristorante at Wheeler Heights, Mike and Helga Kuhn were there, Mike looking really well and recovered from his heart attack (suffered while climbing Ayers Rock) and of course Helga looking pleased to have him in one piece! Paula and Stephen leave tomorrow morning for a honeymoon in Singapore. I'll probably get Chris to put a photo or two up on the web site.

Guests travelled from Washington, Hong Kong, Melbourne and Cairns, for the wedding of Stephen Sewell and Paula Wu. The ceremony was held at Tania Park Balgowlah Heights on a warm but slightly overcast day, with the spectacular view of North Head and Manly in the background. Stephen and Paula are honeymooning in Singapore.

(Jeff Gehrig—5/11/00)

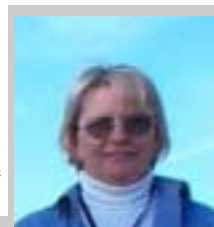


COMPETITION REPORT

I am pleased to announce that the Mazda MX-5 Club, has once again taken out the CAMS NSW SuperSprint Championship for the second year running. **Good work Guys & Girls!**

Our December track day ran exceptionally well, the weather was perfect and the new track layout is sensational. All drivers were lucky enough to break their personal best times. We also had 4 ladies driving who all had the time of their lives. So I would like to encourage as many ladies

President's



The end of the year always seems to be a time of reflection, so I am not going to be any different from anyone else! I always seem to say this, but it has been another busy year for the Club. Since the new committee took over we have made a few changes which do seem to be going down very well. We now have an extra run at the beginning of each month which all seem to be very well attended. These are not as well planned as the monthly runs, but that seems to work out well. The Club track days are just as successful as ever and as a result of that more of our members are entering (and winning) the NSW Supersprint events. The MX5 Club has won the overall trophy for the second year in a row, with a few individual winners in their class. More members now have their CAMS class 3 licence which allows them to enter the Production Sports Car races. In the last event at Eastern Creek there were 5 MX5's on the starting grid. Just wait till next year!

On the social side we have gone white water rafting, a visit to Luna Park, a ghost walk at the Quarantine station, picnics in the park, dinners in the mountains and of course weekends away. I am exhausted even thinking back! A few of the committee were heavily involved in the big event of the year in different capacities. I certainly enjoyed my experience as a medical

volunteer in the Village, and would not have missed it

for the world. As a club, we had hoped there would have been a few MX5 members from overseas, but perhaps they came and did not contact us. To any member who is planning a trip next year, the committee have contacts with various clubs all over the world, so if you want to do some public relations for the club, and perhaps go on a run with another club, get in touch with us. As you can see elsewhere, Sue Forrest and I went on a weekend run in Washington State, with John Hewitt who had spent a year in Adelaide. We certainly were made welcome and both of us really enjoyed it. As we look forward to the new millenium the committee has been busy planning our activities and we can only hope you the members enjoy them as much as we enjoy planning them. Don't forget if you have your favourite drive and would like to share it with the rest of us don't hesitate to contact the committee. We will help to plan it with you and organise it. Merry Christmas and Happy New Year to all of you. Look forward to catching up with you all at the Presidents Barbecue in January.

Jean Cook.

to attend as possible - the track days are not only for the guys.

With the new track layout some of our members are getting around in the 1.11's. This certainly brought smiles to a few faces.

Our next track day will be in held in February and you will need to be quick to book, as this is our annual driver training and lower your lap time day. I would like to encourage you to book early to avoid disappointment, as we have had to turn a few members away over the past few events.

On a final note, I would like to wish you all a Merry Christmas and a Happy New Year. And I am looking forward to another exciting year of motor sport in 2001.

*David Raddatz
Competition Secretary.*

FAREWELL

Well it is with great sadness that I am writing this article to let everyone know that I am packing my bags and heading north to live, returning to Brisbane (at least now my number plates won't look so out of place!) at the end of December due to health reasons.

I would like to thank everyone for your friendship over the past 18 months.

In closing I would like to leave everyone with this thought...

I think that the MX-5 Club of NSW has a lot going for it and by far it's biggest attraction is the caring and welcoming nature of the Members, that is in my eyes the reason that it has been so successful.

