

# CLUB TALK



Autumn 1997

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

Vol 7, No 2

## The things some people will do...

When most of us prepare for an MX-5 <sup>RUN</sup> it is a pretty simple affair. You work out where the meeting point is, what time you have to wake up so that you can get there on time, and occasionally you have to do something about lunch if there is a Bar-B-Q but all in all that is about the extent of the organisation required.

For a couple of club members, however, the afternoon run to Pittwater in February involved the level of organisation usually reserved for US military offensives in small communist countries, and a level of intrigue and deception that ASIO could not top. It also led to life long commitments being made.

The story begins with Jason Tsang and his girlfriend Virginia having dinner with the Presidential couple (Tony and Caitlin) two nights before the run. Virginia was disappointed that she would miss the run because she had to return to Thailand the morning before the drive to complete a six month teaching contract. Tony suggested that she should ring her employer and say that she would not be able to return until

the following day because of a double booking caused by the Chinese New Year.

This seemed a good idea but the fact that it was Chinese New Year would mean that it would be almost impossible to get another seat on a later flight to anywhere at all in South-East Asia. The next day Virginia contacted the airline and her fears were confirmed - there was not a

**Jason's plan was cunning, it was risky, and it was dangerous, but he thought it just might work.**

single seat available, not even an empty pet cage in a cargo bay.

Jason thought that he would give it a try and use his well developed sales skills to persuade the airline to find a spare seat on a later plane. Jason's strategy was to try and appeal to the sad romantic that he believed lived deep down in all of us. His plan was cunning, it was risky, it was dangerous, but he thought it just might work.

Jason rang the airline and told them that he wanted to reschedule Virginia's flight because he had planned to ask his girlfriend ~~her~~ to marry him over a romantic Valentines Day dinner.

The person on the phone was a hopeless romantic and was sympathetic to Jason's request but was very sorry that all flights were full and they could not change the booking. Jason pleaded and added that his girlfriend would not be back for three months. Finally the person on the phone said that she would talk to her supervisor to see what could be done. After about half an hour of listening to music-on-hold (I told you the plan was dangerous) Jason was told that there was a "spare" seat on a flight leaving on Sunday morning.

Jason had succeeded. Both he and Virginia could now attend the MX-5 club run, but could he live with the guilt that he probably caused someone to miss their flight back to Thailand?

Obviously not because after the dinner, and under the moonlight, Jason asked Virginia to marry him and she accepted. Who was it that said an MX-5 run would never change anyone's life? CT

## Weekend Runs To Plan For

Those members that have attended an MX-5 Club weekend run will know that they are the highlight of our social drives calendar.

Weekend runs give you the opportunity to take your car on an extended drive and finish the day with a dinner where you can get to know other members better and talk about our much loved cars.

The club organises two weekend runs a year. One in mid autumn and one in mid spring. With occasional other weekend runs organised when we are approached by the Victoria or Queensland clubs.

The preliminary details for two upcoming weekend runs are outlined below:

### Autumn Weekend - South Coast

Our Autumn weekend run for 1997 is in the final stages of planning. The weekend is planned for 17 & 18 May. The destination is the south coast region somewhere around Batemans Bay. On this weekend run we will be joined by our Canberra members.

Costs are yet to be finalised, but if you are interested, please contact Club Captain Jean Cook on (02) 98334321 or E-Mail - jncook@compuserve.com as soon as possible to reserve your place. When we get the final plans and information organised, we will mail it out to those who have registered.

### Inter Club Weekend - Tamworth

Dare to be different! Head north instead of south for the start of the ski season! An extra weekend run, outside of regular club runs, is being planned for the long weekend in June. We will leave Windsor at 9:00am on Saturday 7 June, and head up the Putty road to Singleton where we will join the New England Highway. We expect to reach Tamworth at about 3pm. We will meet up with the Queensland Club and we will go to the Lookout and have a short champagne welcome while we watch a late Autumn sunset. Some free time is planned for the Saturday afternoon to allow for a rest after the

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# The President's Word

*Tony Buon*

You know, being President of the Mazda MX-5 Club can be real fun. Especially when you have a great bunch of people over to your place for a Bar-B-Q in January. I'd like to thank everyone who made this day a great success.

One of the things this year's Committee is trying to do is review some of the legal and corporate requirements of the Club. As an Incorporated Association there actually are quite a few things we need to comply with. One decision that the Committee has made is to bring the Voting for the Committee into line with our Financial Year. In the past we have

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had our elections in October / November and the new Committee's first meeting in December. This has meant that the calendar has not really gone out until February and there was a bit of a lag at the start of the year. Also, our annual accounts that were for the period up to 30 June, were being completed by the new Committee towards the end of the year.

So we have decided to bring forward the AGM to 29<sup>th</sup> July this year (this actually shortens our terms by several months - something unheard of in Canberra!). This will, we believe, provide for a more effective change over of Committee responsibilities. So, if you missed out last year and want to come forward, please let me or another member of the current Committee know.

