

CLUB TALK



Summer 97/98

A Quarterly Publication of the MX-5 Club of NSW Inc

Vol 8, No 1

New Model Debuts at Wakefield Park



Roger and Gill Johnson take their first drive in the New MX-5

April 5th at Wakefield Park Raceway, was the venue for the first "outdoor" showing of the new MX-5.

Three and a half, new model cars, were provided by Mazda Australia under the guidance of Alan Horsley for members to become familiar with the changes.

Three and a half cars? the Last car, the Evolution Gold, suffered a puncture the night before, new car, new model tyre with no immediately available replacement, so the car appeared as a look but don't drive vehicle. The three other cars were given a suitable workout by the assembled drivers, with the new car drives being alternated with the members running timed laps around Wakefield, in their own cars.

There was, as always at Wakefield lots of smiling, there is always lots

of smiling when there is a group of people and a gaggle of MX-5s, especially if the venue allows a little liberal application of throttle and the comparison of achievements.

Judging by the look on most peoples faces, the new model carries the "smile factor" through from the old generation, to the new, even if there were a few who would prefer to be able to delete the power steering which is now standard fitting on all cars being offered by Mazda.

There are one or two teething problems reported from the US, a weather stripping failure over the windows on the soft top, seam failure of the boot which covers the top when folded, two seams are not sewn but thermally welded and apparently pull apart with little force applied. US dealers are replacing the boot covers but some owners are having the seam sewn by a boot-maker (I may take this option as well). Hopefully this quality drop will be fixed quickly, as replacement boots are not cheap. JCG



Peter and Ruth Simpson with Club President
Tony Buon see story Page 5

JOHN NEWELL

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Proud sponsor of the MX-5 Club of NSW
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The President's Word

Tony Buon

Well it's only a few weeks to the arrival of the new "1999" MX-5. The 'Mark Two' has already received amazing reviews. Wayne Webster in the daily Telegraph stated "...when you've given a car a perfect 10 where do you go when it gets even better...Umm how about a perfect 11".

With a competitive price and a great reputation the Mark Two is certain to be a winner. Personally I've already placed an order for one with our new corporate sponsor John Newell's. It is likely that the first few months of Australian supplies will be sold before they hit the wharves. Hmmm, memories of 1989?. Anyway I'm excited about this and I'm sure this will be great news for our club with potentially a 100's of new members

Australia wide.

On the other front I've been overseas a bit lately (there are no MX-5's in China!) and haven't been on all the club events myself, but thanks to an excellent Committee things have kept on rolling without me. One event I couldn't miss was the President's Bar-B-Q in January!. It was a great success and thanks to everyone who turned up even given the grey clouds...and guess what - it didn't rain.

Unfortunately Natmeet in WA was cancelled due to a lack of registrations. However we give our thanks to the WA Committee for all the work they put into this event. The next NatMeet is scheduled for the year 2000 in Queensland.

1998 is shaping up to be a great year for the MX-5 and a even better year for your Club. Please try to get to at least

(Continued on page 12)

What's Inside?

The President's Word.....	2
This Is Your Captain Speaking.....	2
The Club Welcomes....	2
Editor's Dashboard	3
Coming Events	3
Dash Lights	3
Inside Your MX-5.....	4
Going Topless - Meet the 97 / 98 Committee	5
NATMEET '99	10
BD4s - New Premises Even Better Service	11
Sporting Torque	12
You Know You're an MX-5 Driver When... ..	12
Canberra Capers.....	14
Love at Leura.....	14
MX-5 Service Station	15
Members Only	16
Contacting the Committee.....	16

This Is Your Captain Speaking

Jean Cook

The weather should be cooling down by now, but it seems that El Nino~o has even more top down days in store for us. It looks as if we will need to buy more 15+ sunscreen. We have some exciting runs in store in the time leading up to winter, and the usual fun weekends to look forward to. Our Sunday social runs continue to be very well attended, and I want to thank everyone who comes along on the runs for making them the success that they are. I am seeing more and more people coming along for a second run, which gives me great pleasure. At the runs where we have a sit down meal, it seems the groups are getting larger and larger, and seen to be lingering longer.

There is always the group of rev heads

The Club Welcomes

Julie Saddington

Michael Kuhn

Rick Walker

Jason Temelkorski

Mr. & Mrs. Stuckey

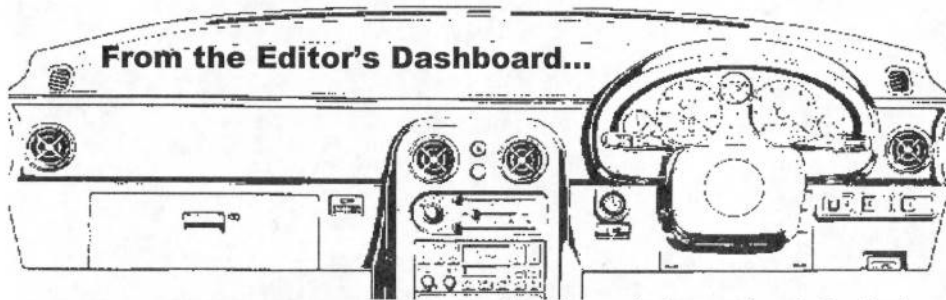
Mr. I Zietra

who stare intently at some new addition under the bonnet. To think, before my MX5, I actually thought that all engines looked the same!

The days at the Wakefield Park racetrack are especially pleasing. I am seeing more and more lady drivers there. All it seems to take is once round the track and they are, like me, hooked for life! The extra confidence it gives you is very useful when handling Parramatta Road, Military Road or the Harbour Bridge at rush hour. My biggest buzz this year has been getting to drive Steve Thatchers "JUST MX 5" specially fitted out car for a few laps. Even better was having Steve beside me, (remaining very calm I might add) guiding me around the corners.

The next goal that I have set is to find the "ultimate MX 5 road" in the Sydney area. I am open for nominations, so

(Continued on page 12)



From the Editor's Dashboard...

Dash Lights

Edited By Steve Remington

Blondes Have More Fun???

