

CLUB TALK



Spring 1999

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

Vol 09, No 03

Many of our newer members will not know the name Russell Wheatley, some of the older Members will tremble at the sound! Russell was Secretary before Eva and is currently in London, recently he rented a gold MX5, seen parked outside his palatial digs in Kensington in the picture below and joined the U.K. group on one of their runs. One of their stops was at Duxford Aerodrome (where else but the

UK would they still use the word Aerodrome?!) and the shot with the Memphis Belle was taken there. Unfortunately, Russell didn't tell me whether she is the original, or the replica built for the movie but a marvellous piece of history regardless.



A 200 M.P.H. MX5?
See Page 4.



Reading this in black and white? Why?

You can download it in colour in Adobe Acrobat format from the Club website <http://www.mx5.com.au/nsw/> or receive it automatically (members only) by e-mail, e-mail editor@mx5.com.au to be added to the e-mail list.

Club Sporting Talk

By David Raddatz

With another successful year of motorsport behind us I would like to take this opportunity to Thank Carlos Albornoz & Zan Menzel for the hard work they have contributed over the past year. I am happy to report that Carlos is staying on as Assistant Competition Secretary and Zan is helping out with all of the administration. We have managed to secure Wakefield Park once again for the next 12 months. You can find the dates in Club Events (October) and on the web site. Due to popularity all of our Wakefield Club days will be Open Days.

We are coming to the last two rounds of the CAMS State Supersprint Championship and I am pleased to inform you that three classes are being dominated by the MX-5. And as a Club we are coming third overall. Well done to all participating in this event it is really nice to see our beloved little car kicking butt. The next Wakefield Park Day is on

As a Club we are coming third overall.

Monday 11 October 1999. I would like to encourage all new members and of course all existing members to come down and experience the feeling of driving a truly remarkable sports car to its full potential in a safe environment.

Our day starts off with a familiarization session for all first timers. An experienced driver will guide you around the track and point out the finer points. Then we have several sessions of timed laps until we break for lunch. After lunch we'll hold a hill climb and motorkhana. Usually there is plenty of free track time to practice what you have learnt on the day.

All of our Sporting events are run with safety in mind. All cars are sent out with plenty of distance between them. For those of you who have not experienced Wakefield Park, it is a very safe track with a lot of open grassed areas should you leave the black stuff.

Should you require any further information on Wakefield Park Club Days please do not hesitate to contact me. I look forward to catching up with you at the track.

The Club Welcomes

Pete West

Greg Gillespie

Darren McDonald

Jo Naylor

Kenneth Lee

Carlton Lee

Bryan K. Wu

Darren Wood

Nick Kurtis

John Lockwood

Matthew Chivers

Melissa Tyshing

Lawrence Myers

Deborah Green

Stephen Sewell

Paul Brell

Andrew Denovan

Jason Drummond

Sam Nehlaoui

James Kelly

Tessa Denton

Con Kalantzis

Gary Addis

Darron Corrigan

Tracey-Anne Jolly

Christopher Leahey

Janet Pentelow

Craig McCarthy

Roxanne McCarthy

Bill Burcher

Paul York

Peter Martin

Stewart Wewege

The Captains Table

By Simone Raddatz

I am very excited to be your Club Captain for the next twelve months. For those of you who do not know me I would like to take a few moments to introduce myself to you. I drive a 1990 Red baby with the number plate RAD00R. I have been a member of the Club for 2 years now and I am totally thrilled about celebrating some wonderful events with all of you.

I must take this opportunity to Thank Ron Lyons & Bill Whitehorn for organising some of the most fabulous runs to date and as I understand one of the best weekends away.

Over the next 12 months we have some new drives planned some old drives, and the famous Observation Run to mention just a few. We also have all of the Olympic Hype to deal with and the Club's 10th Birthday Celebration Weekend Away. That is a definite must.

So to avoid disappointment lock all of the dates in your diaries NOW. We still have a few run's available if you have a favourite run that you wish to do in 1999 or maybe 2000 please do not hesitate to contact me.

I look forward to catching up with you on the next run. In the meantime safe driving and keep smiling.