On another matter, the Committee is also arranging to appoint an ex-officio liaison officer from our ACT members. This will allow for a smoother co-ordination of activities between the two areas and

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## The Club Welcomes

**Brian Allen**  
**Paul Chivers**  
**Rod & Zan Menzel**  
**Eva & Simon Peryer**  
**Maxwell Wilkie**  
**Andrew Baker**  
**Adrian Rose**  
**Kevin Addison**  
**John Newcomb**  
**Christine Sheppard**  
**Kerri-Anne George**  
**Grant George**  
**Steven de Jesus / Guerrero**  
**Jim Larkey**  
**Stephen Brown**  
**Steve Tyrrell**

# This Is Your Captain Speaking

*Jean Cook*

You missed a great day at the track, Not too hot and not too many.

Christmas and New Year are just a distant memory for most of us as we settle back into the yearly routine. We are moving on with our events, and even planning for Christmas next year. Our Easter Run with the Victoria Club did not happen, but we are in the midst of planning a combined run with the Queensland club in Tamworth for the long weekend in June. We also have our usual Club Weekend run to Braidwood in May. We hope to see and get some time to socialize with our Canberra members. I want all of you to think about

**This club is for all of us, not just the committee, so use this as an excuse to get out there and explore some of the back roads in your area.**

your very best MX5 drive, and see if it can be incorporated into one of our Club runs. After having been with the Club almost since its start, I thought we had pretty well covered all the potential runs, but there must be still some out there. This club is for all of us, not just the committee, so use this as an excuse to get out there and explore some of the back roads in your area.

Our sporting events are really taking off under the excellent guidance of Ed Chivers. Driving the cars on the racetrack really gives you a new awareness of the capabilities of this great little car, plus an added confidence on the roads. I myself find I am no longer totally overwhelmed driving on Parramatta Road at peak hour!

I look forward to seeing you on one of the runs this year. *CT*



## From the Editor's Dashboard...

As I was looking over the finished (almost) content of this issue I became a bit concerned about the high level of competition based material. I thought that we might be sending out the wrong signals to those members who have no interest in competing in their MX-5s. Well, just to set the record straight, I can categorically say that the club is **not turning into a haven for rev-heads only**. Our commitment to providing the social side of the club remains unchanged. All we are doing (mainly thanks to the hard work of Ed Chivers) is re-building a competition focus we had a few years ago.

Also, while on the subject of competition I'd like to share some information with those who are toying with the idea of attending one of the track days but are thinking that there is no point because they only have a "standard" car. At the last track day I achieved the second best lap time of the day in a car with standard engine, brakes pads that were almost due for

replacement and shock-absorbers that really weren't up to racing. It is all in the technique. Now I'm not saying that I'm an expert race driver (I'm actually far from it) but driving on the track is just as much about driver skill as it is car performance. So come on, give it a go. The worst thing that can happen is that you'll dent your ego a little.

Finally, in early March the club re-registered the Internet domain name **mx5.com.au**. We have also established a specific club e-mail address of **nsw@mx5.com.au**. So in future if you're making general replies to the club (eg RSVP-ing for an event) please feel free to send an e-mail message if you have access to it. In the near future we will be approaching the other state clubs to share the domain name with us so that they can create their own **@mx5.com.au** e-mail addresses. We are also much closer to bringing our own Web site on-line. Stayed tuned for details...

See you at the next run or on the track.

# Dash Lights

Edited By Steve Remington

## A Presidential Decree

A certain MX-5 Club of NSW President was interviewed in recent issue "New Women" Magazine about counselling. Apparently this certain president has recieved several "SNAG" e-mails from members.

Dash Lights has discovered that the said president (could he be a SNAP - Sensitive New Age President) has made a decree that taking the mickey out the president should cease.

## MX-5 - The Neo Yuppie's Car

A recent article in the Sun-Herald said that there are a generation of neo-yuppies emerging on the back af falling interest rates and booming share markets. As with the orignal yuppies the neo-yuppies have moyey to burn. The article says that one of the neo-yuppie's favourite car is the MX-5.

## MX-5 - The '90s Status Symbol

An article in a recent Saturday Sydney Morning Herald carefully explained details of the new 1990s status symbols. It said that people are still impressed by \$200,000 exotic cars but the MX-5 while not exclusive "is a fantastic drive and it says you're on the pace".

## MX-5s Hold Their Value

A recent report published by Glass's Guide, the used car valuation bible, placed the MX-5 as the car having the second highest amount of retained value as a percentage of the new car price after three years. The MX-5 was said to have retained 74% of its new price after three years compared to the BMW 318i sedan which retained 79% of its value.

## More of Bob Scott's Success

Success came Bob's way at the Wakefield Park Open Sprint on Sunday 16 March. He won the "Road Registered 1601-2600cc" class in a time of 80.94 seconds. He was competing against a hot 2 litre Ford Escort, a Toyota MR2, a 2 litre BMW and a Hyundai GT S Coupe.

# Coming Events

**Club events scheduled for the next three months.**

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

**Tuesday 8 April '97** - General Meeting. To be held at Al Palmer's Repairs Penrith.

**Tuesday 15 April '97** - Committee Meeting. To be held at Computer Vision offices at Lane Cove.

**Monday 21 June '97** - Club Practice Day (Track Sprint, Motorkhana and Hill Climb). To be held at Wakefield Park near Goulbourn.

**Friday 25 April '97** - ANZAC Day social drive and afternoon tea. (Tour Leader: Mike Walkden-Brown and Jean Cook)

**Saturday 3 May '97** - Social night -

Ten Pin Bowling and Dinner. To be held at Bowl Australia Top Ryde.