Wishing everyone a very Merry Christmas and a Happy and Safe 2001.

Best Regards,
Gerry Denton (Gerbils)

The Pelican Parade

(Bateman's Bay Weekend
17/18 November 2000)

The GUYS & The DOLLS plus 20 very shiny MX-5's met at Dolls Point ready for a typical MX-5 weekend away full of fun, fear (for the passengers) and frivolity (lots of champagne) in fantastic cars. Dolls Point, a great place to meet, safe parking, cappuccinos and loos. Off we went all colours of the rainbow – the weather was kind to us – hoods up and down, but after lunch we all had the tops down – with the wind in our hair all the way to Bateman's Bay.

First stop was a favourite, Stanwell Tops to watch the picturesque gliders floating in the currents.

Lunch stop was the town of Berry, so much to do, we all did our own thing. Antiquing, crafting, shopping, looking and, of course, eating before heading off to Bateman's Bay.

The scenery down the south coast is stunning, breathtakingly beautiful, sheer cliffs dropping into the ocean, lush green hills and valleys – the best MX-5 roads – the drivers had a ball. The random breath testers were out and three of 'our cars' were breathalysed – Colin had never been breathalysed before – how many cups of coffee take you over the limit!!

We met Rosemary & Sylvia along the way plus Jean at the Motel – which gave us a total of 23 cars. It was great to see so many of our members on this weekend who also had travelled to NatMeet in Melbourne last Easter. The NatMeet shirts were all out for another wear.

After booking into the Mariners Lodge most members had a fabulous view of Bateman's Bay – a lovely sunny afternoon. The Bathurst 1000 was on the TV so the diehards had to see who was winning pole position for Sunday. Happy hour took place whilst



looking over the bay for a couple of hours. It was lovely to catch up with Jean, our President, who had stories and photos to show us of her weekend away with an MX-5 Club in the U.S.A. Sue Forrest was also there – how amazing is that! There were 80 cars on the run, Jean said the club was very much like ours, only on the other side of the world. She met up with John Hewitt who a lot of us had met when he was in Oz.

Saturday night the Mariners Lodge put on a buffet dinner and it was good to catch up with other club members we hadn't seen for a while. We had some new members on the weekend away, and I am sure they enjoyed themselves.

After dinner some of us promenaded until it was time to drink port in Room 6. There was another group somewhere else!

Some went early morning walking before breakfast, the weather was perfect, bright sunlight, calm waters and more pelicans to watch drifting bye. Breakfast, then off to Mogo a lovely historical town, which also has a zoo. We did some Christmas shopping and have promised ourselves to visit the zoo next time. This is a very pretty part of the world and the MX-5 Car Club usually finds a reason to visit and revisit.

Some of us from Mogo went home via Huskisson – some lunched at Kangaroo Valley and others, like us, took the opportunity to visit friends and cousins whilst we were 'down the coast'.

Well done Jeff – I hear the weather in Sydney was very wet – so we did well to get away for yet, another very successful weekend away with the Club – thank you from everyone who attended – we always enjoy the weekend away runs.

Elaine Caldwell



Nick Martinenko, Matilda Mravivic (*Treasurer*) & Jean Cook (*President*)



Phil (*Committee*) & Narelle Robers and Mike Walken-Brown



MX-5 Club of NSW takes over MOGO

Photographs courtesy of Jeff Gehrig.

Lou Iezzi and I competed in the AROCA 6 Hour race at Eastern Creek on Sunday 5th November.

This is a marathon relay race, which draws drivers and teams from all around the country. In all there were 252 drivers competing in 42 teams. The objective is to complete as many laps as possible within the 6 hours whilst not going faster than the lap time you nominate. If you go too slow you lose time and hence laps, if you go too fast you get penalised one whole lap (a pretty severe penalty). The trick is to lap consistently within a second or so of your nominated lap time - whilst passing and being passed by the other 41 cars.

Lou and I were part of a three car MX5 team - the "Flying 5's", with our team leader and MX5 racing guru - Bob Van Zeggerren. There was also a second MX5 team participating, but none are members of the club. We

had cracked a vertebrae. He was walking and back home a couple of days later and is well on the mend.

