

CLUB TALK



Winter 1999

A Quarterly Publication of the MX-5 Club of NSW inc.

Volume 9 No. 02

Natmeet '99 The Gathering

Easter 1999 was the time chosen for Natmeet and some of those travelling to Brisbane for the event, decided to travel together on the journey north, allowing two days for the drive and arriving on the day of registration. One day before the official beginning.



OK, this farm isn't on the map!

Coffs Harbour was chosen as the "halfway point", we probably could have easily gone on to Grafton or even further north, had we known how fresh we were going to feel when we arrived at our motel, selected for us by the local Tourist authority.

Day two saw us head inland where we decided to take a couple of wrong turns and see a little more of our own lovely state than originally intended. This of course was the "Mystery" content of the trip and gave us the chance to stop for photos and re-group. Eventually after a very

strange encounter with a Qld. Registered Toyota Land-cruiser, who decided to slow down in front of each of us after overtaking us, we spotted landmarks that we recognised



as being from another state. Hopefully that state was Queensland and we were getting close to Brisbane. It was and we weren't, that mountain pictured above, occupied the vista for what seemed like hours, so to keep Colin and Elaine Caldwell happy, we stopped for Cappuccino number 236 in a little town that didn't look like it might know what Cappuccino was, I was wrong and the coffee was excellent.

At this point we tried to make telephone contact with the Qld. Club but mobile phones being what they are, none of us had a signal!

When we eventually arrived into Brisbane and approached the Conference centre that was to be our home for the next few days, the search party literally was out looking for us. We found the bar in very short order and got about the business of introducing ourselves and washing off the dust of the days drive.



The Concourse gets under way beside the Brisbane River



Elaine Caldwell takes the opportunity to wave, she does that a lot!

(Continued on page 5)

Club Sporting Talk

By Carlos Albornoz

Welcome to the end of yet another committee year. Hopefully I will be back organising next years competition events.

To begin with, I'd like to thank all those who participated in this years events, the competitors, the supporters and those who chose to give up their time and help run the days. Without your support, the success of the track days would not have been possible. I'm pretty sure that I speak for anyone that was involved in any of our track events that our days were rather enjoyable. At the end of the day, it's not just how well the events are run but the people that attend which make them what they are. So I thank you for banding together like one big happy family and making our events such a success. I hope that we can continue the alliance in the next committee year and I have no doubt that the competition side of the club will go from strength to strength.

As you may or may not have been aware, the dates shown in a recent copy of Club Events included the dates for a round of the NSW State Supersprint Championship. After having a trial run at the event on the 6th June with 5 other members, it is our belief that this is the better option for anyone wishing to compete. The NSW State Supersprint Championship is a competition organised by CAMS (The Confederation of Australian Motor Sport.) It is similar to the competition run by the CSCA (Combined Sports Car Association,) however all types of vehicles are allowed to compete.

It consists of a number of rounds held at Wakefield Park, Oran Park (both the South and Grand Prix circuits,) and Eastern Creek. They are organised by CAMS affiliated clubs, and unlike CSCA events, do not need us to supply volunteers for every meeting (regardless of whether we have anyone participating in the event.) Meaning our partners are free to do as they wish! The main advantage for ourselves is the increased competitiveness awarded to us by the NSWSSC classification system. Under the CSCA, our cars, whether 1600 or 1800 compete in the same class. The only difference allowed is between standard and modified. The CSCA classes are: -post 1985 sports cars, all capacity, standard -post 1985 sports cars, all capacity, modified. Now as you can see, this places standard vehicles against the likes of the BMW MRoadster and modified vehicles against modified versions of these or even our own stripped out MX5 racecars.

The NSWSSC has a total of 6 classes we can compete in:

Type 1 Road registered cars with no modifications

The Presidents Report

By Steve Remington

Hello from sunny Melbourne. Well it is not so sunny this morning as I write my column but contrary to what many Sydneysiders are led to believe, winter in Melbourne is OK. Sure it gets a bit cold but hey that's winter.

Anyway enough of Melbourne and winter. I'd like to tell you about our recent honeymoon. Now before you get all excited I'm not going to tell you about "that" part of the honeymoon but I am going to tell you about the MX-5 part. As many of you know Melanie and I recently got married and travelled to and around Tasmania in our MX-5 for our honeymoon. After driving over 200,000km in my MX-5 I thought that I had driven on what I thought were some of the best sports car roads in Australia (including the Great Ocean Road) but since the trip to Tasmania I now know I was sadly mistaken.

Our travels in Tasmania took us to most parts of the Island and every road we drove on was amazing. In fact, even the bad roads were amazing! Now it would take me about three full pages to tell you about every good road in Tasmania and given that our editor has told be to keep it brief I had better just tell you about one of the best ones.

One part of our journey took us from Bicheno on the east coast to Launceston. The road follows the east coast of the island, hooks inland, crosses a mountain range and then takes you across floor of the Tamar Valley to Launceston. I think the best way to highlight the "MX-5ness" of this road is the fact that after about an hour and a half of windy coastal road being able to taken at rea-

sonably high speeds I had to back off because Melanie started to get motion sickness - the first time in nine years of MX-5 driving with me. Also, the Lonely Planet guide to Tasmania strongly advise travellers to stop at a place called "The Siding" on the top of the mountain range so that they take a rest from windy climb up the mountain and prepare for the very windy road down. The only reason I could see for the need to rest is to let the adrenalin levels to drop to normal before tackling the decent!