Two blondes were in a parking lot trying to unlock the door of their MX-5 with a coat hanger. They tried and tried to get the door open, but they couldn't. The girl with the coat hanger stopped for a moment to catch her breath, and her friend said anxiously, "Hurry up! It's starting to rain and the top is down."

She knew what she wanted

A woman calls an import parts warehouse and asks for a 28-ounce water pump. "A what?" says the confused parts guy. "My husband says he needs a 28-ounce water pump." "A 28-ounce water pump? What kind of car does it fit?" "A Datsun." As he writes down "Datsun, 28 oz. water pump" the light in his head goes on. "Oh yes ma'am. We've got 28-ounce water pumps. We have 24-ounce and 26-ounce water pumps too." "Finally," she says. "You're the first place I've called that knew what I was talking about." "Yes ma'am. That's because we're a full service parts warehouse. It's our job to have the parts you need, like a 28-ounce water pump," he says, smiling, as he jots down customer receipt, Datsun 280Z water pump, part number...

No 1998 MX-5s?

With this bit of information you might be able to win a bet or two. The new model MX-5 is not going to be designated the 1998 model. In fact it is going to be called the 1999 model. Apparently this is being done to save Mazda the cost of a model certification in the USA. The last 1997 MX-5 rolled off the production line in August last year.

So, what's it like then?

I wish I could count the number of times I've been asked that, or the alternative "who makes it". The damn car has been around for nearly ten years and still there are people who have never seen an MX-5 or at least, never taken any notice of it. The new model seems to have changed that, the "general public" is falling over themselves to find out about my new toy, wherever I go, I know that if I leave the car, there will be someone loitering, waiting for me to return with a barrage of questions. Seven years of my beloved Crystal White and it never happened, sure, people looked but very rarely asked about the car, maybe it's the green of the new car but possibly just the new shape, whatever it is people want to look, touch (I wish they wouldn't) and generally chew the fat. It seems that the good publicity prior to the car's release, actually got through, questions like, "is it really stiffer in the body", does it

handle much better than before", the perennial "how fast is it", show that our little buggy might have come of age. Strangely, the only people who don't recognize it, are MX-5 drivers, I have always waved to other drivers and usually got a wave in reply, not so in the new car, not once in four and a half weeks of ownership, has another MX-5 driver returned my greeting. I won't give up! Yesterday, I flashed my new fixed headlights at an oncoming Red, she thought I was warning of a Police Radar trap and slammed on the brakes! Perhaps not a Club Member or even an enthusiast. I guess we take the wave for granted but it's a bit disappointing that others don't seem to share our enthusiasm.

So, what's it like then? I can sum it up in two words, even better! It's quieter (inside), more comfortable, much quicker, smoother, more sophisticated if you like but just as much fun as it ever was.

Jeff Gehrig Ed.

Coming Events

Club events scheduled for the next 3 months.
Pencil them in your diary so you don't forget!

June 13 Bush Dance

June 15 Open Day Wakefield Park

June 17 Committee Meeting

June 21 Social Drive

July 15 Committee Meeting

July 19 Yule Fest Drive

July 29 Annual General Meeting

August 10 Race Day, Wakefield Park

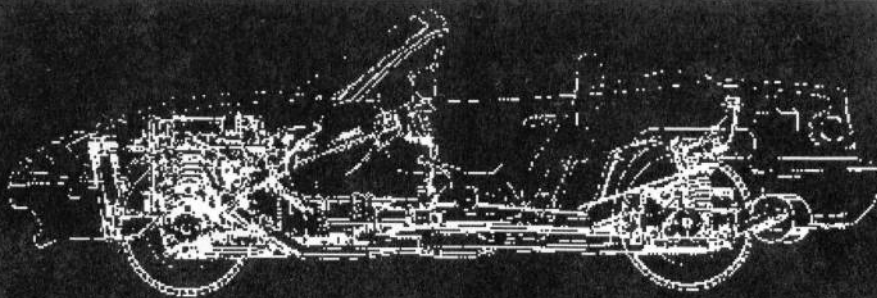
August 12 Committee Meeting

August 16 Concours d'Elegance

Inside Your MX-5

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

Edited By Steve Remington



Outgoing

Well here is my last (and slightly late) editorial for Club Talk. I have enjoyed my time at the helm of the Desktop Publishing Software, however, growing work commitments mean that I can no longer dedicate the time

required to publish four issues per year.

Many people say that being the editor of a club newsletter is a thankless

role. Well sometimes it is but there have been times during my

"editorship" that has made all of the hard work worthwhile -- the nice

comments from members at runs or via e-mail and the letter we received from

the wife of a club member who recently died from cancer telling us of how

in the later stages of his illness her husband looked forward to receiving

Club Talk so that he could catch up on club activities.

I now hand over the reins of Club Talk to Jeff Gehrig. He

will have his L-Plates for an issue or two so give him your support or better still send him lots of material so it will be easier to complete the issues.

Finally thanks to all of the contributors and those who took the time to say a job well done.

Incoming

Yes a new Editor, as many know, Steve just didn't have the time to spare, to keep getting the Club publications out. I've recently retired, so time shouldn't be too difficult for me to find.

Hopefully we'll soon be back on track, with Club Events going out early in each month, and this journal every three months.

The difficult part of course, will be finding material, some of it has to come from the membership, any MX-5 related material, pictures etc., will be considered. I will also be scouring the Internet and the many publications from other

MX-5 Clubs around the world for any items of interest.

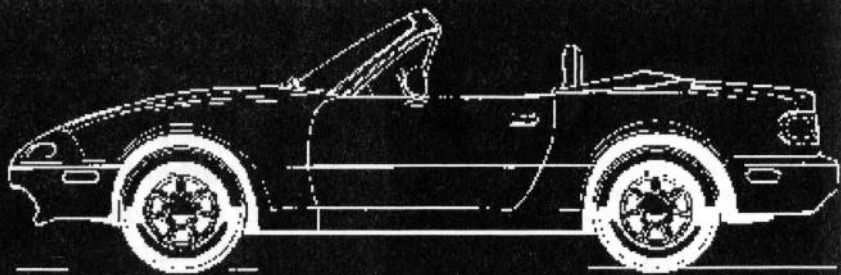
A little about me? OK, very little, After almost 20 years as a Flight Attendant with Qantas, I hung up my bar keys in November 1997, the job was interfering with the enjoyment of my faithful 1991 Crystal White MX-5 named Casper. Casper? What else would you call a white car that suddenly decided that the drivers window should be open and opened it, closing it again several minutes later? Casper the friendly white.....