Lou managed to drive an almost perfect race without getting any penalties. I did reasonably OK, staying out of trouble, getting good lap times but a little too eager and once went faster than nominated, taking a one lap penalty. Our team leader also did well, but he too took a one lap penalty for going too fast.

The good news was that in very tight competition the Flying 5's team took 7th! A very respectable result, especially considering that it was the first time for Lou and I.

Looking back, if I had not been so keen on that one lap we would have been 4th. And with no penalty laps we would have been 3rd! Next time

Out on the TRACK

C3 License Course with Peter Finlay at Oran Park.

The day started off well for Zane and myself. Poor Huy had a spot of trailer trouble, like a flat tyre and by the time he eventually made it to the track the tyre was shredded. The first stage of the course was a CAMS safety and information lecture. The fun had just started; they let us loose on the figure 8 North Circuit. Next on the agenda was braking tuition, this proved to be a lot of fun especially for Zane and I as we both were using slick tyres and the braking points were wet. Zane and myself were placed 2nd & 3rd last. Huy fared a bit better on a set of Advans. After several types of braking tests we were allowed to circulate around the track to put our theory into practice. Our poor competitors were just getting used to the idea of being lapped by MX-5's.

Day 2 starts off with a tyre change as Zane managed to burn a set out in the first day. Then a 1 hour track session on the South Circuit which started off very well until the rain decided to greet us. Fortunately the rain did not last too long and we then moved onto high speed braking practice that started at 100kmhr and increased to 160kmhr +. The next session consisted of cornering tuition. Once again we were then allowed out on to the track to put everything that we had just learnt into practice. The moment that we had all been waiting for "Qualifying" for the big race. The little MX-5 once again stood out in the crowd and secured 1st, 2nd & 3rd on the grid. I think at this point I should mention that our competition consisted of a 911 Porsche and 2 S Commodores and a variety of other cars. Huh, and they thought that it was our tyres!

The day finished off with our C3 race evaluation. The MX-5's were placed 1st, 2nd & 3rd respectively. Who ever doubted that for a minute! A good two days were had by all and I would recommend this course to anyone.

David Raddatz



Lou Iezzi, Stephan Fry, Ben Simpson, Bob Van Zeggerren, Ed Chivers, Stephen Evans, Mick James
"Flying 5's" team consisted of Lou, Bob and Ed.
"Ross Freight" team consisted of Stephan Fry, Mick James and Bob Van Zeggerren.
Stephen Evans was team manager & Ben Simpson was radio specialist for both teams.

each drove for 2 hours, doing 2 x 1 hour stints and I did the start.

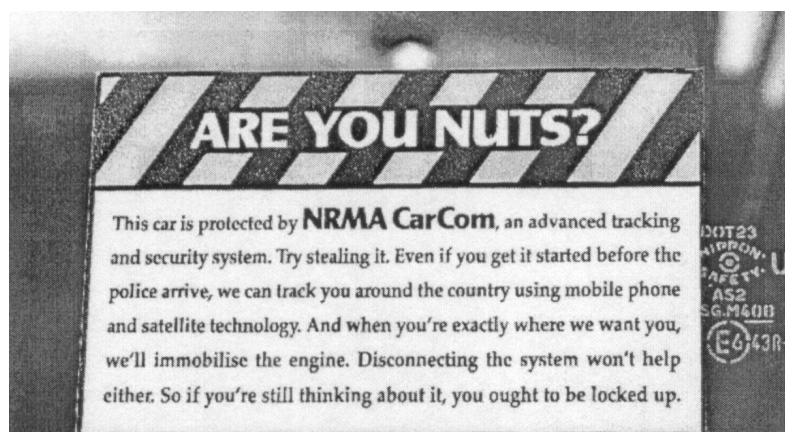
The weather was threatening but stayed dry and in the mid 20's. The start was a tad hairy with a major bingle at the front of the grid. A Porsche rear ended a PRB and mayhem ensued, with two Porsches knocked out and several cars damaged. Fortunately I managed to keep clear of the mess.