If you ever get the chance to drive an MX-5 anywhere in Tasmania take it. The scenery, what we saw of it blurring by, has to be seen to be believed and the road can best be described and the next best thing to sports car heaven.

Finally, I urge all of you who can find the time, to attend the upcoming AGM and presentation night. On that night the committee for the next year will be elected. The club is entering its tenth year and we are looking for 5 new committee members to nominate to lead it through this milestone and on into the future. Also, if you are not able to attend make sure that you do not waste your vote. You can complete a proxy form that will allow the President (myself) or any other member vote on your behalf. So please take a moment to complete the proxy form and send it back by the due date.

Drive safe and stay happy.

A0-1600cc

B 1601-2000cc

Type 2 Road registered with limited modifications

A 0-1600cc

B 1601-2000cc

Type 3 Modified Vehicles

A 0-1600cc

B 1601-2000cc

Basically meaning we all have a chance of being competitive in a class!

And giving anyone an opportunity to take home a trophy! All of these track days are held on weekends and the groups are subdivided again into classes according to times. The only requirements for participation are approved helmets and neck to wrist to ankle non flammable clothing. Modifications required of vehicles are a securely mounted fire extinguisher and a bonnet tie down. These are both easy to fit with a variety of locations and no holes needing to be drilled if required. If you need information on these different installations, I

have a few members who would be more than willing to provide you with the details of their installations.

Here is a list of the remaining rounds for the NSW Supersprint Championship.

Saturday 10 July Oran Park South

Sunday 25 July Eastern Creek

Saturday 28 August Oran Park Grand Prix

Sunday 26 September Wakefield Park

Sunday 10 October Eastern Creek

If you wish to participate in the Championship, you are required to register with CAMS at a cost of \$50.00 for the year. This entitles you to trophies for class wins at the end of the year. Otherwise, you may be still entitled to trophies awarded by the organising club depending on how many people participated in your class. So come on everybody. Have a go and join the 6 other madmen who are already having a fantastic time kicking some very surprised butt!

Carlos.



From the Editor's Dashboard...

Good Lord, the Annual General Meeting is almost upon us, another year has just slipped away, my "new" '99 has been re-registered so I guess it's no longer new!

Eight years of driving MX5s and I'm still afflicted with "Permagrin", for those who came in late, Permagrin is that damn silly smile that you just can't wipe off when you are driving an MX5, it goes along with that urge to jump in the car at any time, for any reason and go for a drive to anywhere for the Hell of it. It goes with looking forward to the third Sunday of almost every month, knowing that a whole bunch of nutty wonderful people with similar ideas will be going with you! It goes with listening to the comments of kids as you pass by a bunch of them and they stop to watch and say things that you don't really understand because they speak a different language, like "kewell" or "esyay" (that's right, pig latin is making a comeback) but they translate to "I say, what a super car, I really would like to have one of those"!

It's ten years already since the MX5 hit the road in anger and that was celebrated in a big way recently in Texas with over 450 cars present, a FEW more than we got for NATMEET, which of course doesn't mean that we

didn't have a great time at NATMEET, we certainly did and we found that Club members from the other states, are just like us! Interpret that any way you want, we had a blast, enjoyed wonderful hospitality and saw quite a bit of this wonderful country of ours.

Next year the NSW Club, celebrates its' 10th Anniversary as well and with 70 new members since I put the last issue of Club Talk to bed, I'm sure that we the Committee, will come up with a memorable anniversary event to help you enjoy the occasion, especially if you the members give us ideas.

Speaking of ideas, some of you will notice that you are reading Club Talk, in colour! Obviously printing the magazine in colour isn't feasible but publishing it electronically is. If you have a computer with an Internet connection and haven't yet either accessed the Clubs Web Site, or elected to receive the Club Publications by e-mail, I would strongly urge you to do something about it. It not only keeps you more up to date with the Club but gives us a chance to communicate quickly with you.

Jeff Gehrig

The Club Welcomes New Members

Val Scard
Verne Johnson
Shayne Dunbrell
Rob Kretzers
Emilco Dimovski
James Yu
Andrew Menzies
Caroline Thomas
Joe Zammitt
Julie Warner
Christopher Brown
Ramon Singh
Colin Richmond
Ian Buys
Herb Heller
Greg Imeson
Daphne Kavassilas
Warwick Butler
Darren Pritchett
Kevin Pritchett
Bianca Heller
Carol Buys
Wendy Richmond
Dennis Warner
Paul Ferris
Simon Stanboul
Peter Smith
Michael Beavis
Tony Goninan
Gerard Denton
Paul Paxton
John Redfern
Pauline Cole
David Cole
Christy Aitken
Matt Hall
Louise Steenbhom
Scott Rogan
Joseph Pham
Zane Al-said
John Hall
Mark Virgona
Meg Ingels
Russell Ingels
Philip Roberts
Narelle Roberts
Daniel Bando
John Bando
Alexander Osborne
Rosemary Spencer
Alan Finlay
Julie Finlay
Bert Schip
Jamie McKnight
Mark Sode
Sally Dowling
Mark Stokes
Sharon Stokes
Christopher Burge
Justin Taylor
Philip Pasfield
George Steiner
Paul Bates
Nazih Sabih
Rose Butler

Coming Events

Pencil them in your diary so you don't forget!