Casper has also retired, (to Canberra I believe) I'm afraid that the lure of the new model was too much for me and sitting in my garage now, should be a Highlight Silver '99 model. Murphys law, the shipping dispute and a new computer system at Mazda dictated otherwise however and the car that actually lives there, is Kelly a '99 Grace Green and bloody beautiful it is too.

OK that's me, maybe I'll be part of the committee after the coming AGM, if not I guess I'll still be here as Editor, my addresses are elsewhere in the magazine and telephone/fax numbers. If there is anything at all you would like to contribute, please do. If there is anything you would like us to incorporate in our journals, please tell us. If you are not receiving the journals and you know that others are, please notify us quickly. Jeff Gehrig

Going Topless

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



Meet Our First Life Members

This issue of *Going Topless* introduces our first life members

Peter and Ruth Simpson
(Life Members)

Car Colour: White

Year Model: 1990

When did you purchase your MX-5?

Peter — October 1990

Ruth — I didn't buy it...I married it!

Are you the first owner of your MX-5?

Yes.

What do you do as a pass time when you're not driving your MX-5?

Boating, catching up with friends (usually involving copious quantities of food and champagne).

Who would you consider your hero?

Peter — Lord Baden Powell

Ruth — Anyone who sets a goal and achieves it.

What is your favourite movie?

Peter — Flying High

Ruth — Casablanca

What is the last book you have read?

Peter — Hyundai Lantra Sportswagon Service Manual [Ed. I think I'll wait for the movie!]

Ruth — Particularly Cats and Rufus The Survivor by Doris Lessing

Why did you buy an MX-5?

Peter — I fell in love with it the first time I saw it being promoted and a test drive left me with no choice but to replace my MGB

Does your car have a name and does it mean anything?

Mixi — no idea why — short for MX, I guess...

What did you drive before your MX-5?

Peter — Convertibles include and Austin 8, MGB and two Triumph Stags. Sedans are many and varied — best was

a Rover 3500 (when it wasn't suffering electrical problems)

Ruth — Datsun Pulsar (fully imported, of course!)

What is your favourite short drive?

Akuna Bay / Commodore Heights — McCarrs Creek and West Head Roads.

What is your favourite long drive?

Great Ocean Road

What do you like most about MX-5?

Owning one.

What do you like least about MX-5?

Not owning one! [Ed. Now that was just a bit too predictable!]

If you could change / add anything at all to the MX-5 what would it be?

Peter — Slightly larger motor

Ruth — CD player

If you could drive any other car what would you choose?

Peter — XJ8 or Aston Martin DB8

Ruth — XJ8

Have you got any memorable stories or anecdotes about your MX-5 that you can tell the readers?

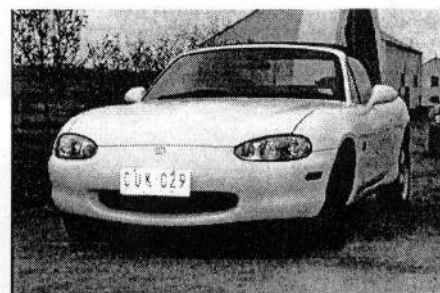
Peter — There are two things that I stick most in my mind about driving the MX-5. First, there was the time that Ruth and I led an unbroken 48 MX-5 convoy for 230 km from Canberra to the Snowy Mountains during NatMeet 96, and; second was the time we were on the last 200kms of a weekend run coming back from Cowra to Lithgow in mid winter, hood down, freezing cold, everybody busting for a pee, over rough roads and the fuel gauge on empty. The look on the garage owner's face when 15 cars pulled up at his pumps and were left standing while everybody stampeded for the loo was priceless!

Ruth — My stories are not as funny as Peter's and unfortunately they involve personal embarrassment.

Peter picked me up for our first date in

the MX (good move, most impressed). He opened the door for me (what a gentleman) I was playing super cool, but that charade evaporated as soon I attempted to sit down. How was I to know the seat was so low to the ground?!

Then there was the first time I had need to push the back of the seat forward. It was on my first weekend run and we were lined-up ready to depart for the day. I was out of the car and bent down in front of the seat as I pushed the lever. Big mistake. It's pretty hard to pretend everything's normal when you're seeing stars!



Newell's Notes

We at John Newell are very happy to be sponsoring and supporting the Mazda MX-5 Club of New South Wales in 1998. I'm sure that you will find that everyone at the Dealership is committed to service and customer satisfaction and everyone from the Club can be assured of the best possible service at all times.

This is a very exciting year for all of us with the release of the new model MX-5. The joy and excitement all over again of the first drive of a new MX-5. Pure bliss!

We look forward to serving you in 1998 and let's make this the best and most exciting MX-5 year ever.

IN THE NEXT ISSUE

When the Design Institute of Australia asked Prudence Black (cultural historian) and Ruth McDermott (industrial design and lecturer in design at UNSW) to give a talk about the relationship between design and culture the challenge was set. Prudence and Ruth wanted to find a classic example of 20th C industrial design – something with an intriguing design story, something with cult status preferably with a global market and above all, something that would stimulate their field of inquiry into the dialogue between design and culture. Not only did they find the MX5 but also, as any MX5 enthusiast would expect, they just happened to fall a little bit in love with the

car along the way!

In the next issue, Prudence and Ruth write about some of the issues they raised in the talk – the development of the MX5, the influence of the traditional British sports car and how design and culture came together to create a cult object. Along the way they bravely enter the discussion as to what exactly is a sports car. .



Wakefield Park April 6th. One of the Just MX-5 Cars.

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How A Helmet Works

Ed Chivers

It's easy to appreciate the effectiveness of a modern helmet if you consider what would happen to your bare head in just one of the tests a helmet has to pass in order to meet the safety standards.