**Tuesday 13 May '97** - Committee Meeting. To be held somewhere in the western suburbs.

**Saturday 17 & Sunday 18 May '97** - Weekend Run. To Braidwood and Batemans Bay.

**Saturday 7, Sunday 8 & Monday 9 May '97** - Long Weekend Run. To Tamworth with Queensland Club. (Tour Leader: Jean Cook)

**Tuesday 10 June '97** - Committee Meeting. To be held somewhere in the northern suburbs. CT



# Inside Your MX-5

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

Edited By Steve Remington



**G**iven the slightly sporting flavour of this issue of Club Talk I thought it would be appropriate to publish an article written by one of the club's resident hoons. Bob Scott outlines the mechanical changes he has made to his MX-5 that has led to some of his track success.

## Confessions of an Old Hoon

I've been driving for close to 40 years, counting pre licence days on family property, and other than a 1956 Ford Zephyr convertible which I had for a year or so in my youth, I have never owned or driven anything particularly sporty. It all changed in 1995 when I placed an order for my black MX5. Friends and work colleagues said "mid life crisis" those even less kind said "geriatric crisis" and in the first week of driving my new car to work a "friend" attached a false number plate - OLFART.

During the three month wait for delivery of my factory order car I participated in the week long 1995 Mountain Rally conducted by the Jaguar Drivers Club for classic cars. I navigated for a friend in his 1975 Lamborghini. We got to compete on the tracks at Winton and Wakefield Park. This was my first time ever on a race track, albeit in the passenger seat.

I attended the berth of my MX5 on 9/6/95 at the Glebe Island terminal. It was the only MX5 in the consignment and I got to hold it within minutes of its arrival. However, there were complications, I was disputing price increases with the dealer - the dollar was buying only 59 yen and it was a full fortnight before I was able to take her home. Within minutes of taking delivery on Friday evening 22/6/95 I forgot all about the extra costs.

I joined the MX5 club later in the year and started taking some interest in track events being held at Wakefield Park. My youngest son Anthony and I entered the

car in an open hillclimb event and thoroughly enjoyed ourselves, he beat me easily, my best time was 62.95 seconds, Anthony a 61.25. We then entered a supersprint on the short track at Wakefield, it was a wet track and Anthony beat me easily again, 47.00 seconds to my 48.25. I experienced a 720 degree spin on the first lap - *heart stopping!*. I participated in my first ever motorkhana event, with the MX5 club, came third - felt very pleased with myself. I then attended the Wakefield Park day of Natmeet 1996 and took notice of some of the performance enhancements I could fit to the car, particularly the Loch Stewart gear that Ed Chivers had fitted to his clubman model.

My first aftermarket purchase was the Loch Stewart performance kit

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comprising exhaust extractors, sports exhaust and cold air induction box. While waiting for the kit to arrive the Liverpool Car Club allowed me to participate in their Wakefield Park day (Anthony had since left on an extended overseas working holiday so that meant I should improve one place). On previous occasions the tyres had been left at normal road pressure but this time they were pumped up to 38 psi. My best times were 85.80 seconds for the full circuit, 47.21 for the short circuit and 60.80 for the hillclimb. The car had proved to be very competitive and I was enjoying the experience immensely.

The Loch Stewart kit transformed the car, I had also adjusted ignition timing to 12 degrees btdc as recommended by LS. There was greater power (LS claims 20% increase) and increased torque over

a much wider rev range. I became a traffic light dragster - *"Control yourself Bob, try it at Wakefield!"*

Off to an open hillclimb event. Plenty of grunt, but not enough adhesion. Wheel spin everywhere. *"Wish I had better rubber"*. Best time of 60.45 seconds.

Got a top deal on a set of 15 x 7 inch alloys fitted with 205/50/15 Dunlop W1 tyres and also bought a strut brace from The Dealer Alternative in the good ol USA. Down to Wakefield again for an open supersprint. The track was in good condition but it felt like I was skating around the corners, I dropped tyre pressure to 32 psi for the last run and felt an immediate improvement although I was still not completely happy. My best time for the day was 85.01 seconds on the final run. I dropped the tyre pressure down to 28 psi for an unofficial run and the grip felt even better.

I had another day in an open hillclimb event where I was sure I would break the minute barrier, but the event was almost a washout and competitors only got their first run on a dry track. My time was 60.29 seconds.

Next modification was a set of Jackson Racing swaybars purchased from The Dealer Alternative. *"Hey these bars make a difference"*. The next open supersprint at Wakefield was in December where I thought I should easily get below 85 seconds and maybe even below 84 seconds. I had three competition laps below 83 seconds with the best being 82.78.

With all the talk about more power at lower revs at different timing settings and benefits of premium grade unleaded fuel I thought I should get the car dynoed at several settings. I replaced the standard Mazda air filter with a K & N unit and changed to premium fuel before dyno testing at 12, 14, 16 and 18 degrees btdc. The results were reasonably similar for all settings, with the same maximum

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## Inside Your MX-5 Continues

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the same maximum power and torque but at different engine speeds. 12 degrees had less power down low but was the best high rev power. 18 showed the lowest top end power and 16 gave the best results in the 3000 - 6000 rev range. I settled for 16 degrees btdc.