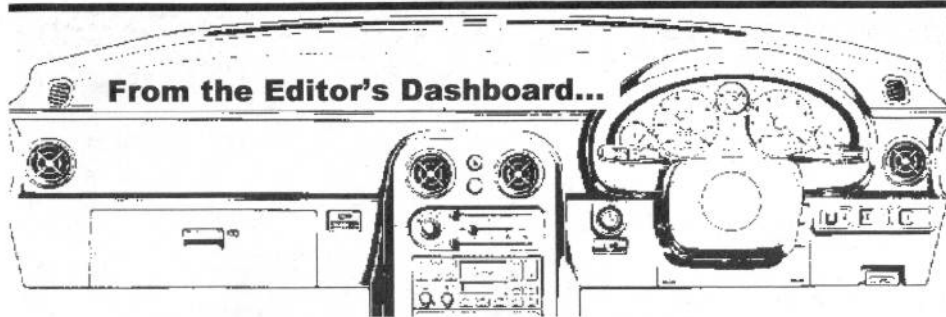
What's Inside?

The 200 m.p.h. Miata (MX5)
page 4

Mudgee Weekend
November 20/21
See page 9

NATMEET Info see page 11

New model Name Badges
see page 11.



From the Editor's Dashboard...

I'm sure that nearly all of our members have taken advantage of the FREE Driver Education course, given by Mazda with every new MX5.

Those who for some reason have not, or might have purchased their MX5 "pre-loved" might like to seriously think about it.

Most of us know for example that the "advisory" speed signs with which we are afflicted, were obviously set by a sight impaired, skill challenged, double-decker bus driver! Most well taught drivers know there really is very little need to slow down for many corners, better to maintain a speed which can be kept constant for an entire journey without exceeding set limits, with the exception of hairpins of course, which require different techniques. Generally though, "advisory" signs might only really apply in very wet weather in the event that there might be a dead elephant lying in the middle of road, just out of sight. They are a guide but a very outdated one. Most good quality sedans these days are also capable of thumbing their noses at these silly signs, assuming of course that the driver has been well taught. A car like the MX5, makes an absolute nonsense of them.

Let's face it, it's a Sports Car, and it's

reason for being is to have fun, to go around corners quickly and stop in a very short distance, in a straight line. To fail to exploit the potential of this car is almost a crime. It begs to be driven hard, not thrashed and there is a difference.

The free drivers course, is great, the drivers knowledge of the car is expanded to a large degree as he/she finds out just how easy it is to avoid obstacles which one is supposed to imagine are real people. Watching some of the less skilled, it's perhaps a good thing that cones are used! Everyone I know though, has walked away with an appreciation of threshold braking and skid control. Step One. **Step Two**, is to take the elementary course, one step further and **Competition Secretary David Raddatz** is investigating the possibility of getting a Group Discount with one of the good Driving Schools so that Club members can learn even more about high speed car control and smoothness, in safety, on a race track (probably Oran Park) where very high speed belongs. If you would be interested, e-mail him at competition@mx5.com.au or phone him (numbers on back page).

J.G.

Dash Lights

Edited By Jeff Gehrig

Engraved Knobs

Many have asked where I got my Gear knob. It's a Voodoo Knob from Bob Krueger in San Diego, laser etched by Joseph Portas the "Knobmeister" with the NSW MX5 Club logo and here it is.

Voodoo Magnum Textured Knob



There are several knobs in the Voodoo range, all can be viewed at the Team Voodoo web site

<http://www.teamvoodoo.com/>

where there are also links to "The Knobmeister".

The picture below shows some of those for the MX5, notice that there are two sizes in the round knobs and several finishes, all are made from



Voodoo Knobs for the MX-5

Coming Events

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

Wakefield Park Open Day,
October 11.

Hunter Valley Drive October
17

General Meeting October 20
6.30 p.m. at Meguiars

Unit 5 The Belltower
191 Parramatta Rd.

Auburn Adderley St. West
Entrance.

November 20/21 a Weekend
Observation Fun Run.

Aircraft billet aluminium and are the result of much research into weight and balance to reduce vibration. I have also a polished regular sized knob, which previously belonged to Brian Wu who has just rejoined the Club and no Brian, you can't have it back!

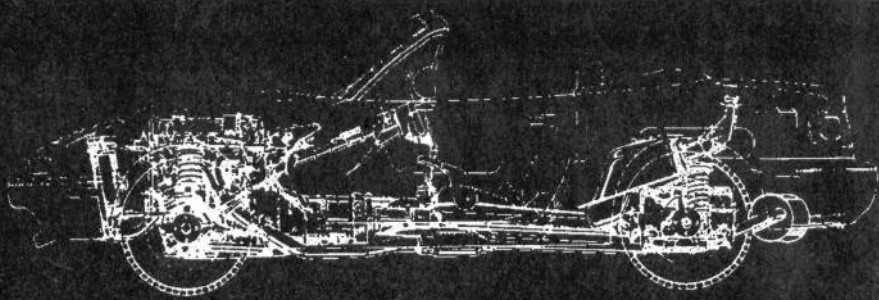
My black textured, cost around \$97, including the laser work and Postage from the US, Joseph has the Club Logo stored in his computer.