If your bare head is dropped one meter and lands on a flat, hard surface (like the track), the following injuries are likely; scrapes, cuts, and/or bruises at the point of contact; severe concussion; skull fracture; internal bleeding which might lead to permanent brain injury or even death.

Head injuries are not caused by speed, but by the sudden stop when our head hits a hard surface. The way to prevent injury is to bring the head (and the brain) to a more gradual stop. This requires a material that brings us to a safe stop by gradually crushing under load. It should not bounce back too quickly. If it does, the energy stored by crushing will be released and it will not have protected us well. It also needs to be thick enough and stiff enough to not totally collapse before our head comes to a stop. If we do all that, we will have solved this problem.

Now, rounded surfaces concentrate the force of the blow in a smaller area. The smaller the radius, the greater the concentration. To compensate, we can add a hard outer shell to spread the force over a wider area and reduce the concentration, or we can increase the stiffness of the crushable material to prevent it from collapsing, or we can make the crushable material thicker or a combination of all three.

Each of these effects the usefulness of our helmet. The hard shell will make it heavier. If the crushable material is too stiff, it might not crush enough when it hits a flat surface. Thickness has to be controlled in order to wear the helmet comfortably.

It is then necessary to find the best compromise of materials and construction to offer protection over the widest possible range of accident scenarios.

Remember we still have to be able to wear the helmet comfortably, (it should also look good)

This boils down to: the interior of the helmet crushes when hit in order to allow the brain enough time to slow to a stop without being damaged. The exterior shell allows the force to be spread over a larger area increasing the area being crushed.

If a helmet is getting old, can the interior material which does all the work of slowing the impact still operate as efficiently as it did when first manufactured? Very very unlikely, you should replace your helmet regularly keep it out of the sun, when not in use and away from extremes of temperature.

MX-5 Named in Top 10

Car and Driver Magazine

IRVINE, Calif., Dec. 9 /PRNewswire/ -- Mazda today announced that the MX-5 Miata roadster has been named to Car and Driver's 1998 "10 Best Cars" list.

The award marks the first major automotive award for the all-new 1999 model of the popular roadster. The awards appear in the January issue of the magazine, which go on sale at newsstands this week.

Few automobiles have received as many awards in their first nine years as the resoundingly popular Mazda Miata roadster. In selecting the Miata as a "10 Best Cars" award winner, the editors of Car and Driver stated, "The Miata feels as if you're wearing the car like a wet suit and controlling it through a direct telepathic link from your brain to the tire treads, rather than through mechanical controls. With a price that remains at about \$20,000, the Miata is still the least expensive sports car on the market and a terrific value for anyone whose idea of motoring entertainment consists of small size, agile handling and an open roof."

The 1999 Mazda Miata, which goes on sale in early 1998, was joined on this year's "10 Best Cars" list by the

Chevrolet Corvette and Porsche Boxster, two of the most renowned sports cars. The BMW Z3 2.8 and Mercedes-Benz SLK, two other recent entries to the sports car ranks, were nominated for this year's awards but did not make the final cut.

The all-new 1999 Mazda Miata features a dramatically restyled body that is more rigid, yet lighter in weight than that of its predecessor. The new Miata also features a more powerful 140-horsepower 1.8-liter four-cylinder engine and a completely revised interior.

Shortly after its introduction in 1989, Car and Driver selected the original Miata as one of the "10 Best Cars" and Automobile Magazine named the Miata its inaugural "Automobile of the Year." Numerous other publications have bestowed awards and accolades on the timeless roadster every year since.

To date, Mazda has sold more than 450,000 Miatas around the world, of which nearly half have been sold in the U.S., making it the best-selling two-seat, lightweight, open sports car in the world.

The Miata also boasts the largest single marque car club in the U.S., the 30,000-member Miata Club of America.

Sponsor Involvement

Nice to see Helder Ferreira on the June 21 Cappuccino run. Helder is our new liaison with sponsor John Newell Mazda.

Helder brought with him, a new model White MX-5 which was available for any and all to drive.

17 cars drew lots of attention at the ferry re-assembly point. Four of the 17 were the new model.

After the ferry crossing, 100 kilometres of truly great MX-5 road, heading for Pie in the Sky (no sign of Henry Crabbe) in a quickish convoy, pausing only to toot and wave to other clubs enjoying similar outings and one new model MX heading in the opposite direction but obviously enjoying his car on the kind of roads it was built for.

Lunch took a little longer than was planned and some decided not to continue, a good end to a really good run, well done Anne and Ron Lyons.

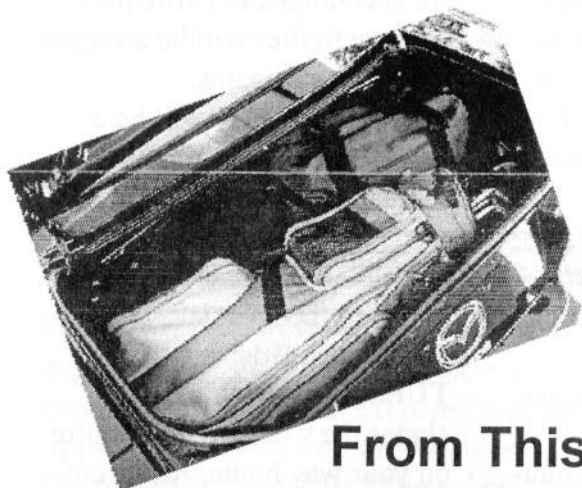
New! **MX-5**

The King Is Dead...