Off to Wakefield with other MX5ers on 20th January. Although I didn't achieve a personal best on the track I was happy with the car's performance getting a best of 83.12 seconds. I was able to break the minute on the hillclimb despite heaps of wheelspin and understeer on the tight corners and our official timer Ann Lyons jokingly told me I was a real hoon after scoring a 59.78 second run.

I went back to the hillclimb on 15th February after adjusting my rear sway bar to a firmer setting to reduce understeer. I was immediately well below the minute and after successfully trying to get the rear end to throw around the hairpins I did a personal best of 58.54 seconds.

Where to from here? As yet I haven't touched the suspension other than fitting the sway bars, so maybe lower springs with adjustable shocks and a wheel alignment with some negative camber. Maybe a limited slip differential, particularly for the hillclimb? Maybe stickier and slightly smaller diameter tyres next time, the 205/50/15's are 1.5% larger in diameter than stock standard and therefore reduce acceleration slightly. I hope it never ends. I haven't had this much fun by myself in a car before. **CT**

## The President Continues

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munication between the ACT members and the NSW Committee.

Finally, I would like to thank all those members who renewed this year and would like to welcome all our new members. Please try to get to an event if you can, and in particular I'd recommend the weekend away in May. This is a great opportunity to get to know your club. **CT**

## Sporting Torque

Ed Chivers

The basic philosophy adopted for the club sporting scene in 1997 is three fold:

- 1 To encourage members to develop their driving skills and experiences.
- 2 To develop a friendly sporting spirit within the club.
- 3 To do this without impacting the social nature and social events of the club.

To achieve this I plan to run regular Club practice days throughout 1997, to encourage members to participate in various public events, to schedule a professional driving skills course, and to organise special events for the really keen members. Annual Club awards will be based on the results members achieve in public events.

Club practice days have been scheduled for the third Monday of every third month, to be held at Wakefield Park, and will be in a similar format to the January event. These days are exclusively for the MX-5 Club and designed to encourage members to have some fun, whilst learning about themselves and their cars, improving their driving skills and trying things they have never done before, in a friendly and safe environment. The format of these days can be varied, but will primarily consist of Sprint practice, Hill Climb practice and Motorkhana practice. Timing and scoring results will be provided throughout the day and the summary of results published in the newsletter or flyer. To add some spice to the next practice day I have invited the Lotus Elan members of the Lotus Club to join us. If this works well I plan to later in the year invite the MR2 owners and the new MGF owners along.

Cost for a practice day will probably be \$60 per driver, \$12 per head for lunch and \$15 for purchase of a Wakefield licence - valid for 12 months (if you don't already have a CAMS competition or Wakefield licence).

or Wakefield licence).

The 1997 calendar for practice days is Monday 21st April, Monday 21st July and Monday 20th October.

Why Monday? I hear you asking. It's simple economics! The track costs around \$2,500 per day at the weekend and it's fully booked for the year. Fridays are also usually unavailable as they are booked as practice days for the forthcoming weekend events. For those who are self employed and will lose a days pay, I sympathise with you, I do too. Think of it as a way of staying sane or part of your annual holiday.

Why Wakefield Park? I also hear you saying. It's primarily for safety reasons, although cost is a secondary factor. Wakefield Park is without doubt the safest race track within striking distance of Sydney. It is situated near Goulburn, in open countryside, where there are no walls to hit if you are a bit too enthusiastic in a corner. It's also a very pleasant track, what I'd call a drivers

**Wakefield Park is without doubt the safest race track within striking distance of Sydney and there are no walls to hit if you get a bit too enthusiastic in a corner.**

track, with lot's of bends and short straights and a moderate main straight where the speeds never get too high.

I shall also be encouraging

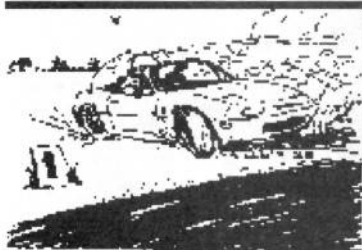
members to participate in scheduled public events (both CAMS and Wakefield Park events), either as individuals or as a Club team entry. For example the MG car club have invited us to attend their April event. To aid this I have CAMS calendars available for all who wish one. I shall have them available at practice days, social runs and the AGM.

I shall also be organising special ad hoc casual practice days where friends without MX-5's are also welcome to join in, such as the 3rd March.

With the new format we shall no longer be running separate Motorkhana events as there should be plenty of opportunity to participate in the practice days and scheduled public events.

A number of members have expressed interest in both defensive and performance driving courses. I will endeavour to organise one of each later in the year and will advertise them in due course.

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# Out On The Track



The day started out clear and sunny with a forecast of sunny and 34C. A field of 21 drivers, with all levels of skill turned out for the day. It was particularly nice to see so many new members present, especially the three who joined specifically to participate. Welcome to our club, I hope the day lived up to your expectations.

We started with a driver's briefing, then scrutineering, and for those new to the track there were a couple of laps with the more experienced drivers, to familiarise them with the track and point out the driving lines. Drivers were then divided into groups of four with similar skill levels, and started at 20 seconds intervals. In general this worked well, with very few cars closing up to overtaking situations. Each group had several sessions on the track throughout the morning, with steady improvements in lap times and remarkably few offs.