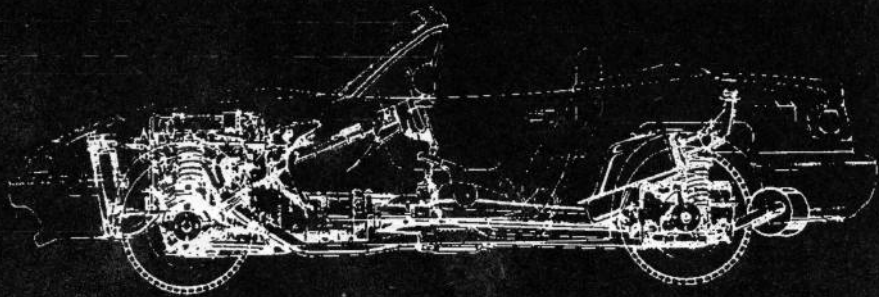
Annual General Meeting of the MX5 Club of NSW, will be held at John Newell Mazda, 83-97 Flinders Street Surry Hills. July 28 commencing with supper at 6.30 p.m..

Bob Hall will be the guest speaker.

Don't forget **Christmas in July** at Coolangatta on the 17th and 18th

Wakefield Park Open Day
August 9th.

Inside Your MX-5 Members



MEMOIRS OF THE HUSTLERS

By Karen and Bill Whitehorn

As we approach our 200th handout of membership forms we pause to reflect on our handiwork. How many motorists are now in therapy after they endured our traffic-stopping antics in order to enlighten them to the delights of MX-5 Club membership?

It's always amusing to see the looks on drivers' faces change from fear to interest after they recognise the little car on the form we were thrusting at them. We have had all sorts of reactions. A common theme has been disbelief when I have leapt out of my fish-truck and hurried over to their MX-5; given them the form and a quick chat then back to the truck before the lights turn green.

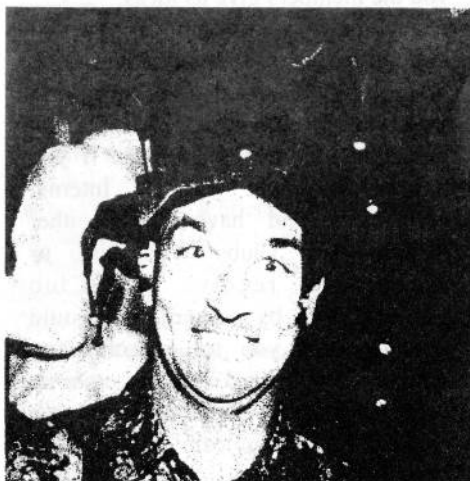
On my daily delivery rounds I see many potential victims but the hard part is catching them. Manoeuvring a five-tonner through heavy traffic is no easy task but it's quite a challenge when trying to catch up to an MX-5 !!! Nevertheless, I'm proud of my success rate.

Recently on Windsor Rd, I caught up to an MX-5 in spectacular fashion. After a serious pursuit followed by a tyre-screaming stop next to it, after the smoke had cleared, I casually climbed down out of the cabin and walked around to the bewildered looking driver and said "G'day mate- want to join the MX-5 Club?" His response, once he had realised that this wasn't an incident of road rage, was "yeah, love to!!!" But I wonder if this was due more to his state of shock at my extreme measures used to gain his attention?

Karen's approach has been much less dramatic. Her *modus operandi* is to pull up alongside another MX-5 while out cruising in Scarlett and to chat up the driver (if male) or if female, praise her car and compliment her impeccable taste. Her opening line of "nice car" is always greeted by a big smile; which is then rapidly followed by an expression of interest in the application form that

has been eagerly thrust in their face.

Many of the forms have been left on MX-5's parked on the street or in parking stations and while these ones are easy to do; it's a little unsettling because anyone watching thinks we look a bit suss, especially when sensitive movement-activated alarms go off !!! Thankfully this has happened only twice and since then we have learned how to leave the form under the windscreen wiper without having to lift it and thereby saving our nerves. Our efforts to secure any new



Bill Whitehorn

unsuspecting members have taken us far and wide. During our travels we have managed to spot and leave forms on MX-5's from Coogee to Katoomba and from Terrigal to Kiama and all in between. Some of our more isolated or unusual locations have included: West Head in Ku-ring-gai National Park, Neates Glen, near Evan's Look Out at Blackheath, Macca's car park at Northmead, a Northern Territory rego at Parklea Markets, Channel 10 studio security car park, Australia's Wonderland car park, Westmead Hospital's security car park, and even one at a vintage car rally at Hyde Park. High-speed exchanges are exciting. This is where having spotted another MX-5 in traffic we catch up and hand over a membership form without stopping - this method improves driving skills and

entertains other motorists. Any thoughts on an MX-5 Precision Driving Team?

Having had a few MX-5's get away in the early days, it made me ponder on how I could overcome the obvious disadvantage of fish truck Vs MX-5.



Karen Whitehorn

Strategic planning was called for: Identify target; control traffic flow; then strike quickly - much like the S.A.S. I suppose. With careful timing and a slight flouting of the road rules, I found that if I positioned my truck at a certain point in a round-about, all traffic stopped and any MX-5's behind me were gridlocked. Another way is to legally use the right hand lane for a left turn and then stop mid-way thus trapping any unwary MX-5 in the curb side lane. Stopping directly in front of an MX-5 attempting to turn out of a side street is also effective, but then requires a soothing approach to the driver. Sooner or later I expect a police officer to object to my methods and want to have words with me; my only hope then is if he or she also owns an MX-5.