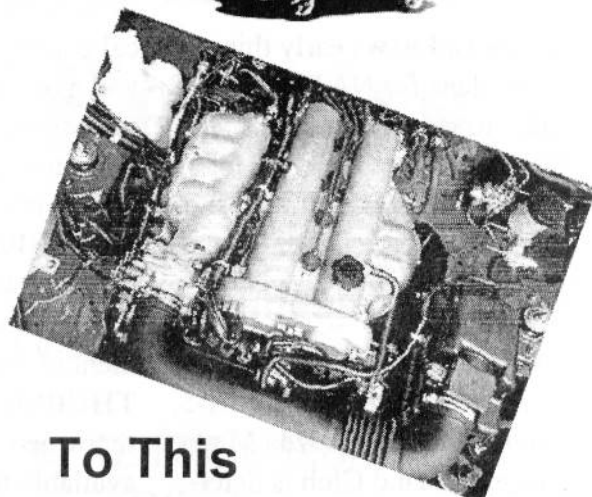
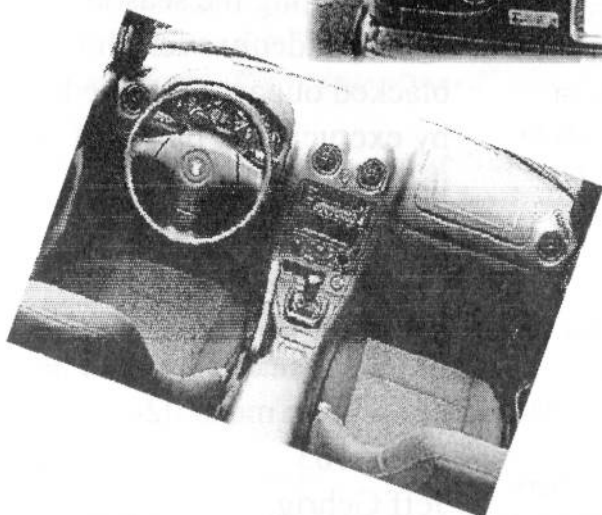
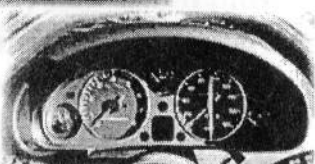
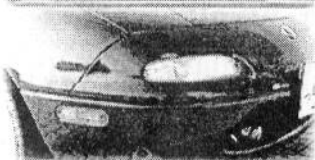
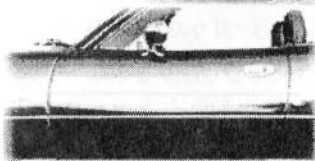
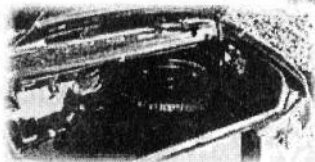
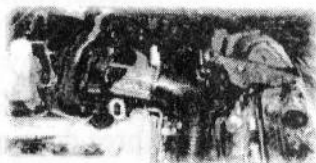


...Long Live The King

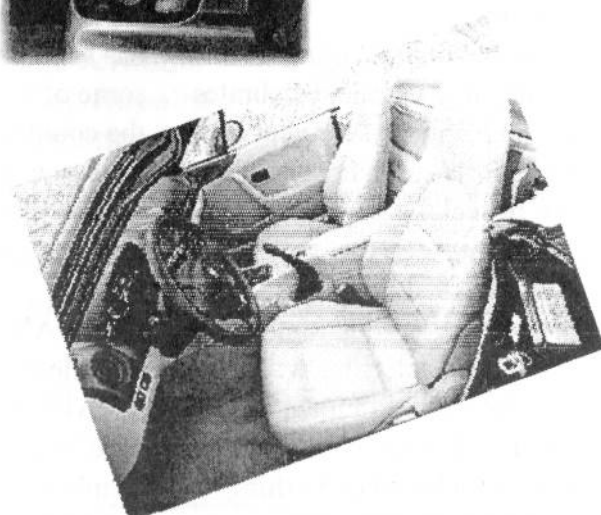
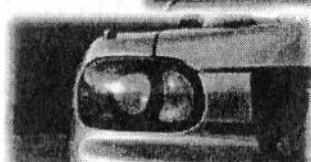
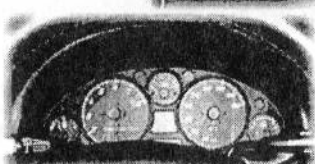
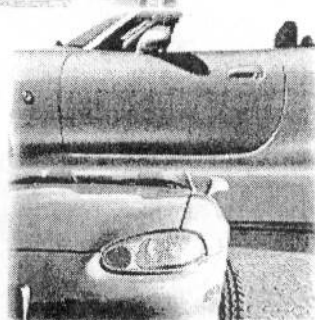
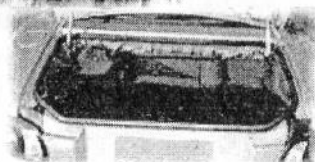
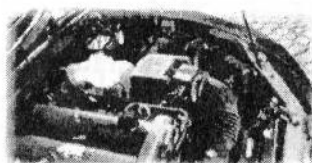
New! **MX-5**



From This



To This



NATMEET '99 THE TENTH ANNIVERSARY

It was sad news early this year when plans for NATMEET '98 failed to gel, response to the Western Australian Club for whatever reasons fell well short of the required number of cars to make the venture a viable proposition.

With 1999 being the tenth anniversary of the Mazda MX-5, Eunos Roadster, Mazda Miata, the Queensland Club is determined not to let the occasion slip by unnoticed and has organized NATMEET 1999 for April of next year. Deadline for expressions of interest, is July 31, this year, that's right, the end of next month to the following address:-

Natmeet Qld '99
23 Repton St.
Pullenvale
Qld 4069

Club Mobile Phone
0419510555
Fax: (07) 3844 8628.

For those with Internet access, <http://www.miata.net.au/natmeet.htm> (with no hyphen) is the information site but I will print most of what is there at this time.

This national meeting of MX-5 clubs in Australia celebrates the 10th anniversary year of the best sports car ever produced. We're seeking expressions of interest now so that we can keep you informed directly on what's happening. A wide range of events and activities will allow everyone to participate and enjoy their Easter in Queensland. We've included everything

from drives through our subtropical countryside to elegant dinners and motorsport. If you haven't already done so, then you should definitely be planning to be here in '99. Everyone else will be.

HIGHLIGHTS a more detailed program will be mailed to every registrant with their acknowledgment of registration.

THURSDAY Lakeside Brisbane, renowned race circuit, will be available for the motorsport enthusiast for the drive of a lifetime to test their skill and wits prior to the commencement of Natmeet. Lakeside is not a Natmeet activity. Registration will commence at Midday on Thursday 1 April 1999 and will close at 9.a.m. on Friday for any late arrivals.