A magnificent lunch was served at midday, consisting of platters of sandwiches, fruit, cheeses, biscuits, cakes, soft drinks and tea and coffee,

great value at \$12 a head. Everyone welcomed the break and a chance to get out of the sun, whilst an historic Lotus race car went out and beat up the track with most impressive lap times.

After lunch the drivers were split into two groups, one on the hill climb and the other on a motorkhana circuit. After a series of runs the groups switched over. This dual activity work well, with everyone getting a go at something in fairly short order.

Bob Scott blitzed the field in the track and hill climb sessions. Well done Bob. The motorkhana results were interesting and quite a surprise. Laurance Fazzari was the fastest and amazingly it was the first time he had driven an MX-5 or ever tried a motorkhana. When asked how come he was so good, he likened it to driving in the traffic at Mona Vale! Well done Laurance.

Jean Cook surprised us all by allowing her son James to drive her treasured car. James did her proud, with excellent results. He only had one (spectacular)

spin, right in front of everyone, in the chicane. There was lot's of noise and tyre smoke, but only a dented ego. Unfortunately I can't repeat what Jean said at that moment.

Above all, the day was a success because of the volunteers who helped out with marshalling and timing. Without them the day simply would not have been the success it was. Many thanks to all of you who helped out through the day, it was really appreciated. But - especially to those who worked tirelessly all day long. A special big thank you to Ann, Paddy, Nathan, Steve and Patsy, I am extremely grateful. Paddy and Nathan, I hope the sun burn wasn't too bad, and Nathan, get those Koni's on your car soon and be ready for the next track day.

Thank you to all the drivers for participating. Your enthusiasm certainly justified my efforts and I've taken on board your requests for more events of this nature. Overall the day was a great success and I'm looking forward to the next event. **CT**

## Roadster For The '90s

*PRNewswire (via the Miata.Net web site)*

**M**azda Motor of America (MMA) today announced that the MX-5 roadster has been named to Automobile Magazine's 1997 "All-Stars" list. The award marks the eighth consecutive year that the MX-5 has been honored by the magazine - an unprecedented accomplishment. The awards appear in the February issue of the magazine.

Few automobiles have received as many awards in their first eight years as the resoundingly popular Mazda MX-5 roadster. In selecting the MX-5 as an "All-Star" for the eighth straight year, the editors of Automobile Magazine stated, "The MX-5 has established itself as one of the most successful sports cars in history. It is also the most automotive fun available for anywhere near the price. This isn't just a weekend driver, it's a real car."

In this year's "All-Stars" balloting, the MX-5 had to face something it never had before competition. Despite the presence of the BMW Z3 and Mercedes-Benz SLK, the editors stated, "We were unanimous in naming the Miata a better buy than either of them. After all this time, its brilliance simply left the high-dollar pretenders dusted."

Shortly after its introduction in 1989, Automobile Magazine named the Miata its inaugural "Automobile of the Year." Numerous other publications have bestowed awards and accolades on the timeless roadster.

To date, Mazda has sold more than 400,000 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.

## Sporting Torque Continues

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After the Club General Meeting on 8th April, I plan to hold a sporting session to discuss your interests and address any questions. I ask that anyone interested in participating in any sporting activities to please attend.

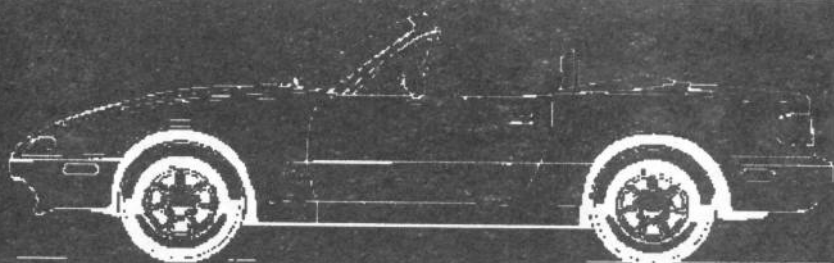
For Your Diary:

- 28 March - 4 April - IndyCar Australia Classic Rally.
- 16-21 April - Targa Tasmania. At least one MX-5 has entered.
- Sunday 20 April - Motorkhana - MG Car Club - \$20 entry fee - **how about an MX-5 Club team entry?**
- Monday 21 April - **MX5 Club Practice day** at Wakefield Park, cost \$60 per driver, call Ed Chivers **CT**



# Going Topless

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



**In keeping with the sporting theme of this issue we are profiling our resident MX-5 fanatic and "old" hoon Bob Scott.**

**Car Colour:** Brilliant Black

**Year Model:** 1995

**Distance Travelled:** 30,000 km

**When did you purchase your MX-5?**

I took delivery of my car at 8.00 pm on Friday 23rd June 1995.

**Are you the first owner?**

Yes. I placed an order for my car in early March 1995 then had to wait while it was built and shipped out from Japan.

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

Mainly work. I'm fortunate enough to have a great job at the Powerhouse Museum where I get involved in all manner of things. When not working or driving, travel is a major interest although there is still so much of the world to see I don't know if I can fit it all in. During quite times I go pistol shooting (targets only, not people).