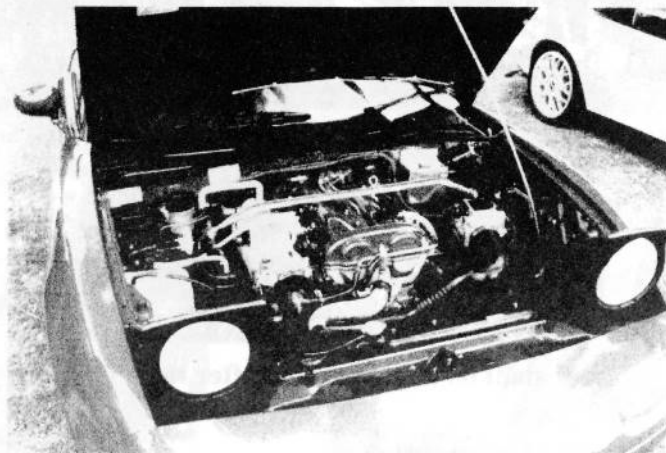
So how many have joined the club? Around 15% at last count. We were hoping for more but at least that's 30 members that the club didn't have before and besides, we're having heaps of fun out there. So keep a look out for a maniacal looking fish truck driver or Scarlett on the prowl.

(Continued from page 1)

Day one of Natmeet, saw a large contingent of MX5s, lined up along the banks of the Brisbane River for judging in the Concourse d'Elegance, quite a crowd pleaser especially with the kids, there were one or two spectators however who thought that the cars were for sale and proceeded to touch each and every car they looked at, leaving a trail of sticky fingerprints, maybe an idea in the future might be to have a banner explaining such events? Who knows? How many gallons of polish were used on that day wasn't recorded but a lot of man (person?) hours went into the dazzling display. Several NSW members were successful in the Concourse many of whom had never tried their hand at this particular type of com-

some very inventive, if not accurate answers to some of the questions.

Day Two, if the weather had been less inclement, would have been a superb sightseeing run with views from the mountains to the Gold Coast hinterland, unfortunately it rained all day which didn't really dampen anyones



An engine to eat your lunch off!

enthusiasm until whilst travelling at quite sedate speed on one winding section of mountain road, we hit a greasy patch. Several cars performed slow and graceful pas de deux



Dave (Speedy) Perin goes tropical and wins the Peoples Choice award.



On a clear day you can see the Gold Coast!



The Club Father figure (Colin Caldwell) inspects Agro, belonging to Sylvia (Agro) Tikelis.

petition before. Surprisingly, no-one wilted in the heat and humidity for it really was hot and sticky. Sadly the only really pleasant day of the whole event, perfect day for a Concourse really!

Following the competition and a magnificent buffet luncheon, the group attacked the nearby mountains on a "simple" (!?) observation run, it is rumoured that several cars are still missing, maybe they'll materialise at the next Natmeet. In reality, all cars were back at the Conference Centre in time



Of course he's smiling, he won the overall event! (C. Caldwell)

for pre dinner drinks (of course).

Local knowledge might have helped a little but there were

(somehow I managed to follow Mike Kuhn in between them)

(Continued on page 6)

(Continued from page 5)

resulting in one car being too damaged to continue, sustaining a



A new slant on angle parking after the oil patch

bent tie rod and minor panel damage and a couple of others bearing battle scars and requiring the application of duct tape (useful stuff!) to hold broken lenses etc.. The really annoying part was, we really were not going quickly and I still believe that there was oil on the road as even walking on it was quite difficult. Fortunately, no one was seriously hurt although



Sue, Amy and Natalie between rain showers!

Cleone Stewart did receive a hefty bump to the head.

No need to guess what the dinner conversation was that evening!

Then of course, there was the "Trivia Quiz", anyone who knows how devious Bob Hall can be when it comes to automobile history, will not be surprised to learn that he dreamed up the questions for the quiz, most inventive team was that which called Bob at home, to get the answers! I think they were met with a POLITE "go away"!

The following day at the track is probably not a day that some of us remember fondly, the weather was a little treacherous and the track perhaps a little too slippery and I'm sure that most members know that one car was severely damaged, not the aim of such an event of course and enthusiasm waned a little after that.

The sightseeing runs and organised lunches are probably the highlights although the impromptu pizza and joke marathon on our "free" Saturday night would take some beating! Nice to see

that everyone got a good nights sleep before the following days events. Even the presentation night which saw Mazdas Mike Quist presenting trophies and reinforcing out opinion of the MX5, not that any of us doubted it was an event to remember although it did run a little late and fell foul of those strange Queensland licensing laws, no dancing naked after 11.00 p.m. unless accompanied by a blind adult and performed on a table. Unfortunately no one was able to correctly interpret this law and dancing lasted thirty seven seconds precisely. A shame as one or two of the more highly respected members of this Club were ready to reach the rest the "jitterbug" which they claimed they learned from watching old movies on FOXTEL! Doing it naked however, might not have been a good idea and we were spared the sight!

Can Victoria come up with a better version of NATMEET?



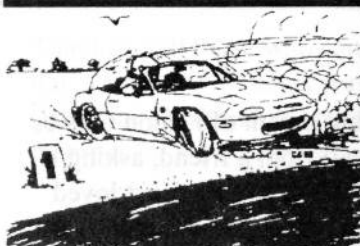
Robin Thomson shows good form through the twisty bits



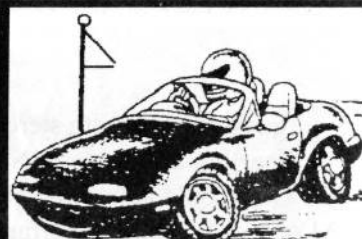
Some others do it backwards!