GOOD FRIDAY The morning will see us take over an area at the Southbank Parklands in the heart of Brisbane for the Concourse d'Elegance. Southbank provides a variety of activities for everyone to enjoy including Kodak Beach and trips along the river in one of Brisbanes many City Cats. In the afternoon you'll be able to match your wits in a short navigational run to be held after lunch.

SATURDAY We'll be spending the day on a full day run through the beautiful Queensland countryside. The Queensland Government has been kind enough to build us some of the best MX-5 roads in the country. One of our goals is to show you some of them. There will be plenty of brakes to enjoy the views and take some great photos.

SUNDAY No Natmeet would be complete without a track day. We've booked an exciting Queensland location. There will be a number of events and all members

are encouraged to participate. Other activities will be arranged for non-participants.

MONDAY Today will be a shorter half-day run through some more fantastic MX-5 roads. Following this will be the Presentation Dinner to be held in one of the most spectacular locations in Brisbane.

TUESDAY Breakfast concludes the weekend and you're on your way home. At the conclusion of Natmeet you may decide to stay a few more days and join a "Tortoise Tour" for three days until Thursday to some of our favourite places.

**NATMEET '99 APRIL 2
APRIL 5 1999.**

What a Meet

Summer, we all love it, why not, we have the perfect car for it, top down, wind in the hair (for those who still have theirs), not a care in the world.

Imagine then, the shock for one American Miata (MX-5) driver who was just enjoying the season when suddenly everything blacked out accompanied by excruciating pain. Hit in the face by a rather large and now deceased Owl.

If you have been joined in the cockpit by anything more unusual, please let us know! Fax me at 02-99681103.
Jeff Gehrig.

Farewell to Steve Remington

Dear Tony and Steve,

A short note to thank the MX-5 Club for "just being". You have no idea of how much I appreciate that fact. My husband, Mick Patrickson, died last November of Non-Hodgkinsons Lymphoma. He was diagnosed with the problem 6½ years ago and given a life expectancy of 5 - 10 years. At that point of time I asked him to make a list of three important things wished for in the hopes that we could fulfil those wishes. The list went:

- 1 A red MX-5
- 2 A holiday to England
- 3 That I will live long enough for my grandchildren to remember me.

All wishes were fulfilled.

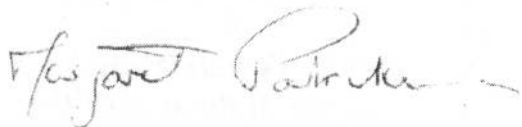
The MX-5 Club meant a lot to us in earlier days. Later on he wasn't well enough to participate in many of the social days. Our last trip was to Molong for a weekend and we loved it.

Mick always looked forward to the newsletters and loved his red MX-5 as a mother loves her baby. Having cancer seemed to have its compensations.

I sold the car only three weeks after Mick's death. It was a hard thing to do as it seemed so much "part of Mick" but the buyer has bought it "for investment" which pleases me.

Thank you so much for just "being there" and the good time we both had.

Regards,



Mrs. M. Patrickson

Al Palmer's Repairs

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*Lock Stewart Products, Mazdaspeed
Accessories, Roll Bar supply & fit. Saturday
Servicing

The President Continues

(Continued from page 2)

one run and one race day this year - I know you'll have a great time and your car will thank you too.

The Captain Continues

(Continued from page 2)

please everyone get out there and find it for me. You can email it to me, and I will get out there and try it out. Being a "westie" you will have a hard time outdoing any of my favourites in the Blue Mountains. Now there is a challenge for all of you!

See you on the next run.

Sporting Torque

Ed Chivers

Well folks, the 1997 sporting events proved more popular and successful than I had dared hope. All eight Wakefield Park days were well attended and by the end of the year we also had 5 ladies participating. This encouraged my wife, Patsy, to have a lesson from Bob Scott, which she enjoyed so much that she too is now entering all the

events this year. So, Ladies, come and join us, it's quite safe and heaps of fun.

In the latter part of 1997 our club was invited to attend the Combined Sports Car Association (CSCA) events and a number of our members participated with great success. However, with very little notice it was impossible to let all our members know of these events.

This year our club has been accepted as a member of the CSCA [Ed. and might I add that the MX-5 is the first Japanese car to be accepted as members] and I encourage everyone to have a go at competing in either their Super-Sprints or Motorkhana events.

MX-5s will compete in the "Post 1985 Sports Cars" class, along with BMW Z3, MGF, Lotus Elise and Porsche Boxster. Within this there is sub class 2A for road registered, and 2B for unregistered cars. Registered cars must be in road legal configuration whilst on the track, to keep them competitive, eg. no slicks, no removing hoods.

The CSCA 15th February training day at Oran Park showed that MX-5s are one of the quickest of all the classes and favourites to win Class 2.

During the year we also run other events, such as an observation / navigation rally.

The Strathfield Car Radios Indycar Rally runs from 9th to 15th October, starting in Sydney and finishing at Surfers Paradise, for the IndyCarnival. Consisting of day and night events, including sprints, Motorkhana, hill

climb and navigation, it looks like a lot of fun. Carlos and Maria Alborno have entered and I would encourage other members to join them and perhaps make a team. There are competitive and touring categories, with car classes, individual and team awards, and a \$4,000 lucky dip entrants prize. Entry cost is \$2350 and an accommodation package costs \$850 (for two).

If you require details, or have suggestions for events, or would like to volunteer to run something or help run events, please call Ed Chivers. Your involvement will be most appreciated.

You Know You're An MX-5 Driver When...

You make six trips to the shops to get half a dozen eggs!

You discover that your favourite pate is only available at a deli clear on the other side of the city.

You discover at 2.00 a.m. that you are out of milk and the nearest place you can get it, is a little shop at Palm Beach. Just 30km down the road.

You don't offer to meet your Mother in Law at the airport with her five suitcases. (Until you find out she's about to write the will so you rent a wagon for the day!)

You can't use a transit lane when by yourself even though the car is half full.

You can't walk away from the car at the end of the day, without looking back at least once!