**Who would you consider your hero?**

I don't have a hero as such. I admire many people, particularly those with special talents and skills.

**What is your favourite movie?**

Tough question. I've seen many good films. I would probably go for "The Big Chill" closely followed by "Apocalypse Now".

**What is the last book you have read?**

The MX-5 Enthusiast's Workshop Manual by Rod Grainger and Pete Shoemark. This is almost mandatory bedtime reading. Of the now technical variety "A Year in Provence" by Peter

Mayle, this to reminisce of freewheeling through the south of France a couple of years ago.

**Why did you buy an MX-5?**

I'd reached the stage where I no longer required a medium sized car. My children all had their own cars and I was driving by myself 99.9% of the time. I looked for something that gave me enjoyment to drive. I considered a Toyota Celica, Honda Prelude, Honda Integra, a 3 series BMW, I even test drove a Toyota MR2 but none of them lived up to my first drive in an MX-5. Just one drive and I was hooked, here was a car that made you feel part of it.

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

I'm an avid "Phantom of the Opera" fan and did consider calling the car Christine as I consciously ask it to sing for me when the right foot goes down. Having now been asked the name question I'm inclined to tag the car "The Shadow" mainly because of the colour and we're hard to separate.

**What did you drive before the MX-5?**

A 1987 Toyota Corona Avante. Not your normal Corona, 2.4 litre EFI with 4 wheel independent suspension, etc. A very good medium size sedan. I bought it new in '87.

**What is your favourite short drive?**

South Maroota (near Wiseman's Ferry) to Windsor. Nice corners and through the countryside.

**What is your favourite long drive?**

The highway down to Goulburn then Braidwood Road out to Wakefield Park where the very best short drive is on

offer.

**What do you like most about MX-5?**

The handling. No other car I have ever driven comes near it.

**What do you like least about MX-5?**

In standard format, the lack of power. I've remedied that by putting on the Loch Stewart performance gear.

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

Maybe a 2.5 litre V6 and lower pop-up headlights.

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

Hey, I'm no traitor, I'll stick with the Miata. Well, maybe just a short drive of the new competitors like the MGF and BMW Z3 etc just to confirm the MX-5 is the best.

**What has been your most memorable club outing / event?**

Wakefield Park supersprint and hillclimb.

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

Driving home from work one day with the top up I stopped at a red traffic light, a car pulled up on my left side and the male driver beeped his horn to attract my attention. He then motioned for me to lower the window, which I did, he then asked if I was married to which I replied yes. The driver then turned to the two beautiful young women in the car with him and said "sorry girls, he's not available". To this day I'm not sure whether I was the real attraction or not, maybe it could've been the brilliant black MX-5? **CT**

## Weekend Run To Plan For

(Continued from page 1)

allow for a rest after the drive. The evening will be spent at dinner in the hotel. Sunday 8 June will be a fairly short but really exiting run to the picturesque town of Walcha (pop 1800) We

We will visit the Apsley Falls at the edge of the Oxley Wild Rivers National Park. This will be followed by lunch at the Apsley Hotel. Afternoon activities in the area include Fossickers way, a Military museum or visit Thunderbolts grave in nearby Uralla. Again the evening will be a social dinner somewhere, followed by a leisurely drive home on the Monday 9 June.

The cost will be no more than \$50.00 per night, for dinner bed and breakfast at either the Colonial or the Thunderbird Motel. (licensed restaurant on the premises). We must know numbers by May 1st, so we can reserve the rooms. If you are interested please contact Club Captain Jean Cook on (02) 98334321 or E-Mail - jncook@compuserve.com as soon as possible to reserve a place. **CT**

# ***JUSTMX5***

**Australia's Largest Dismantler of MX5s**

***Currently dismantling over 20 MX5s***

- ➔ Full service workshop with MX5 Courtesy Car
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***All credit cards welcome***

***10% Discount to club members***

***This Issue Special (Members Only):***

**1.6 litre engines fitted with 12 months / 20,000km  
warranty \$1,395**

***(all engines travelled less than 40,000km)***

**Roadster badges in red \$23.00**

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***Waratah Street, Kirrawee***

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***Fx: (02) 9542-1684***





# On A Sunday Drive



## Pittwater Social Drive and Dinner

Our meeting point was in the park at the Spit Bridge. It became a bit crowded as all of us arrived, we had 30 cars in total. It turned out to be a perfect evening, sunny and hot, after a lot of rain during the week, which caused a bit of anxiety, as one of the roads we were taking included a causeway, which had been closed to traffic after all the rain. For those of us from other areas of the city, we drove over some country roads that I for one had no idea existed. If I had been separated from the group, I have my doubts that I would have found my way home! When we arrived at the Royal Prince Alfred Yacht Club, we assembled in the restaurant and enjoyed a perfect sunset over Pittwater. The dinner was excellent, and of course the company was the best! All in all a very pleasant evening involving two of our favourite activities, driving our cars and socializing. **CT**

## Australian Pioneer Village Run

What started as somewhat doubtful weather (roof up or roof down) turned out to be a beautiful day with about 23 starters. It was great to see so many MX 5s threading their way through the hairpins of Galston Gorge (that reminds me of an old car rally question "People who have these should no do this" Think!). Then through some beautiful sections of road to Meddle Dural and over the river. Lowered cars could have been a worry getting onto the ferry but no problems.