Who knows? We only have to wait until next year to find out as they are determined to bring it back on schedule. If it is half as good as this NATMEET, it will definitely be worth attending and I for one will be there.

One thing is for sure, you'll read about it here and we'll keep the web site up to date with NATMEET information as well.



Out & About (Natmeet)



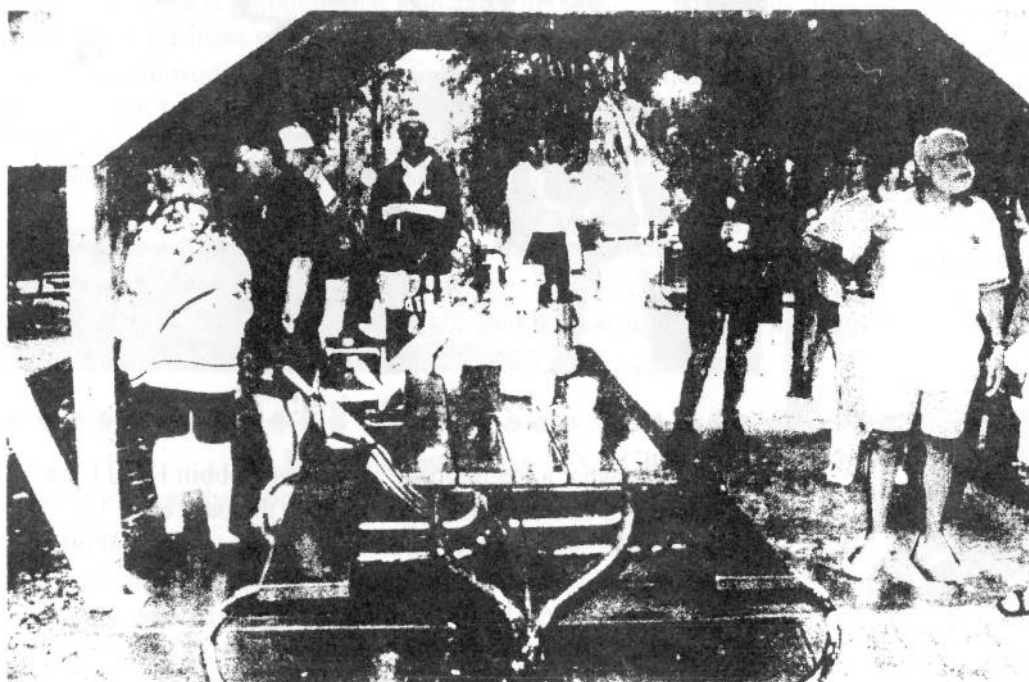
But Kemo Sabe, who was that masked man?



Anne and Ron Lyons with Zan and Rod Menzel, who were just passing, saw the light and.....



Rick Fischer wins yet another Concourse Trophy



Ah yes, beautiful one day! Dick Sorrentino checks the temperature of the rain!

THE BIRTHDAY SURPRISE

I guess we live with stereotypes, we all know that the youth of today, does nothing but dream of Falcon GTs or Snarling V8 Holdens. Not in this case, one of our Members, Sylvia Tikellis, got a call from a friend, asking if the Club could help bring a dream to life. Another friend, had a friend (gets involved doesn't it?) who just loved MX5s, could someone arrange a ride in one for him as a Birthday Present. His Birthday just happened to be at the same time as our monthly run a perfect opportunity to let him get close to a large number of cars.

The tricky part was finding two empty seats, one for the "victim" and one for the young lady wanting to surprise him (who turned out of course, to be his girlfriend). Gerry Denton, new member to the Club with his beautiful Brilliant Black '99 got Emil and Kevin Addison played host to Sherien in his Silverstone Mark 1.

Gerry Denton takes up the story:-



Mt Wilberforce Lookout

On Sunday 18th April we all met at the Mount Wilberforce Lookout on Castle Hill Road.

Me Being the Virgin Club run member, A defected Queenslander and a Very BAD navigator met up with Jeff (Gehrig) at the home of Cheryl and Robert Barr about 8.30am, then proceeded to the Lookout. Once at the Lookout we all mingled around admiring each other's MX-5 Babies and awaited the arrival of a very unsuspecting 18 year old young man who's girlfriend had organised for him to come along for the ride with one of the members (Me) as a Birthday surprise! (The birthday Boy Emil) arrived Blindfolded with His Girl friend (Sherien). From the time the Blindfold

came off the grin never did, this was a man in his 7th heaven Well after a short Briefing (for which I was late!!!) we left heading very indirectly for Bobbin Head. Me with the grinning Birthday boy in the passengers seat.

The indirect route to Bobbin Head, took us through much of the Upper Hawksbury around Richmond and Windsor, via Ferry at Berowra Waters to Kuring gai Chase.

I must say the choice of roads was FANTASTIC, hills, and valleys tight turns great views and a couple of Ferry Rides to add to the mix, with the added advantage of great company and lots of MX-5 Talk at every stop along the way.