Calendar of MX-5 Club and CSCA Motorsport Events Organized for 1998

Round No	MX-5 Club Practice	CSCA Super Sprints	CSCA Motorkhana
1	9 February	15 February	15 February
2	6 April	22 March	8 March
3	15 June	31 May	19 April
4	10 August	21 June	7 June
5	12 October	5 July	5 July
6	14 December	30 August	2 August
7	-	3 October	6 September
8	-	31 October	8 November

JUSTMX5

Australia's Largest Dismantler of MX-5s

As of 1 July 1997 **JUSTMX5** celebrated its first anniversary of operations. In this time we have been through many changes and have finally developed a good management system.

As I personally am in Japan on business around six months of the year. This makes it hard to run a business well so we have joined with the team at **EastCoast Suspension** to run a complete maintenance and suspension service for MX-5s.

The **JUSTMX5** factory is still stacked with MX-5 parts, but **EastCoast Suspension** has become the main office and workshop for all pick ups and maintenance. David Falson is the owner / manager of **EastCoast Suspension** and the day-to-day manager of **JUSTMX5**. He has had extensive experience setting up Porsche Cup cars and offers great knowledge in setting up your MX-5. **EastCoast Suspension** also stocks custom made sway bars and springs.

Something Really New!

We can now offer a supercharger kit for the first 10 customers at \$5,000 plus fitting. Before purchase you can experience the performance increase by test driving the **JUSTMX5** Black Rocket. These superchargers have been developed in Australia with a reliable back-up service. The **JUSTMX5** car was used as the development car, and the development took six months to complete — that's why you haven't seen us on any of the road runs.

We have also decided to stock a range of Racing Beat performance parts and we will have our first order in the next 8 weeks. If anyone requires anything, let us know as this will save on freight and we will do a special deal for the first member orders.

If you have any complaints or suggestions please let me know as we are trying to offer a good service for all of our customers.

Just for member's information, the very first "BMW Z3" at the Tokyo Motor Show was made for display purposes only, so I had great pleasure in cutting it in half in the course of my business it is now on display at Sydney Wide European Autos at Moorebank. I also gave it a big thrash around the wrecking yard and that is where they should be!

Just Arrived

1991 MX5 - Red; Japanese car with local compliance; automatic; air conditioning; power steering; 17,000 km; 12 months registration — \$26,500

This Month's Specials (Members only):

- | | |
|---|----------------------|
| • 1.6 litre motors fitted | \$1100 |
| • 1.6 litre Power Steering Kits | \$800 (plus fitting) |
| • GAB adjustable shocks (used ex-Japan) | \$600 each |
| • MazSpeed Roll Cage (Black) | \$600 |
| • Centre Radio Surround | \$95 |
| • Assorted Mag Sets (14 inch) | \$240 |

For more information please contact David, Reon, Danny on the **JUSTMX5** phone on (02) 9545-0532, or drop into **EastCoast Suspension** at The AutoPlaza, Lot 9/16 Waratah Street, Kirrawee (just across the road from the **JUSTMX5** factory).

All major credit cards welcome — 10% Discount To MX-5 Club Members



Amy and David Perin

Mountain Marriage

The midday sun blazed down. Bagpipes wailed. The bride on the arm of her stepfather, crossed the dry grass and descended the flinty stone steps of the amphitheatre towards the expectant groom. In the background five MX-5s waited in gleaming convoy, bridal ribbons proudly displayed, to carry the party back down the mountain to the soporific banks of the Hawkesbury River.

In a moving ceremony at Leura on the twenty second of March, with the majestic Blue Mountains and the odd bushwalker in the background, Amy Richmond and David Perin made their marriage vows surrounded by family and friends. Amy looked gorgeous cloaked in green velvet over a straight ivory gown. She was accompanied by two bridesmaids and her little Sister Meg as flower girl. Dave looked as cool as ever, jacketed in green velvet, sporting the usual shades and

supported by two friends as groomsmen.

Afterwards at a cocktail party, guests strolled on the lawns or rested in the shade of the willow trees, listening to the jazz trio and enjoying cold champagne and round after round of fabulous tiny foods.

The evening closed with fireworks and tired and happy guests.

Congratulations Dave and Amy!
by:-Sue Forrest



Canberra Capers

Sorry folks, as many of you already know, there has been a change of editor, sudden but Steve just had a workload that didn't allow him to get everything done, so I have been Shang-haiid. In between computer crashes, I'll attempt to keep us all informed! A little late for June, let's look at July:-

4th: 1st Sun run- Back door Hyatt 1000

11th Coffee Cafe Paradiso Fyshwyck- 1000

19th Sunday run Bega for Fish and Chips & return. R.S.V.P. Rick Fischer

AUGUST

2nd 1st Sunday run- back door Hyatt 1000

5th. Rick heads for the Simpson, not in the li'l car back for September.

8th. Coffee Paradiso Fyshwick- 1000

SEPTEMBER

6th 1st Sunday run- back door Hyatt 1000

12th Coffee Paradiso Fyshwick- 1000

20 Brunch at Hyatt ??? \$36 / head, think about it

For Sydneysiders, an open invitation:

If you are in Canberra, come for one of our mountain or coast runs, or better still, come to Canberra just to do one, you won't be disappointed.

Contact Rick Fischer bh 62171834 or ah 62901945 or Fischer_R@CASA.gov.au

Your Local MX-5 Service Station

A notice board for club members to advertise MX-5 items they may have for sale, and other interested parties to advertise their goods and services. A nominal fee for your advert is charged (see below).
To place an advert contact Steve Remington on (02) 9438-1803.

Computer Training

Phone: (02) 9144 6776 Mobile: 0411 885 852
Email: MENZELR@OZEMAIL.COM.AU

- Tailored to your needs
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Parts For Sale

1992 Hard Top in Classic Red c/w tinted window ...\$1900
Daytona carbon fibre shift gate cover\$199
Razo shift knobs.....\$30
Genie 1.6L stainless exhaust system\$375
Soft top rear vinyl window\$175
Eunos V badge wheel cap for 89-92 alloy wheels\$50
PIAA 1200Fog Light Kit.....\$99
plus many others...