For those with deep pockets, Bob Krueger also produces a limited number of Titanium knobs.

Inside Your MX-5

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

Edited By Jeff Gehrig



Don't try this at home!

Many of you will have found the "Dealer Alternative on the Miata.net web site and possibly even purchased something for your MX5. Owner Bill Cardell has a new project! Some will shudder at the thought but Bill is building a 200 m.p.h. Miata. The car has been supplied by Mazda and is a 10th Anniversary model in what the Americans call Sapphire Blue, we know it as Innocent Blue. Will they succeed? Who knows but the car is undergoing aerodynamic testing so that the necessary additions to the bodywork can be fabricated.

Progress (from the Web site)

September 14, 1999

"Dan Bond, the aero man from Austin and I are just about organized for starting testing on some of the airflow aspects of the '99. Our intention is several fold; verify the drag coefficient, determine front and rear lift numbers and find what direction most of the air goes off the back of the car. The drag coef is useful in estimating the power needed to reach 200 mph. The lift numbers are, of course, serious stuff two ways; keeping it on the ground, and getting enough traction to overcome drag. Where did the name "Flyin' Miata" come from anyway?

A lady here in San Antonio is kind enough to let us use her '99 for these tests. Ours has no license and Mazda

has nixed us running up and down public highways with it. Nothing is done that's fast or the least bit risky. All needed numbers can be gathered at less than 80 mph. With three points on a curve we can extrapolate accurately enough to predict lifts at 200 mph. If lifts are too great (they will be), then the tests will need to be repeated after the necessary aero mods are in place to verify our changes"

The 200mph Miata Development Team

The 200mph Miata is being developed by the combined forces of Bill Cardell of The Dealer Alternative, and Corky Bell of Bell Engineering Group, Inc. (BEGI). Bill and Corky are the recognized masters of making the Miata go fast.

The 200 m.p.h. Miata !

<http://www.200mphmiata.net>

About Bill Cardell

Bill Cardell is in his own words, a "41 year old poop, inveterate motorhead." Cardell worked for Porsche dealers for several years, before opening The Dealer Alternative, Inc. in West Orange, NJ in 1983. He specialized in PAV products until the Miata came out in

1989, bought one of the first cars, and had turbocharged it by January of 1990. Dealer Alternative started letting Miatas in for service, then seriously got into the Miata business when Bill moved to Colorado. He has worked with Corky Bell in developing

Dealer Alternative's current line of turbo kits and currently does all of the development for the Link Miata computers at his Colorado location. "We moved the business into a new, larger location in March of 1999, with a brand new DynoJet chassis dyno to aid us with product development and tuning." Married for seven years to Teri, no kids (if you don't count the hundreds of individuals who have had their Miata habit fed with products and service by the two), one dog (TurboDog), three cats and one guinea pig, Cardell is semi-retired from motorcycle road racing. "Both Teri and I still ride motorcycles on the street. Going fast is a priority in our lives..."

Email Bill at Bill@dlralt.com

About Corky Bell

Corky Bell is a mechanical engineer, holding a Bachelor of Science degree from Texas A&M. The first eleven years of an engineering career, beginning in 1966, were applied to the design and structural analysis of helicopters at Bell Helicopter in Fort Worth, Texas. Corky acquired two key areas of experience at Bell, the detail structural analysis of main rotor blades and contro assemblies and the concepts and principles of crashworthy design. The highlight of the structural analysis career was the analysis responsibility for the Cobra helicopter's elastomeric bearing main rotor hub assembly. This responsibility included aspects of detail design, complete stress analysis, and the monitoring and reporting of all flight test data and characteristics. In the latter three years at Bell Helicopter, Corky moved into the field of crashworthy design. With the experience of attending several special schools regarding crashworthy design principles, Corky assumed the position and responsibilities of the company's crashworthy design expert. The areas of responsibility ranged from seat design, crash attenuation structure, and fuel

(Continued on page 5)



Inside Your MX-5 Continues

(Continued from page 4)

systems, to such details as blade and foreign object strike avoidance.