After some two hours of "sheer driving



Sherien Waits for the Ferry



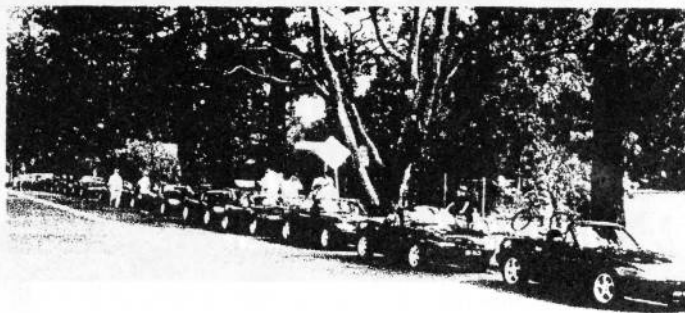
Emil Arrives!

Pleasure, Oh what a Feeling" we arrived at Bobbin Head for a picnic lunch, a stretch of the legs, walk in the park etc.

After a great, long lunch of chicken, salmon, salad and other delightful picnic pleasures, we slowly packed up the picnic hampers and head for home, (Emil and Sherien) along with the rest of us still wearing that MX-5 grin.

Thanks to all those who came along and made it a great day, I for one will never forget my Virgin run. For (Birthday Boy) and Sherien a day that I hope they will remember for a long time to come.

Gerry. Denton



Waiting for the last cars from The Ferry



Matilda and Karen attempting to access some delightful picnic goodies!



Emil and Sherien, Happy Birthday Emil!

Well, some of these new members just keep on surprising us. Gerry is a case in point, he called me a few days ago (early June) to ask how Rob and Cheryl Barr were doing and how long before their car "Gracie" would be back on the road after the unfortunate mishap at NATMEET.

After I told him that it would be some time because most panel beaters were way behind because of "the Hailstorm" he asked if I thought that Rob and Cheryl might like to look after his new Brilliant Black '99 while he was away on an business trip in the US? Of course I couldn't speak for the Barrs but I had a pretty good idea what their reaction would be and I was right, I'm positive that Cheryl was just a teensy bit emotional and her comment was "oh, isn't he sweet?" Problem was, Gerry had called me from the ANA Hotel on the Gold Coast, was coming back to Sydney that night and leaving the following day for Cairns, Tahiti and on to America!

Flurry would best describe the activity of the next few hours but the Barrs were to join us the following day for the June run to Pearl Beach, happy to be back, if only temporarily in the swing of things.

What a great Club this is and what nice members we have, I'm sure that in some other clubs, members might be more selfish about their "precious" cars, not stopping to think that not only would their cars be looked after for a couple of weeks but that a friend might gain huge enjoyment for the same period. Well done Gerry!
JCG.

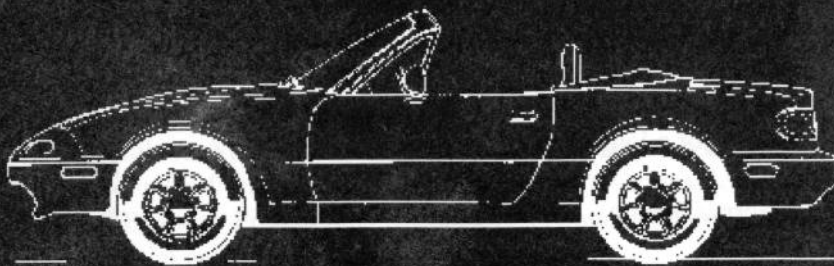


Have you got your MX5 Club Domain e-mail address yet?

Have a look at the Committee Contact Panel on the rear page, notice that the contact addresses are all now xxxx@mx5.com.au. Members who already have e-mail, can apply for a Club address, just email Jeff Gehrig at jeff_gehrig@mx5.com.au. Please include your regular e-mail address as the Club address forwards mail sent to your Club address, to your regular e-mail address. We cannot offer an e-mail service, just a Club address but that's pretty cool isn't it?

Going Topless

Revealing insights into an MX-5 Club member's life with their car



My wife, Meg has always dreamed of owning a convertible sports car and so when the new Mark 2 MX 5 hit the market we investigated the possibility of purchasing one excitedly

Unfortunately it was a short-lived exercise! For one reason or another it just wasn't possible and the dream was forgotten until..... my boss Jim rang me while he was test driving a new MX5 & mentioned that there was a 10th Anniversary Model coming soon numbers were limited! I casually mentioned it to Meg, when next we spoke.

Before you knew it she was back on the phone to me. My earlier call had spurred her into action! She was "calmly" telling me all about the car she'd seen it on the Net and it was guess what colour none other than her favourite Blue, "Innocent Mica Blue" she exclaimed!

That night Meg showed me all her printouts & was able to quote from memory all the features of the car. Well,.....who was I to fight it?!! We redid our figures and both took the next day off. After about twelve phone calls we found only four dealerships with one available. The race was on!! We visited Artarmon first but after a test drive the salesperson wouldn't indicate that there was one available for us. Next stop Parramatta won't go into detail but suffice to say, we decided against visiting their sister outlet at Blacktown. That left Penrith and off we went. Have to say the test drive at Artarmon was a hoot!

How glad we were to have made the trip. We signed a contract for the last one of Penrith Mazda's allocation! Mark the salesperson really made us feel comfortable and we actually enjoyed, the whole affair. We even got to meet Ray the dealer Principal, and listened to his tales for twenty minutes! He is a character and the trip was worth it, if only to have met him! Now the wait.... Mark would ring us and give us updates - It's not in the computer Yet, It's on the boat, It's left Japan, it's not here yet, it's on - the dock, It'll be two weeks, IT'S HERE !

After a price increase and some frantic calls to the bank everything was sorted out and.....
WE HAD OUR MX5 !!!!