There were the odd mishaps but little damage, except for one incident about mid race, when a PRB went head first into a concrete wall. The driver was taken to hospital where they found he

SpeedWeek (SBS) are running a 1-hr special on the race 17th December, 12:30pm - 13:30pm and 5pm to 6pm. *(put the video on so you don't miss it as I know you will all be at the Christmas Party—editor).* I carried an SBS TV camera in the car, so keep your eyes open for the JustJap sticker on the dashboard - see if you can spot my mistakes.

We all had a ball - I'll definitely be in it again next year. Who knows, perhaps we can field an MX5 Club team next year.

Ed Chivers



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CAPTAIN'S REPORT

Are the great unwashed starting to pay attention? I'm sure that we've all had the smart comments, "where do you put the key"? "Get a real car", "Are you a hairdresser", "Is that the new MG", "Have you got the V8", "Pity it isn't rear wheel drive", we've heard it all.

At least I thought I had until the last Club Drive to Batemans Bay and Mogo. Suddenly, country people seem to know the car and were full of praise. I was getting something from the boot (probably a bottle of port) when a couple of golfers, trophy in hand, started asking questions about the MX-5, even expressing opinions that it was a proper sports car because it has two seats, the engine in the front, driving the back wheels, what a pleasant change! Maybe we should go away more often! It didn't end there though, everywhere that we stopped, there were positive comments, even the Shell servo in Ulladulla, people even asked if mine was the model that had just been released, it looks like the MX-5 "has arrived" and now has street cred.. Not bad after only 10 years in the market place, others have vanished in less time.

Now if only people manning the Mazda stand at the Motor Show had more knowledge of the car but I'm not going to get into that, it can't be easy finding people who will put up with some of the punters that pass through the

Exhibition Halls, one group of lads even jumped into the RX-Evolve concept car which was clearly labelled DO NOT TOUCH, I suspect that they drove home in

something fitted with a grapefruit sized exhaust, with the stereo threatening to destroy half the windows in the suburbs on the way through. A little more product knowledge would be nice though and that applies to all manufacturers, a woman with a very French accent on the Peugeot stand, made more gaffes than Inspector Clouseau!

As people in the country seem to be taking more interest in the car, we might plan a few more

weekends away, actually we already have, we're currently trying to organise a weekend in Coffs Harbour, with the Queensland Club (Easter weekend) and hope also to have a Hunter weekend, with a bus tour of the vineyards on the Saturday so that we can taste a little of the local products and not worry about being booked or planting a few cars amongst the vines!

We are constantly looking for new and different things to do, so if you have any ideas, don't hesitate to tell us.

Don't forget the Permagra! (Permagra - that silly looking smug, satisfied smile on the faces of all MX-5 drivers) and as they say in the US, "Have you hugged a curve today?"

...Jeff Gehrig.



Air Mauritius 1-Hour Race

DAY 1

Our weekend actually started on Friday with an open practice day at Eastern Creek. Friday was not our most successful day. Everything seemed to go wrong. It rained then it hailed and the track had 5-meter rivers running across it. To top it off we had car problems. The throttle got jammed open on "Black 89". Where there is a throttle is a jammed. After a quick trip to Injection Perfection it was a minor problem with a screw that had come loose holding the butterfly open, causing the engine to run by itself at about 5000rpm. We were all very relieved that it was such a silly problem and we would like to thank Injection Perfection for their superb effort in helping us out with such short notice.

DAY 2

Saturday started off at 8.00am we had 2 qualifying sessions and a 5 lap sprint race for Ed Chivers who was the A driver. Our qualifying sessions went without a hitch the car ran like a dream and we qualified 26th for the main race and 22nd for the 5 lap sprints. It looked like we had left all of our bad luck behind us. Ed drove a stunning race and finished 21st.

DAY 3

My sprint race was Sunday morning, talk about butterflies in my stomach, my first ever race start and with 37 cars on the

grid and a field! Porsche GT3's, Lotus Motor sport Elise's, RX7's and even a Shelby Mustang with 300 + hp. My race went well and I finished 21st.