The summer of 1977, saw the end of the career as a helicopter engineer, with the formation of Corky's own engineering and design office. This business was to grow to enjoy a national reputation for the design and manufacture of high performance automotive components.

Today, Bell Engineering Group Inc. produces hardware ranging from street application of turbocharger systems to specialized drag racing fuel system components. At times, employing as many as eighteen people, BEGI moved from Dallas to San Antonio in 1991. Products designed and manufactured by BEGI have been featured in over one hundred magazine articles over a span of eighteen years. While pursuing engineering as a career, Corky spent the years of 1965 through 1981 racing automobiles as an avocation. The hobby of race driving took Corky to events from Daytona to Riverside to Road America in Wisconsin. A minor honor was achieved in 1968 by scoring the highest number of points as an amateur racer in the Sports Car Club of America's National race series.

The position achieved as a recognized authority regarding the turbocharger application has lead to being hired by several major racing teams as an engineering consultant. Among the successful efforts were the 1986 IMSA GTU class championship Porsche 924 Turbo, the SCCA Escort Series champ in 1994 with the Nissan 300ZX, and a Bonneville record setting Mazda RX-7.

Corky is an author of a book on turbocharger applications, *Maximum Boost: Designing, Testing & Installing Turbocharger Systems*, published by Robert Bentley Inc, of Cambridge, Massachusetts. A second book, on supercharging, is currently underway. He enjoys a position as a staff writer for three national car club newsletters and one magazine.

The Presidents Report

Welcome to another summer season of topdown driving and to yet another new committee! We started the year off with our first run of spring taking place in perfect weather for a picnic. Let's hope it continues and that the third Sunday of the month for the entire year will always be sunny. On behalf of the committee I will guarantee that you will enjoy it regardless of the weather. We are busy planning all the runs and social events for the year, and our calendar of events will soon be in your hands. One of the things we have to look forward to for next Easter is the Natmeet next year to be held in Victoria at Easter

are any designers out there with some good ideas, please let the committee know. Lapel pins, hats and cloth badges are always a good item to give as gifts when visiting overseas clubs, or hosting overseas visitors. If any members are visiting overseas, look up the local club on the Internet, and if you don't have access to the Internet ask the committee for some contacts. A few of us have been lucky enough to go on runs when overseas. I do hope that this new committee will continue to organise activities that you enjoy. We do try and vary them from month to month and alternate south, west and north, so that at least one time you get a slightly later start, and don't have to drive an hour to



President Jean in last Years Commonwealth Games Parade

time in late April. This is always a fun event, filled with lots of exciting event, and this year will include the Great Ocean Road, which is arguably the best MX5 road in Australia. Having recently been in Perth, catching up with the WA club, and then of course last year in Queensland, both those clubs may have something to discuss concerning that statement! We are also starting off the new year with a new line of club regalia for sale. We are also trying to design and order some club badges. I feel we may be the only MX5 club in the world without our own lapel badges. If there

get to the meeting point. We think we are doing the best job ever, but you may not agree, so we do invite comments from all, through the website if you want or by phone call.

If anyone out there wants to plan a run, please call any of us, we will be happy to set it up with your help, and then you will get to lead the parade! Here's to yet another special year!

Jean Cook



Out and About



MX5 driver Rodney Farah from Trinidad, finds Miss Belgium a handful!



Occasional home away from home, for some Wakefield Competitors and volunteers, the Heritage Motel in Goulburn and an excuse to show off the Club Banner!

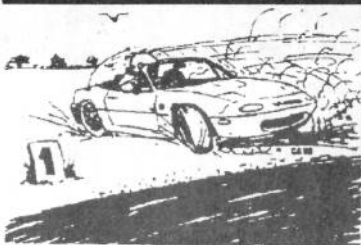


Yes, it's my car again! The eagle eyed will notice the "eye surgery".

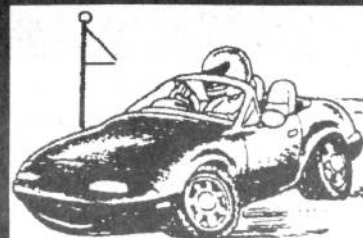


Timothy Louis, sent these pictures (above and right) taken at the Concours d'Elegance over the very successful Coolangatta Weekend.