Interested? Contact Dennis J. Herr on:
[Mobile] (0412) 220-812 / [Fax] (02) 9634-5460
[E-mail] dherr@triode.net.au

For Sale

Brilliant Black Painted Hard Top

From 1993 model 1.6 litre. Complete with tinted rear window and demister. In excellent condition — hardly used. Price: \$2000 ono

If you are interested contact John Shaw on:
(02) 9719-2610 [Home] / (0411) 565-857 [Mobile]

For Sale

1993 Silver MX-5 Hardtop

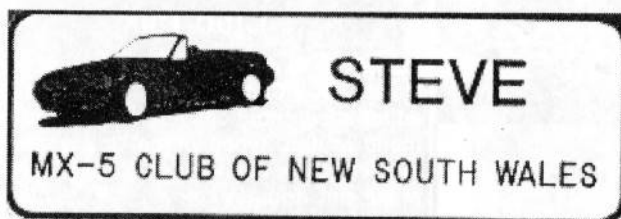
Hard to find 1993 model 1.6L manual Silver MX-5 with original colour coded hardtop(with rear demister). Factory air-cond, Moss microwave remote alarm. A1 condition, always garaged. Low Kms and rego due end of December. Standard radio but Pioneer 6CD stacker with detachable face security(optional). Price: \$32,990 ono

If you are interested contact William Ko on:
(02)9220-6492 [Work] / (0414) 253-573 [Mobile] /
william.ko@boral.com.au [E-Mail]

Order Now

A Personalized Name Badge

Wear it with pride at club events. Free to all financial members. Just \$5.00 for all non-financial partners.
Phone Russell on (02) 9533-5600 to place your order.



Out of the Boot of an MX-5

The following items of Club Regalia are available for sale out of the boot of Russell's car at club runs. See Russell and he can make the sale.

Remember we take Bankcard, Mastercard & Visacard

NSW Club Cloth Patches\$5.00
NSW Club Stickers\$3.00
NSW Club Number Plate Covers\$30.00
Fold-up Momo and Recaro Seats\$35.00
NSW Club Sun Visors\$10.00

We Need Your Input

Club Talk is YOUR magazine and needs your contributions.

We are seeking short articles, photographs, and / or funny stories relating to you and your MX-5. We are not looking for epics to rival War and Peace. We only need half a dozen paragraphs or so and possibly a photograph.

If you want to make a contribution you can send it to the Magazine Editor, Steve Remington, via post, fax, or email. Refer the back page of Club Talk for contact details.

Wedding and Formal Make-Up Artist

Skin Care Consultant For All Skin Types

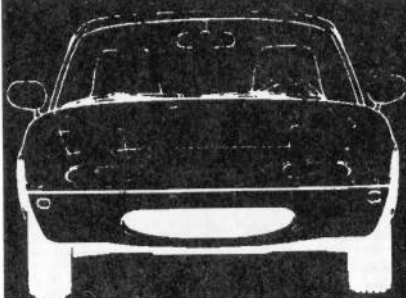
To book these services or to order any of the Nutri-Metics range of products contact:

Sylvia Tikellis
(02) 6273101 (BH)
(015) 709819 (AH)

Club Talk Advertising Rates

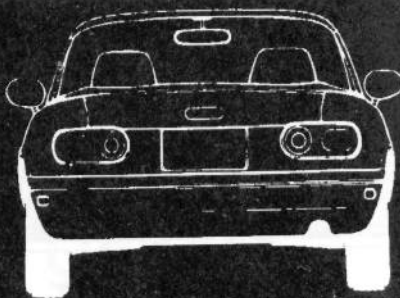
Size	Base Rate
Maxi (1/2 Page)	\$40.00
Midi (1/4 Page)	\$20.00
Mini (1/8 Page)	\$10.00
Micro (1/16 Page)	\$5.00

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 (e.g. selling your standard wheels after buying new alloy wheels).



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.



AMR Motors Mazda Service

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

370 Parramatta Road, Petersham
Ph: (02) 569-2844

Contact: Contact Dominic or Robert

Canterbury Mazda

15% discount on labour, Trade price on parts, free courier service to train or shops, free exterior & interior wash and clean.

818 Canterbury Road, Canterbury
Ph: (02) 758-2600

Contact: John or Darren

Eurocars Northside Mazda

Trade prices on parts and accessories, 15% discounts on labour charges, complimentary car wash and vacuum, courtesy transport nearest transport station and monthly parts specials.

43-45 Hotham Road, Artarmon
Ph: (02) 439-2733 / (02) 439-2499
Contact: Bruce Roberts (Parts)

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) 599 3399

Contact: Carlo or Peter

Eurocars Northside Mazda

Trade prices on parts and accessories, 15% discounts on labour charges, complimentary car wash and vacuum, courtesy transport nearest transport station and monthly parts specials.

43-45 Hotham Road, Artarmon
Ph: (02) 439-2733 / (02) 439-2499
Contact: Bruce Roberts (Parts)

John Newell Mazda

Trade discount on parts and accessory purchases. Complimentary use of a loan vehicle and free car wash and vacuum with every service.

301 Botany Road, Waterloo
Ph: (02) 9319-0011

Contact: Philip Adler (Parts Manager)

Ian Luff Advanced Driving Australia

Discount packages available for Defensive Car Control, Skid Tuition and Performance (CAMS License) courses.

Ph: (02) 9829-5399

Fax: (02) 9829-5499

Contact: Ian Luff or Office Staff

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

Robco Products Pty Ltd

Car Bra manufacturers. Car Bras can be tailor made if your car is customized. 10% discount to club members.

49 Shepard Street, Marrickville
Ph: (02) 560-5393

Roman Auto-Tek Pty Ltd

Momo steering wheels, soft-top repairs, Recaro seating, alloy road wheels, gear knobs and other accessories. 10% discount to club members.

14 Cavell Avenue, Rhodes
ph: (02) 743-6822

Al Palmer Repairs

Lot 12 Robertson Place
South Penrith
Tel 02 4721 5060

20% Discount for Club Members
see advertisement Page 11

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President - Tony Buon

Home - (02) 9484-9667

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Vice President - Steve Remington

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100353.1730@compuserve.com

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) to marked to the attention of Steve Remington at the club address below.

The Mazda MX-5 Club of NSW operates as a non-profit organization 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

E-Mail: nsw@mx5.com.au