One hour from the big race and I am sure I passed all of my butterflies on to Ed. As Ed was our A driver he was lucky enough to be able to start the race. And Patsy and myself were the umbrella girls. Our plan was to change drivers in the 30-35 minute bracket. Ed started off like a demon passing car after car. The attrition rate was high, cars started breaking down on the 2nd lap. Our change over was not as smooth as we hoped for, the lower clip on the harness would not lock in, we lost around 40 seconds. First lap out all my new butterflies seemed to blow out of the window. I settled in nicely and all I had to do was add to all the good work that Ed had just done. Lap after lap went by and I over took a Lotus Elise, Porsche 911 Turbo, Toyota MR2 & finally crossed the finish line nose to nose with Bob Van Zeggerin's MX-5. Our final position was 15th outright and we managed to take 3rd place in our class. A podium finish! The three of us were so totally wrapped. Ed & I and not to mention Black 89.

I would like to thank Ed & Patsy Chivers for giving me this amazing opportunity. "Thank You"

David Raddatz

Inside Your MX-5

Information and tips on how to get the best from your car.
Member contributions

A couple of you were asking about alignment

These are the settings given to me years ago by Bob Krueger (<http://www.teamvoodoo.com/>) of Voodoo Knob fame. I have tried the first two settings and prefer the Commuter but it depends on which tyres you have fitted.

A good workshop will have no problem achieving these figures EXACTLY and should not have a problem with you sitting in the car while the alignment is done so that the settings are "spot on".

Remember, the MX-5 is quite sensitive to both alignment and wheel balance, you really can feel the difference when the technician gets it right.

The result of course, is a car which is a dream to drive and more even tyre wear.

	Street Commuter	Performance	Track Autocross
<i>Camber</i>			
Front	zero	.5°	1°
Rear	zero	.5°	2°
<i>Toe-in</i>			
Front	3 mm	1 mm	zero
Rear	3 mm	1 mm	zero
<i>Caster</i>			
Front	5°	5°	max

No More Gear Grating

Just a big thank you to Phil Roberts for solving the problem of second gear grating in my 10 AM six speed box when cold. His advice in the last issue of "Inside Your MX-5" to change to Castrol Syntans 75W/85 not only solved this annoying problem but has resulted in smoother gear changes all round.

It would be great if other members who have made their cars better could pass on their solutions and tips to others by submitting them to *Club Talk*. Laurie T.

Q: Does revving your MX5 out to 7000 RPM damage the engine??

A: No — your MX-5 is designed to rev to 7000rpm. Some of our members regularly rev their cars to 7000rpm and have 150,000 – 200,000kms on the clock. Our little MX-5's do not produce maximum power until 6500rpm and is designed to do this everyday. Our members who race have their rev limiters set up to 8000rpm on stock engines. If you rev your car past 7000 rpm the stock computer will limit the rev's at 7250, which our racing members experience frequently.

BOOKS:

Veloce have just published the Mazda MX-5 1.8 Enthuriast's Workshop Manual in paperback at Aust \$49.95 —check out www.veloce.co.uk

MODELS—Mk1 & Mk2

<http://www.diecast.net.au/find.cfm?function=viewcar&ID=7130>

<http://www.diecast.net.au/find.cfm?function=viewcar&ID=7351>

and the bad news is, this place has sold out of red M1 models. I have the 10th Anniversary and they are very good. Jeff

WEBSITES:

<http://www.mx5parts.co.uk>—if you are interested contact The Secretary (secretary@mx5.com.au), as we receive 'specials' emails.

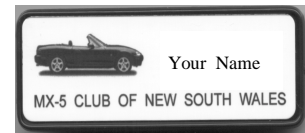
<http://www.miatatude.com>

Membership Renewals

Reminder to members whose renewal is now overdue—please forward ASAP.

Any queries—contact the Club Secretary

If you no longer wish to be a member, please let us know so we may update the Club's Members Register.
Thank you



To order a new/replacement name badge please contact the Club Secretary

The New Club Regalia Has Arrived!

Due for formal release at the Christmas party will be a variety of 2001 new look club regalia.

R E G A L I A

Now you can choose from a number of stylish quality caps and hats. Even a stylish wide brim ladies hat is on range. And for those who enjoy the surf an eye catching beach hat in light weight cotton will give added summer protection.

A new one hundred percent special weave cotton polo shirt which was specially selected for open top motoring will also be available in three colours (Navy, White and Gold).