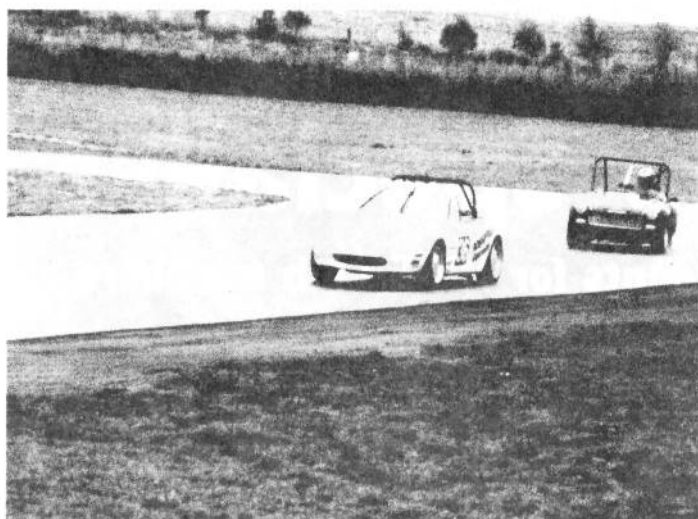




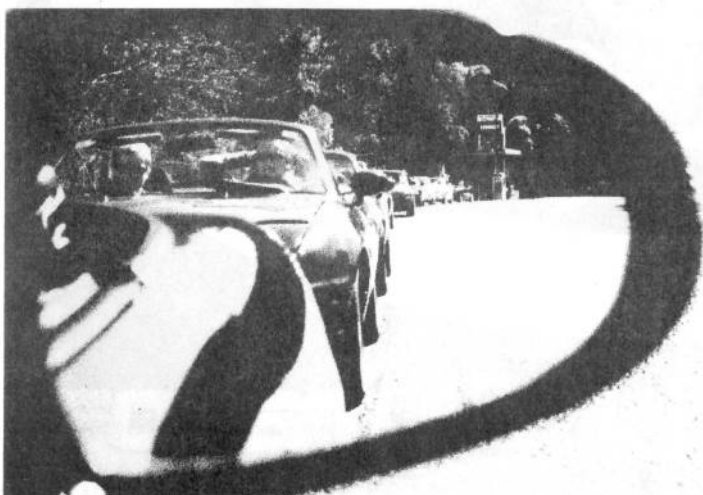
Out On The Track



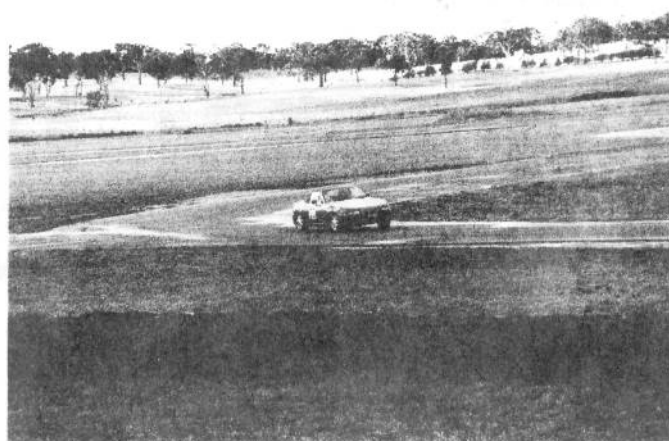
Now if only there were an MX5 Race Series!



Bob van Zeggeren on the main straight at Wakefield



Wakefield Park Inner Sanctum! The Pit Garages, photos (above/below) by Vanessa Roberts



Phil Roberts, tiptoes through the puddles at Wakefield, the snow arrived a few hours later!



The MX-5 Precision Driving Team ?
Picture by Simone Raddatz

NEWELLS NOTES

The Sydney Motor Show is just around the corner and we will be seeing some of the new range of models destined for our shores from Mazda Motor Corporation. The new MPV and the yet to be released 626 will be on display and there are exciting additions to the range in the pipeline. The MPV has arrived to rave reviews and having had the opportunity to drive this model and compare it to the competition, this is definitely "the other car" for the MX5 family household. A limited edition 323 with special colours and some nice touches is due in our showrooms mid October, with many of them sold already.

John Newell Mazda has been commissioned by Mazda Australia to prepare an MX5 for the upcoming Sydney Motor Show. This is further recognition of our dealership as Sydney's MX5 specialist. Our sales statistics show that 70 percent of our new MX5 owners choose to personalise their vehicles to their own taste from our vast accessories range. This really comes as no surprise to us as we have been dealing in sports cars for the last quarter of a century, our clients choosing us and our vehicles because of our unique style and passion for excellence.