We just loved driving it but we wanted more - we knew we weren't getting the best out of this very capable vehicle..... and we weren't! (We had been driving it with Kid gloves) I made the call to Ron (Lyons) one afternoon & arranged to participate in The Club's next Drive Day.

What a drive it was, an absolutely beautiful May Sunday for a drive to Berrima. We soon found out how our MX5 could handle! The day was, exhilarating from beginning to end (even washing the car at 7.00am we had to look our best!!!) The only horror the whole day, was when on that stretch of "claytons" road ... our poor car! Never mind, it came through unscathed and we have an appreciation of what it's capable of ... and what it's not. The white '95 in front of us

found a patch of built up bitumen whilst negotiating a left hander. The rear wheels became airborne and skipped about two feet before finding terra firma. To say we had a chuckle would be putting it mildly... mildly! No harm was done to Man nor..Beast - good one Dave! The day was just so much fun & the Club Members are a pretty good bunch too!

Suffice to say that we joined the Club on the spot and are counting the days to the next drive & also Coolangatta! Ron, thanks for organising the Drive and we look forward to enjoying many More!

Since then we've tried to drive our MX5 as much as possible but unfortunately one of us has been under the weather and discretion has taken the better part of valour! But every time we do go for a ride it's just wonderful. I am so glad that Meg persisted with her dream else we would never have experienced the enjoyment we have...it helps when you have a good Co-pilot!

We now realise how tough a decision it is for someone to sell their MX5 and we hope to have ours forever!

Russell and Megan Ingles

From Dick Sorrentino (via e-mail), after some criticism of the 10AE on the Miata mail list.

I feel it is time to speak up about the 10AE. I just love it! The sixspeed is truly awesome. Moving through those six gears is more fun than I ever imagined. The car is so solid that my impression is that it is everything a Miata can and should be. Yesterday I was forced to drive through the worst mud and rain and gravel road one could possibly conceive. Saph went through it without a rattle. The oft criticised Bilstein suspension is hard, until you know how to handle it. Once you know that the rear end of your baby is simply going to whip in behind you faster than you can say Miata, you have mastered the brilliance of this machine. I have owned two Miatas before this, and never have I had so many people tell me what a beautiful car I had with the top up! With my other two, I at least had to have the top down to have such praise. The synthetic suede seats inside the leather are a joy for grip, sweat, and beauty. They are easy to clean, maintain, and are simply beautiful. I keep seeing the thread on the list on leather package vs. sports package. The 10AE has both! And when you talk about costs, have you recently priced the cost of a NARDI air-bag steering wheel? \$1100.00! That's without the colour coordination with the 10AE that I have included, and as well I have a sweet NARDI shifter. Open the hood and look in and see all that beautiful black and brass in the fittings and the tower brace strut bar and joy runs through my bones So you guys can continue criticising and bad mouthing a beautiful, fun-driving car, that is everything its creators had hoped for. I'll just keep driving along with one of those grins that go from ear to ear.

Richard "and Saph" '99 10AE

Al Palmer's

EST
1974

Repairs

PENRITH PTY LTD
LICENSED MOTOR MECHANIC

MEMBER MOTOR TRADERS ASSOCIATION

MEMBER I A M E

AUTHORISED INSPECTION STATION

LOT 12 ROBERTSON PL.,

STH. PENRITH

PHONE: (02) 4721 5060

1996 MTA AWARD WINNER



TOYOTA & MAZDA OUR SPECIALTY

WE DO

- ✕ ALL MECHANICAL REPAIRS
- ✕ SERVICING CARS, COMMERCIALS & 4X4
- ✕ MAJOR OVERHAULS ✕ REGO CHECKS
- ✕ FLEET MAINTENANCE ✕ HANDBRAKE SERVICING
- ✕ PICK UP & DELIVERY SERVICE
- ✕ LOAN CAR AVAILABLE (Conditions Apply)
- ✕ IMPORTED VEHICLE REGISTRATION

JAPANESE CAR SPECIALIST

The Captains Report

It is amazing that another Club Year has passed and I am about to start my tenth year. Already we are preparing for 1999 /2000 and the Club's tenth birthday. Through that time I have been Club Captain twice and President and Vice President. What has made this year so successful has been the added enthusiasm of so Many new members. I have had calls after each run from new members wanting to express their appreciation for the runs and how the runs help them discover what fun their cars are to drive. It is hard not to get caught up with all the enthusiasm all over again. We have been able to revisit many good Drives from previous years. Late last year I introduced a new approach, alternating the Club Drives to the north and south of Sydney. Next year I'd like to see the West added back in to the cycle, and start to reuse some of the great drives through the Blue Mountains. This was coupled with a return to mixed formats, with some breakfast runs, as well as a coffee "start", and good long drives on some very challenging roads. This way we are getting a lot more members from all over Sydney to come along to the Drives regularly. With so many new Club Members, we have had to re-introduce driver training for convoys and also convoy etiquette. The Club uses radio cars to manage the convoys and the traffic conditions, plus detailed run sheets with the route marked out thoroughly. I thought it might be useful to print the Club's convoy rules. These simple rules have meant that we have travelled safely each month for a very long time without incident: Here's a few simple rules:

- 1st LISTEN TO THE INSTRUCTIONS GIVEN BEFORE EACH RUN**
- 2ND OBEY ALL ROAD RULES**
- 3RD DO NOT PASS A MARKED RADIO VEHICLE**
- 4TH STAY IN CONVOY (UNLESS YOU NEED TO MAKE 2 LANES AT TRAFFIC LIGHTS)**
- 5TH WATCH THE VEHICLE BEHIND YOU. IF THIS VEHICLE STARTS TO FALL BEHIND, SLOW DOWN. THIS WILL IN TURN BRING THE FRONT CARS BACK TO YOU AND KEEP THE CONVOY TOGETHER.**
- 6TH WHEN YOU MAKE A TURN, STAY IN SIGHT SO THAT THE CAR BEHIND YOU CAN SEE WHICH WAY TO GO.**

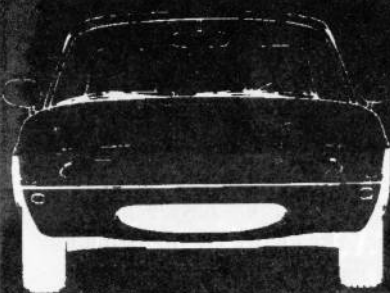
It is important to remember that the mileage on the run sheets is accurate and agrees with the car used to plan the run. Any changes made to the standard vehicle (wheels/tyres) will alter your reading and as a consequence the run sheet will NOT be the same as your odometer.

Do you have a favourite drive you would like to do, either to lead or help plan. then talk to your Club Captain.

I hope you have enjoyed our Club Drives together during this year and if you have any comments at all, please let one of your Committee members know-REMEMBER this is your Club so help us make sure you enjoy your car and your Club.

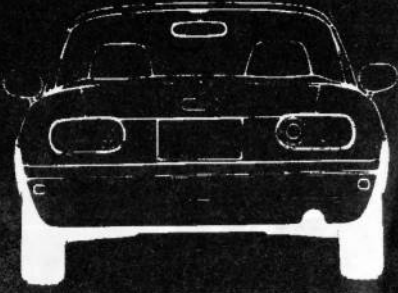
SAFE FUN MOTORING

RON LYONS



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.



Ammon International Pty Ltd

Ammon International are professional manufacturers of Car Leather seats. For the MX-5, two seats in full leather (your choice of colour) will cost only \$975. Price includes full installation and a three year warranty.

14 Telopea Avenue,
Homebush West
Ph: (02) 9746-9433
Contact: Alex Chien

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 Dominic or Robert

A.M.R Motors Mazda Insurance

For details on Mazda's new Comprehensive Car Insurance.

Ph: (02)9569-2844
Contact: Darryl

John Newell Mazda Service

VIP Service, Free Loan vehicle

301 Botany Rd. Waterloo 2017

Ph: (02) 9319-0011

Fax (02) 9319 0020

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
Contact: Carlo or Peter

Finishline Car Accessories

Discounts on MX-5 accessories, free courier delivery.

PO Box 272,
Caulfield South, Victoria 3152
Ph: (03) 527-6924
Contact: Barry Helfenbaum

AMG

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

500 Glenmore Rd
Edgecliff
Ph 9327-6508

Contact: Simon Stratford or Brian Connell.

Ian Luff Dynamic Safety Advanced Driving

\$25 discount on car control courses.

Ph: (02) 9820-2030
Contact: Ian Luff

Burncroft Guest House

Burncroft is a small guest house set on 20 acres in the Lower Hunter Valley, with views across the valley to Watagan Mountains and Brokenback Range. Your hosts are club members, Suzanne and Richard, 10% discounts for MX-5 club members. For reservations and information:

Ph: (049) 30-7246
Contact: Suzanne or Richard

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

Contacting The Committee

President - Steve Remington

H - 03 9536 1103W 03 9622 5133

Fax 03 9962 5182 (address Clearly to Steve) Mob 0411 649 657

E-mail steve_remington@bigpond.com
president@mx5.com.au

Vice President Ron Lyons

Home 02 9868 2428

Work 02 9986 7496

E-mail vice_president@mx5.com.au

Treasurer Matilda Mravacic

Home 02 9610 3394 M 014 416545

Work 02 9200 2007

E-mail treasurer@mx5.com.au

Competition Secretary Carlos Alborno:

Home 02 9553 0751 Mob. 0418 494613

Workfax 9316 9353

e-mail competition@mx5.com.au or
carlos.alborno@customs.gov.au

Social Secretary Karen Whitehorn

Ph/Fax 02 9687 3939 M 0418 489388E-

mail social@mx5.com.au

Captain/Regalia

Bill Whitehorn

Ph/Fax 02 9687 3939 M 0414 853967

E-mail regalia@mx5.com.au

Secretary Zan Menzel :Home 02 9144

6776 Please call Anne for Club Info.

Mobile 0418 885852

E-mail secretary@mx5.com.au

Committee - Al Palmer

Home - (02) 4735-7945

Mobile - (0414) 434-986

Editor Jeff Gehrig

Ph/Fax 02 9968 1103

Mob 0412 183005

E-mail editor@mx5.com.au

Volunteer Anne Lyons

Ph 02 9868 2428

E-mail membership@mx5.com.au

CLUB WEB SITE

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

Webmaster Chris Johnson

webmaster@mx5.com.au

Club Talk

Club Talk is a quarterly publication of the Mazda MX-5 Club of NSW. Please send all editorial contributions and advertising copy (hand-written, typed or on floppy disk or e-mail) marked to the attention of Jeff Gehrig at the club address below.

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 your 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:

Mazda MX-5 Club of NSW
PO Box 267
North Sydney NSW 2059