And as a special bonus, the ideal Christmas gift. A quality MX-5 wine/food cooler complete with corkscrew bottle opener and plastic wine glasses. There's even a space for a tyre gauge and exterior pocket for road maps. The cooler fits perfectly in the plastic left siding of the M2 and F series boot.

The committee has decide to pass on most items at near cost so as to give value to our members. At the time of printing the committee has set the prices for hats at \$15 and the coolers at \$22. We only have a limited number of these, so be quick. The polo shirt price will be set at the next committee meeting.

Laurie Tesoriero

"A weekend run to WHERE?"

While Sydney captured the eyes of the world during the Olympics, your correspondent was attracting attention of a different kind, far away on the backroads of Washington State, USA. For the fifth year, the Puget Sound Chapter of the Miata Club of America staged the Backroads to Bavaria, Fall Colours Tour, welcoming clubs from all over the Pacific Northwest PLUS yours truly and our president Jean Cook.

Not completely by chance, but with very little planning, I diverted from travels elsewhere in the US to meet up with Jean, the bright eyed John Hewitt, club ambassador Julie Springer and 80+ (yes that's more than EIGHTY) MX-5s for a fabulous weekend run. John is Puget Sound's President and you may remember meeting him during his year as an exchange teacher during which he joined us on a run to Brisbane. John grew up in a beautiful valley in the Wenatchee fruit growing district of Washington and delighted in sharing his hometown with us.

The run took us out from the snarly Seattle traffic, into the countryside, past expectant ski lifts, past omnipresent burger chains, past peaks

of bare rock; zipping alongside sparkley streams, orchards of pears, of apples, a chilly lake, again soaring cliffs; yellow leaves, golden leaves, gilt, bronze, russet, rusty leaves, a spilt paintbox of foliage, cascading over hillsides, and green still in the gullies; deer too if you look; but we are in high spirits, enjoying the curves, the twists, the sudden new vistas, ZOOM ZOOM

ZOOM!

My host was Julie "B21-4EVR" Springer who demonstrated the hospitality for which Americans are justifiably famous. Julie, on the basis of just a couple of emails, hosted me for the four days with as much care and attention as she gives her beloved blue 92 model Miata. To wake up in her spare room with tea brewing in the kitchen, looking out to fir trees and a valley beyond, well, I felt just like Heidi. My part of the deal was kind of challenging viz. be an agreeable visitor and reduce a months travelling luggage into half the boot of an MX-5. But that was a snack compared to speaking the language. A boot is a trunk, a bonnet is a hood, a pick-up is not a line and a rubber well, it isn't a rubber either. But that is not the kind of attention I was referring too way back there at the start of this story.

Americans are very curious about Australians. During dinner, people

who were sitting three or four tables away, somehow found a need for seconds of homemade scalloped potatoes with rolls & butter and beverage of choice and somehow, just completely by chance, their route took them within listening range of the "our aussie". While not fielding any questions about kangaroos in George Street, I did address: unemployment, employment, health care-cost of, health care-standard of, crocodile hunter, weather, crocodile hunter, politics-mid mid left, politics-mid mid right, gun ownership, the republic and again crocodile hunter. Crocodile Hunter, I discovered, is a kind of Alby Mangels of amphibians whose TV show has excited the interest of many. In crocodile hunter, the outback and other Australian images Americans see, I think, a kindred spirit to their own frontier past and the adventurers who won the wild west.

So I lapped up the attention and distributed koala pins, enjoying my role as Travelling Australian Exhibition. Now I am back at work, looking forward to sunny weekends and Wenatchee is covered in snow, Miatas wrapped in thermals looking forward to next spring. ZOOM ZOOM ZOOM!

- Sue Forrest 5/12/00

**Congratulations to
our TEAMX5 for
taking out the
Championship AGAIN
this year.
Well done —**

Ed Chivers,
Bob Scott,
David Raddatz,
Greg Hosken,
Huy Nguyen,
Marc Englaro,
Matilda Mravicic,
Nick Martinenko,
Paul Chivers,
Robin Thomson,
Roger Sant,
Adam Spence

Take Note !

**Ed & Patsy's PITTWATER RUN is on again in
2001**

Pencil in 17th February 2001 now.