The recent MX5 NB accessories promotion was a huge success, with many owners taking advantage of the great pricing on body kits and scuff (Sill) plates. We still have a few of the body kits left in some colours at \$1,295.00 fitted and plenty of scuff plate sets at \$100.00pr. These are definitely the last kits at these prices so if you've been giving it some thought, don't wait too long as you may be disappointed!

New to our range is a handy hardtop stand. It folds away so it can easily be stored in the cupboard (or an MX5 boot!) when not in use. Get that hardtop off your garage floor or free up that wall space it's leaning on. Club members price is \$175.00. Arriving soon are new stocks of coloured instrument faces for the NB with some new colours including a set for the 6 speed in silver with blue. Also on the way is an alloy style bar, chrome vent balls and rings and polished instrument rings.

Our Saturday morning vehicle service is proving to be very popular with our clients. Busy people on the go with little time during the week appreciate the opportunity to have their car serviced by our expert technicians at a time that suits their lifestyle. A reminder that club members are entitled to the use of a courtesy car free of charge when having their MX5 serviced at John Newell Mazda. Our service and parts departments are open Saturday mornings 8.00am till noon. Appointments for service are essential.

As always, John Newell Mazda is proud to sponsor the Mazda MX5 Club of New South Wales. We thank those members who support our business in return and urge those of you who have not yet sampled our services to do so. We are certain you will not be disappointed. Please contact our Parts Manager, Philip Adler on 9319 0011 or email padler.newell@dealer.mazda.com.au if we may be of assistance. We look forward to hearing from you!

Sydney's MX-5 Specialist

Enquire now about special discounts for MX-5 Club members



JOHN NEWELL  **mazda**

83-97 Flinders Street SURRY HILLS DL395 9380 5500 Cnr. Bourke & Botany Rd. WATERLOO DL3630 9319 0011

The MX 5 Mudgee Fun Run

Weekend 20th and 21st November 1999
Mudgee/Gulgong "Fun Rally" Easy Observation run.

Mudgee and Gulgong have a lot of history, great MX 5 roads, beautiful country side, great pubs and lots of wineries! Plus the Prince of Wales Gulgong Opera House! **Cost**

only \$90 Per Person including overnight accommodation, 2 Course Lunch, 3 Course Dinner, Hot Breakfast and the Opera. Single supplement \$30 per person. Accommodation has been arranged in Gulgong at the "**Ten Dollar Town Motel**". Gulgong the town on the original \$10 note is situated 45 minutes or approximately 26 Kilometres north of Mudgee.

Awards "funny" points/prizes for correct answers/correct distances travelled and travelling within the time allowed which will be presented at the Clubs' Christmas lunch.

Things to bring

1. A Clipboard or something similar
2. Pens
3. Rations/Drinks for the trip
4. Bow Tie or Hat for the Opera
5. Full Tank of Petrol
6. NSW Map (A Gulgong/Mudgee Local Area Map will be supplied)

Itinerary

Saturday - 20th November 1999.

Observation Run. Departure between 7 am to 8 am from the car park near McDonalds on the F4 at Blacktown. Cars to depart at 2-minute intervals at any time between 7 to 8 am - the earlier the better. Short Pit stops can be made as required by individuals, but due to the long distance (app 295 KM) we do not recommend any official stops (there is not much in between that can cater for groups). We will however suggest several places that people can stop for short breaks or morning tea etc. Those without Co-drivers can convoy together in pairs (even if in separate cars), the answers could then be shared. A sort of an MX5 Club handicapping system!

The rally would finish at lunchtime at the Half-Mile Creek Winery, just outside of Mudgee near the Airport. Lunch has been arranged between 12.30 PM to 3.00 PM. This winery (whilst it has no wine tasting facilities) has a very nice restaurant called the 'Augustine' Restaurant and is in the heart of the Mudgee Vineyards. A 2-course lunch is included but not alcohol/wine. (Wines are reasonably priced). **Free time** after lunch to visit the Wineries, Mudgee or make your own way to the '**Ten Dollar Town Motel**' in Gulgong. We suggest you go via the Henry Lawson Drive 3 KM back towards Mudgee and then turn right into Craighmoor Rd. Alternatively you can go via Mudgee/Gulgong Rd.

Dinner 6.30 PM and then to the 'Prince of Wales Opera House Starting 8.30 PM Prompt.

Recommended attire for the Opera House is 'Bow Ties' for men (and otherwise respectable attire) and 'Hats or suitable head wear' for Women. A unique 1 hour theatrical production!