We were privileged to be ushered to the village green for parking this time and there was ample time to wander around, look at sheep-shearing, eat lollies, etc.

Everyone enjoyed the 'bush lunch' and damper served on the exotic cracked enamel crockery and that afternoon presented an opportunity for car talk (how unusual). Its amazing what you learn in these sessions. In all a very enjoyable day. Many thanks to the organisers Jean Cook and Mike Walkden-Brown for organising the day.

Bits and Pieces learned during the day:

- Due to popular demand Mike Walkden-Brown is considering making some more of his mesh grills for your mouth.
- Speedy has map-lights that fit into your cigarette lighter socket.
- Al has the best air induction and cross bracing system I have seen, and;

- The car of course.

Also, can you answer these questions about the run:

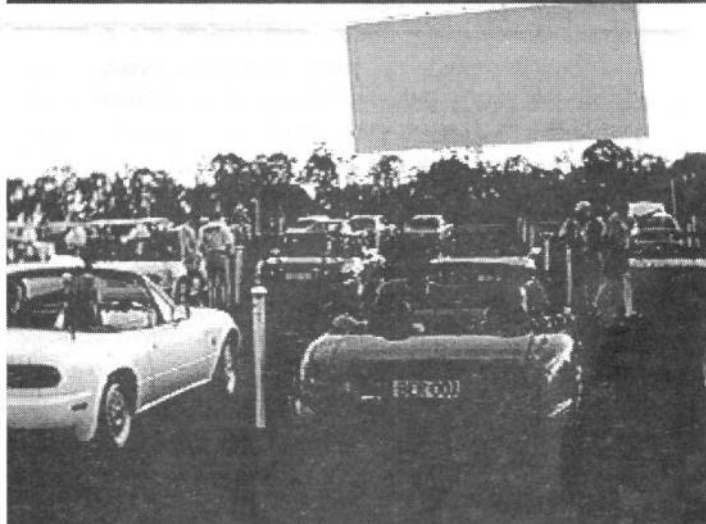
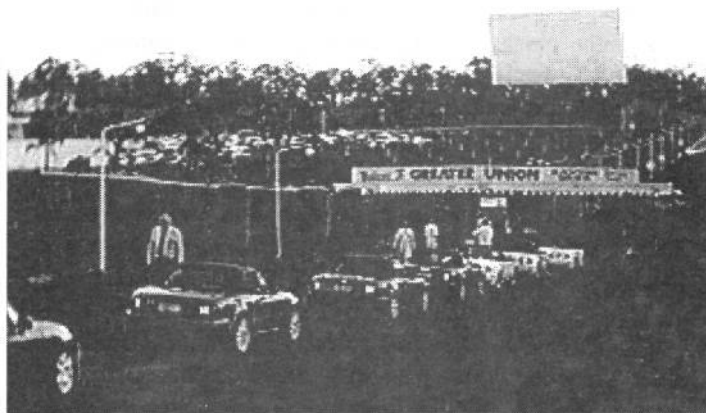
- Who's car shows the most dust?
- Who's going back to Uni?
- Is Kabooby really a flying camel and will we see him / her on the next run?
- Does Kabooby really exist?
- Who loves talking on the CB?
- Who wrote 'MX 5s RULE OK' on the school blackboard in the Pioneer Village?
- Who says 'Give him another drink so I can drive the MX 5 home'?
- Was it really a wind up toy?!
- What was the name of the 'friendly' pup that owned the BRG MX 5? **CT**

## Saturday Night at the Drive-In

As the saying goes if at first you don't succeed try, try, again. Well that's exactly what we did with our drive-in night.

The weather was perfect for a night at the drive-in. We met at the pub just up the road so we could make a grand entrance. And a grand entrance we made. I must admit the local rev-heads did not know what to make of all of our little Jap sports cars.

Once we found our positions and connect the speaker we ate. Some did it in style while others were more traditional (that is we ate pluto pups and chips).



Once it was dark we settled down to watch the movies. Everyone had a good time

and we will organise another drive-in night sometime in the future. **CT**

# Sporting Survey Results

*Ed Chivers*

I wish to thank all those members who were kind enough to respond to my survey. Your input is vital in helping to determine a successful formula for the year. I shall endeavour to answer all your questions and requests for newsletter articles. To the vast majority of members who did not respond, I can only say that I am very disappointed at your apparent lack of interest. It is your club and as committee members we need your input to guide our decisions to make the year a success.

Almost all of the survey responses had practice days ticked, and to a slightly lesser extent so were the Motorkhana, Supersprint, Hill climb and driving course boxes. We also have a number of extremely keen members who ticked all the boxes! Many forms had questions and requests, such as how to look after your car, what performance enhancements are available and wanting to hear about other members experiences. I hope I have already answered some your questions elsewhere in this newsletter and I have requested other members to address some of the others.

The most common question was: **What is a Sprint, Supersprint, Hill Climb, Motorkhana?**

A Sprint is a single car event, where say 4 cars are set off at intervals, for 3 timed laps around a race track. Each car races against the clock, the first lap being from a standing start, followed by two flying laps. In our practice days the number of timed laps is extended to provide drivers with more time to adjust to the circuit. A good time around Wakefield Park (2.2km) in an MX5 is around 1 minute 22 to 25 seconds.