**Cost will be—\$40 per head
Venue—Royal Alfred Yacht Club
Menu—**

**Marinated Chicken Boobs with Thai Ginger Sauce
Roasted Leg of Lamb with Rosemary & Garlic**

**Chocolate Roulade with Tia Maria Cream & Passionfruit
Strawberries Romanoff with Grande Marnier**

Vegetarian, Celiac fare available

**As this is about the most popular Club Run, you will
need to book early—Response Sheet will be in the
January Club Events.**

**Book as early as possible
This Run is always booked out
20 people turned away last year**

Deborah Green

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NO BRAKE FADE

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From the Secretary's Desk—

Minutes of Club General Meeting held on 15th March 2000 at Castrol Australia, Guildford.

- Welcome:** Jean welcomed members and guests and extended the thanks to Castrol for hosting the meeting.
- Present:** 37 Members.
- Apologies:** Zane Al-said, Wayne Shelley, Paul Tan.
- Prev. Minutes—** accepted
- Correspondence—** Thank you from Barrs for support with their car repairs.
Phone call from Joe Farr, Newells, declined our request for 10th Birthday celebrations support.
Will contribute \$750 towards NatMeet Club shirts.
- Committee Reports:** All reports as printed were accepted.
- Other Business:** **NatMeet 2000**—47 NSW registrations. In all approx 100 attendees including 2 from Texas.
Sydney members leaving Maundy Thursday to meet with ACT members for drive over mountains and overnight stay at Bright. Friday into Ballarat for reg and lunch, prepare cars for concourse.
10th Ann Lapel Pins—to enable all members opportunity to purchase only 1 per member will be available until AGM.
10th Birthday in June—Elaine Caldwell organising a fantastic celebration.
CB Radios—Still available through Club.
Regalia—Patches @ \$6 now available. Also T-shirts still available.
Name Badges—New design badges were handed out.
- Next Meeting:** AGM 26th July
- Closed:** 7:45pm, followed by 'Presentation on Oils' from Tony Bolous of Castrol.

Minutes of Club General Meeting held on 18th October 2000 at Eastwood District Rugby Club

- Welcome:** Mark Stasinowsky, Vice President, welcomed members and guests and extended thanks to Sam Silvestro for hosting the evening. The meeting opened at 7:32pm
- Present:** 27 members were present and 2 guests
- Apologies:** Daniella Di Giovanni, Elaine & Colin Caldwell, Sylvia Tikellis, Tony Baker, Barbara & Peter Morgan, Aquilino Pucciarelli, Rod Menzel, Jean Cook, Patsy Chivers
- Committee Reports:** **President's** report was read to the meeting
Captain: Jeff summarised his report, asking for members to submit any ideas for runs they may wish the club to undertake.
Competition Secretary: No report was received. Mark commented on the success of the Wakefield Park Track Days, the next being on 4th Dec. Ed Chivers also added that there is always driver training available at the track and urged members to 'try it out'. 13 members had signed up for the CAMS SuperSprint Competition this year and the Club has won the Championship for the 2nd year in a row. The Awards Dinner is on 9th December, details were published in Club Talk.
- Treasurer:** Matilda summarised her Treasurer's Report: Club maintaining a balance of around \$5,000 The Membership \$ mainly covers printing and postage, fees total approx \$17,000pa. This is spent back on the members eg: Christmas Party Subsidy, Regalia, Presidents BBQ, Meetings. It was asked if the Club is registered for GST, no but the Club does have an ABN.
- General Business:** **Regalia** Laurie Tesoriero presented a range of hats and polo shirts to be considered by members as new Club Regalia. Emphasising quality and design with a smaller club logo. This is to be finalised at the next committee meeting and planning availability by Christmas.
New MX-5 SP—Ed Chivers advised that Mazda are apparently planning to produce only 10 new SP Turbo MXs per month, with half expected to be going overseas. At the launch of the F Series John Newells on Monday 30th we are hoping to hear more about the SP.
Indy at Gold Coast - Ed went to Indy and spent some time with Loch Stewart. Loch is coming up to 80, is not in the best of health - having some trouble with his legs and not driving at present. Loch has resumed production of the MX-5 Stewart Performance kits, having taken it back from Stephen Thatcher. In addition he has produced a prototype new exhaust system and muffler with much improved gas flow (you can see straight through the muffler). Henri van Roden has fitted one and claims he has gained an extra 10HP, though it's unlikely this is due solely to the improvements in the exhaust system. Loch is also working on go faster kits for the Honda S2000 and seems to have been involved on the periphery of the development of the SP.
- Door Prize:** The Black Widow Car Alarm and Installation donated by Strathfield Car Radio of Artarmon was won by Zane Al-said.
- Awards:** Concours d'Elegance & Show 'n Shine Awards were presented by our Captain
- | Show'nShine: | | Concours d'Elegance: | |
|-------------------------|-----------------|-----------------------------|------------------|
| Standard Mk 1 | Karen Evans | Standard Mk 1 | Colin Caldwell |
| Customised Mk 1 | Emilco Dimovski | Modified Mk 1 | Rick Rischer |
| Ltd Ed. Mk 1 | Scott Rogan | Customised Mk 1 | Dave Perin |
| Standard Mk 2 | Jeff Swords | Ltd Ed. Mk 1 | Matilda Mravicic |
| Customised Mk 2 | Riko Rubin | Ltd Ed. Mk 2 | Laurie Tesoriero |
| Peoples' Choice: | | Modified Mk 2 | Warren Whyte |
| Dave Perin | | | |
- Next Meeting:** The next Committee General Meeting will be held on 15th November at the Eastwood Rugby Club, open to all members. Minutes from this meeting will be published in the December Club Talk.
- Closed:** The meeting closed at 8.22pm, followed by a talk and presentation from Sam Silvestro of Sportique.