Sunday - 21st November 1999

1 PM Departure - the morning is Free for sightseeing. For those that want to join us we'll be departing in a normal MX 5 convoy at 1.00 PM from Mudgee (via Sofala - Oldest surviving Gold Mining Town) to Bathurst via Mount Panorama then to Sydney. This is an excellent MX 5 run. The official run would stop at Bathurst. It is an easy 200K trip home from Bathurst! We should get back to Sydney around 7 to 8 PM, providing we don't stop too often.

A long two days but well worth every minute and I am sure everyone will enjoy it.

R.S.V.P. Urgent - Limited # Motel Rooms available!

Please return the enclosed Response sheet A.S.A.P.

JUSTMX-5



Web Site <http://www.justmx5.com>

E-mail justmx5@ibm.net

Tel: 02 9545 0532

Unit 10/29-33 Waratah Street
Kirrawee 2232

You can now order all parts on line at our improved Website.

JUSTMX5 is open 6 days a week at the old

factory and is now run by
Sales Manager

Darron Corrigan & Service
Manager Gary Addis.

Please contact Darron for
servicing or any other needs
you may have for your MX5.



We stock Loch Stewart exhaust kits for
1600/1800 & 'Mk2 and offer fitting service.

We have dismantled over 40 cars from
1989-1999 and stock all service parts and accessories.

Gary is a qualified mechanic and knows MX5s,
from Back to front.

Specials for Club Members.

Sparco look 15" mags, new with Falkens
\$995.00 set (1 set only)

BBS Mags, used with new 195/60/14
Yokohama MS, \$795.00 (1 set only)

Bond CAMS approved Roll Bar \$440 Alloy
(1 only)

\$440 Black powder coat, (1 only)

Quick shifters \$235.00 (2 only)

7 mm spark plug leads, suit 1600 & 1800 \$70

Original MX5 Front Spoilers, Black \$395

Front and rear Sports Stabiliser \$160.00

New Mazdaspeed Steering Wheel. \$295.00

New NA MX5 Ash Trays and dash pockets. \$30
each.

1600 Race Prepared MX5, 21,000
kilometres. \$11,990.

JUST MX5 NEW AND USED SPECIALISTS

Free RTA Inspection and Maintenance Testing

I/M (Inspection & Maintenance) Program

The first stage of this vehicle emissions testing program is under way by the RTA in response to community concern about urban air pollution.

Stage One has commenced with free, voluntary tests conducted on a dynamometer (known as the IM240) that simulates actual driving conditions. The 4-minute tests check levels of carbon monoxide, carbon dioxide, hydrocarbons and oxides of nitrogen for light petrol-engine vehicles, under 4.5 tonnes GVM.

You will receive an exhaust diagnostic, which can provide an indication of general tune (eg whether the engine is running too rich or lean) and flag potential problems.

Older vehicles will not have to meet the emission targets set for more modern vehicles. The principle used with this Program is that the car should be maintained according to the manufacturer's recommendations so that it remains as close to its original design performance as possible, allowing for normal wear and tear as the vehicle ages. Vehicles tuned to the manufacturer's specifications and in reasonable mechanical condition should pass the emissions test regardless of age or engine capacity.

During the voluntary Stage One phase there is no penalty or obligation for vehicles to undergo repair if the vehicle produces a poor result. The tests are available at the RTA facilities at 5 Lord Street, Botany and 81-85 York Road, Penrith from 9:30am – 3:00pm Monday to Friday.

At this early stage of the Program, vehicles, especially modified vehicles, are needed for testing to determine suitable cut-off levels for the various types of emissions.

These tests are **free, voluntary** and with **no obligation or penalty**. You can have your vehicle tested as many times as you like, but it will need to be booked in, by contacting the RTA's Customer Service Centre on 13 22 13.

The RTA is also offering to open the testing stations to car clubs on a half-day basis on a weekend, at a date and time to be agreed. The timeframe is flexible, but the RTA would require around 10 vehicles per half-day to make the operation viable.

If members are interested in a group testing day, let your committee know and we can organise this for you.

Natmeet Notes

For those new members who have not heard of Natmeet, it is a bi-annual meeting of the MX5 clubs from all over Australia. We unfortunately missed a year in 1998 but that means we are having it again next Easter in Victoria. Most of you will, I hope have received the info in our mail outs, but if you have lost yours, please let us know, or get it off our website. There are lots of social events, great drives, a day at the track, concourse yet more great drives, and of course a few small celebrations! It culminates in a formal dinner on the last night, which is always good fun, and where the national team trophy is handed out, along with winners for concours and the track.