A Supersprint is similar to a Sprint but two cars set off together and race against the clock. In the survey and the article advertising the practice day I inadvertently referred to Supersprint when I actually meant Sprint. Note that Wakefield Park advertise Open Supersprint days but in actual fact they run Sprints. I do not plan to provide Supersprint practice during 1997, as I consider the risk of damage to our vehicles, through exuberance, to be unacceptably high at this time.

A Hill Climb is a single car event on a short, twisty, gentle uphill, bitumen course. Much of it is run in 1st or 2nd gear and good times for Wakefield Park (1km) are around 1 minute. Bob Scott recently took out second place in an Open Hill Climb event at Wakefield with a time of 58.55 seconds. Well done Bob, all that practice is paying off.

A Motorkhana is a single car event on a short obstacle course, conducted at low speed, to test driver skills in car control, positioning and cornering. It is almost exclusively run in 1st gear with speeds barely reaching 40kmh. The course is run on bitumen (or grass), using plastic conduit as course markers and layed out according to CAMS specifications. There are many layouts to choose from, the usual warmup layout being a simple slalom course with start and finish garages at one end of the course. Courses get progressively more difficult, some include reversing through sections of the course. Good times are typically around 20 to 22 sec for the slalom course. *CT*

# Al Palmer's Repairs

Penrith Pty Ltd

**LICENSED MOTOR MECHANICS**

MEMBERS M.T.A. & I.A.M.E.

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Phone: (047) 21-5060



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PANTHER MEMBER DISCOUNTS

# 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.

## Parts For Sale

The following MX-5 Parts are for sale:

Custom made vinyl zip-up hard top storage bag..... \$50  
Full set of B16 engine & chassis factory manuals..... \$50  
Rear windscreen protector ..... N/C  
Set of sealed beam headlights ..... \$200  
B16 flywheel and clutch assembly (15,000km) ..... \$50  
Various magazines and competition information, books,  
Price negotiable from..... \$5

Contact: Iain Boyd on (02) 9833-3898 [Home] /  
(02) 9623-4157 [Fax] / (019) 604-276 [Mobile]

## Parts For Sale

The following MX-5 Parts are for sale:

DCuatro carbon centre dash + trimmed OEM plastic  
centre dash + DCuatro carbon shift gate cover.....\$400  
Genie stainless steel exhaust system (1.6L).....\$390  
PIAA 1200 fogr light kit.....\$90  
PIAA 50 / 60W -> 100 / 110W bulbs set.....\$75  
Colour gauge faces - no speedo face as it's in MPH ..\$50  
Momo carbon centre ring .....\$20  
Momo carbon-look horn cap.....\$10

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

## Number Plates

The following customised NSW number plate set (black and white, large back - small front format) is for sale:

**MX5 0 and MXS**

Yes you read right. The plates are "Em-Ex-Es". An enormous amount of bureaucratic red tape had to be slashed to get these plates. **Price: All offers considered.**

If you are interested contact Harry Haralambides on:  
(02) 95597700 [Work] , (041) 1195175 [Mobile] or email  
odyssey@wisenet.net.au

## Number Plates

The following customised NSW number plate set is for sale:

**MIATA**

A highly sort after number plate is now for sale. The current owner will sell these plates to the person who makes the best reasonable offer.

**Price: \$Best Offer.**

If you are interested contact Jan Pasfield on:  
(02) 9489 5440

## Order Now

**A Personalised 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 "Speedy" Perin's car at club runs. See Amy and she 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 to 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 (eg 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

## **Cantebury Mazda**

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

818 Cantebury Road  
Cantebury

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

## **Tynan Motors Mazda**

10% discount on service, repairs parts and accessories. Free loan car, free pick up and delivery within Sutherland Shire, free registration inspection, free valet cleaning.

5/9 Flora Street  
Kirrawee

Ph: (02) 521-4911

## **Ian Luff Dynamic Safety Advanced Driving**

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

Ph: (02) 829-5399 / Fax: (02) 829-5499

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 customised. 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

*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 a service for our members only.*

## Contacting The Committee

### **President - Tony Buon**

Home - (02) 9484-9667

Mobile - (0419) 366-789

Email - tbuon@laurel.ocs.mq.edu.au

### **Vice President - Steve Remington**

Home - (02) 9438-1803

Fax - (02) 9333-7800

Mobile - (015) 934-640

Email - sreming@s055.aone.net.au

### **Captain - Jean Cook**

Home - (02) 9833-4321

Mobile - (0412) 189-513

Email - 100232.1064@compuserve.com.au

### **Competition Secretary - Ed Chivers**

Home - (02) 9972-0927

Mobile - (015) 571-891

### **Secretary - Russell Wheatley**

Home - (02) 9533-5600

Email - russellw@finance.advance.com.au

### **Treasurer - George Russ**

Home - (02) 9660-3407

### **Social Secretary - Sylvia Tikellis**

Mobile - (0412) 709-819

### **Committee - Mike Walkden-Brown**

Home - (02) 9938-6375

### **Committee - Jason Tsang**

Home - (02) 9869-3996

Mobile - (0419) 236-730

### **Committee - Amy Richmond**

Home - (047) 301-801

## 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 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 you 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