Members Only Members Only

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.

AMG

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

500 Glenmore Rd, Edgecliff
Ph 9327-6508

Call Simon Stratford or Brian Connell.

Ammon Leather

Special rates for MX-5 Club Members. 2 seats in full leather for your MX-5 (any colour) will cost only \$800. Price includes full installation and a three year warranty.

14 Telopea Avenue, Homebush West
Ph: (02) 09746 9433

Contact: Frank Wang

(Previously Ammon International P/L)

A.M.R. Motors Mazda Service

Complimentary loan vehicle, 10% discount on labour, free exterior and interior wash and clean.

370 Parramatta Road, Petersham
Ph: (02) 9569-2844

Contact Peter or Robert

GHMoldings

Woodgrain or trinomix black dash trim installed on-site \$395. 24K gold plating car emblems – whole car \$195, top \$100 extra.

Ph: (02) 9882 2156

Hornsby Mazda

10% discount on parts & labour, from normal retail prices. Mobile service to home/work for service during normal trading hours Tues & Thurs at discounted price. Cost of rail travel or hire of vehicle for \$10/day, includes petrol and insurance.

70-72 Pacific Highway, Waitara
Ph: 02 9372 3098

Service Manager – Brian Sprouster

Ian Luff Dynamic Safety Advanced Driving

\$25 discount on car control courses.

Ph: (02) 9820-2030

Contact: Ian Luff

John Newell Mazda Service

VIP Service, Free Loan vehicle
301 Botany Rd. Waterloo 2017

Ph: (02) 9319-0011

Fax (02) 9319 0020

Service Manager—Phil Adler

Sam's Auto One

Check out Sam's Specials for Club Members

Contact Sam Silvestro at
187 George Street (Cnr Alfred St)
Parramatta

Ph: (02) 9633 2899

Fax: (02) 9891 1473

Strathfield Car Radio

Strathfield Car Radio offer special to club members each month—call in or phone.

Pacific Highway, Artarmon
Ph: 9427 7299

Manager—Paul Costi

Trivett Classic Mazda

Trade prices on all parts, discount on labour, free loan car and free car wash and vacuum.

364 Princess Highway, Rockdale
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.

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Midi (1/4 Page)	\$20.00
Mini (1/8 Page)	\$10.00
Micro (1/16 Page)	\$5.00
The above Base Rates apply to commercial advertisements. A 50% discount on the Base Rates applies to club members who are placing an advertisement for personal purposes (eg selling your standard wheels after buying new alloy wheels).	

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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

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