We are in the process of writing up the rules for concourse and will publish it as soon as we have communicated with all the other clubs, so that it is pretty well standard for all Australia. If you intend to compete in the track events, we insist that you attend at least one of our own track days at Wakefield preferably 2, unless you can show us you have had some experience on the track. For those of you who don't know, we do timed laps only, not racing. You are only competing against your previous times, and you are all well spaced out on the track. We have set out some pretty hard and fast rules for our track days, and we do have an ambulance on hand. They really enjoy the MX5 club days, they always bring a good book with them and have never yet been asked to do any work. Perhaps the odd Panadol for a hangover! If you are interested in joining us at Natmeet you can send your details either to me or direct to the Victoria club. Hope to see you there!

Jean Cook, President and NATMEET Liaison Officer

New Model Name Badges

Finally, after many requests, we are able to supply members with the new car model on their name badge. An order has been sent for both **Mark 1** and **Mark 2** badges for new members who should receive these within the month. **Members wishing to upgrade their badges**, to either a new Mark 1 or Mark 2 version, may purchase replacement badges for \$6.50 each. **Please contact Zan Menzel** by phone/fax: (02) 9144 6776 with your name, car colour and whether Mark 1 or 2, or email membership@mx5.com.au.

P.S. Don't forget to wear your badge at Club Events.



STEVE

MX-5 CLUB OF NEW SOUTH WALES

Computer Training

Phone: (02) 9144 6776 Mobile: 0418 885 852

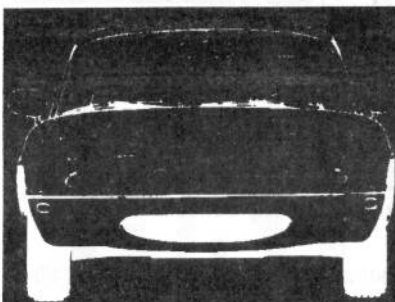
Email: z-menzel@ihug.com.au

- Tailored to your needs
- Short and to the point sessions
- Experienced Trainer
- On-Site Training



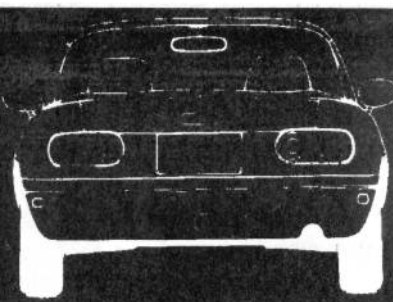
MenzelCom Pty Ltd

Assistance for Users of Information Technology



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 - Jean Cook

H: 02 9833 4321 Mob 0412 189 513

E-mail president@mx5.com.au

Vice President/ Competition Assistant

Carlos Alborno

H: 02 9567 5821 Mob. 0418 494 613

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

Captain/Marketing Simone Raddatz

H 02 9635 6615 Mob. 0414 275 860

E-mail captain@mx5.com.au

Secretary/Membership Zan Menzel

H: 02 9144 6776 Mob. 0418 885 852

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

Competition David Raddatz

H: 02 9635 6615 Mob. 0414 275 860

E-mail competition@mx5.com.au

Social Secretary Karen Whitehorn

H: 02 9687 3939 Mob. 0418 489 388

E-mail socialsec@mx5.com.au

Treasurer Matilda Mravacic

H: 02 9610 3394 Mob. 0414 165 45

E-mail treasurer@mx5.com.au

Assistant Captain/Regalia

Bill Whitehorn

H: 02 9687 3939 Mob. 0414 853 967

E-mail regalia@mx5.com.au

Committee Ron Lyons

H: 02 9868 2428 Wk. 02 9986 7496

E-mail ron.lyons@mx5.com.au

Committee Mark Stasinowsky

H: 02 9809 0914 Mob. 0419 266 201

E-mail mark@mx5.com.au

VOLUNTEERS

CLUB WEB SITE

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

Webmaster: Christopher Johnson

E-mail webmaster@mx5.com.au

Editor Jeff Gehrig

H/fax: 02 9968 1103

Mob. 0412183005

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 Editor 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 you MX-5 experience more enjoyable - join and participate. To keep the club meaningful, we need your support. To become a member send your name, address, and phone number to: membership@mx5.com.au or The Secretary

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