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# President's Report

Happy New Year to everyone, I hope by now you have all recovered from whatever celebrations you attended. As I write, we are in the middle of the bushfire crisis, and I do hope no one was seriously affected.



At the end of last year I was fortunate enough to be able to visit the MX-5 Clubs in both SA and WA. I was in Adelaide during the Classic Car Rally in October. I had dinner on the Friday night with SA members at an outdoor restaurant on Gouger Street right beside the cars that were on display. It was such a pleasure to walk along the street and see cars from my childhood in better condition than me! On the Sunday I went to a brunch with the members, and then we sat under a tree at one of the checkpoints watching the cars go by while enjoying some of the local vintage! Very civilised it was too!



While in Perth I was lucky enough to meet up with more members who were organising a motorkhana that day. It was set up in a tarmac parking lot, and had 3 different runs set up. It brought back the memories of the ones we used to run about 5 years ago. It is perhaps something we should re-examine for our members. The problem would be to find a suitable location. A deserted parking lot on a Sunday in Sydney would be impossible (sorry, perhaps just difficult), but if you would be interested in participating and/or helping to organise, please contact me.



Both in Adelaide and Perth, I met up with people I originally met at the first Natmeet in Adelaide in 1994. We have met up on other occasions, either with them visiting us here, or at the other Natmeets. BTW members, it will be our turn coming up in 2004, so after confirmation in the Clare Valley at Easter time, we will be forming an organising committee! Just for interest I have already spoken to Wakefield about the race meet! Those of you with event management skills will be chain ganged into action!



Well, here's to a great year, as they say in Scotland, Lang may yer lum reek!  
*Jean Cook, President*

## Welcome New Members

A Very Warm Welcome to our Latest Members

Simon Beckett  
Geoff Hemsall  
Pauline Michell  
Dominique Vieira  
Miles Flower  
Leonie Flower  
Geoff Slender  
Anne Worland  
John Brown  
Heather Papallo  
Ian Lawson  
Liam O'Hagan  
Melissa Pryke  
Rob Irwin  
Anna Raciti  
Alison Munro  
Thomas Lee

Grant Walker  
Robert Erskine  
Marie Sanderson  
Alan Davis  
Kristen Morgan  
Tristan Rappo  
Colin Graham  
Donna Coiera  
Trent Warwick  
Amanda Dawson  
Christian Alexander  
June Solomons  
Jackie Brown  
Stephen Crozier  
Sean Thompson  
Frank Ranner  
Chris Tonna  
Ellise Stanton

Michelle Collings  
Barrie Green  
Cathy Tran  
Daniel Wilson  
Ian Fields  
Ian Davis  
Stephen Lau  
Sandra Wilcock  
Henry Wilcock  
Chon-Chun Fan  
Brice Sildnik  
Darren Worth  
Ross Skinner  
Cathy Skinner  
James Kelly  
Cobie Hicks  
Danielle King Lamont  
Romesh Wijeyasinghe

Mildred Belshaw  
David Templeman  
Terry Carney  
Carole Carney  
Litsa Cordanov

### Member Statistics

Total Members @ Dec  
01 - 498

Last Member # Issued  
962

Earliest Current Member  
#13

# COMPETITION REPORT

Well summer has arrived, the hardtop has been stored away and we can all look forward to many months of wind in the hair motoring. Except if you are at Wakefield Park enjoying one of our practice days when you will need to be wearing a CAMS approved "stack hat". Since the Spring Edition of Club Talk there has been two Practice Days held at Wakefield Park, one on the 15<sup>th</sup> October and the latest on the 10<sup>th</sup> December.

At the October meeting we had 33 entries, 25 members and 8 visitors. All drivers had the opportunity to complete 6 runs of 4 timed laps plus the 8 lap regularity, a total of approximately 70 kilometers. Matilda Mravivic recorded the official fastest time of the day in a time of 1.12.76, 0.23 seconds faster than hubby Nick Martinenko in their green rocket. In the regularity Michael Lendrum a visitor and brother of club member David was the winner driving David's car. First of the club members was "Mr. Consistency" Roy Milford, backing up a similar performance at the August Meeting.

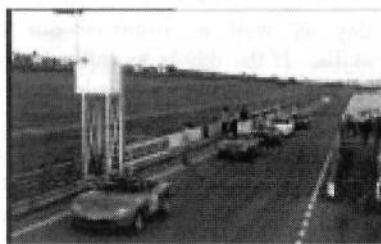


*Rod Menzel keeping an eye on timers  
Richard Dutton and Jeff Gehrig*

At the December meeting we had a full field of forty competitors, thirty one members and nine visitors. There were thirty one MX-5s covering all models and in various stages of development along with a Porsche RS, two Honda S2000's and a HSV Commodore. There were six first timers, and all entrants had the opportunity to complete twenty eight timed laps, eight of those in the regularity run. In difficult conditions caused by strong westerly winds fastest time of the day was recorded by Greg Sutton in his beautiful blue Porsche RS, the time 1.08.16, Barry Faux was second at 1.11.29 and Robin Thomson third in the fabulous sounding S2000 at 1.11.52. Quickest lady was our Treasurer, Matilda Mravivic, also fifth fastest on 1.13.84.

In the regularity Nick Martinenko ran out the winner with a total time variation of only 2.23 seconds, second was Peter Cooper, 2.29 seconds and Greg Natanson third 2.40 seconds. A very close result,

proving one can be consistent as well as fast. You will note in next years club calendar that we have scheduled two additional practice days, The 19<sup>th</sup> May and 10<sup>th</sup> November. Both are Sundays to enable those unable to make it on a Monday the opportunity to compete in a Practice Day. Our first Practice Day for 2002 will be on Monday the 11<sup>th</sup> February.



*Committee member Arno Boge leaves the  
Dummy Grid.*

The state supersprint series has been concluded following the running of round 7 on the GP circuit at Oran Park and round 8 at Eastern Creek. Class placing for Teamx5 at Oran Park were in 3 a, Nick Martimenko first, Bill Dougall third and Matilda Mravivic fourth. In 3 b Ed Chivers was the winner with Zane Al-said second. At Eastern Creek in class 3 a, it was Nick, Matilda & Bill, first second & third & yours truly third in class 2b. Unfortunately we had no starters in class 3b.

This year's Supersprint Series was brought to a close with a presentation Luncheon held at the Eastern Creek Go-Cart Centre on the 25<sup>th</sup> November. Series trophy winners from our club were Nick Martinenko, first in class 3 a, Matilda Mravivic second in class 3a and Zane Al-said second in class 3 b. Zane and Ed Chivers who was third in 3 b were only able to compete in 4 of the 8 rounds because of date conflicts with Prod Sports Race Meetings. In the Club point-score the MX-5 club finished third on 61 points, behind the winners Toyosports on 101 and second placed NSWRRRC on 83 points. Other club series entrants Bill Dougall, Robin Thomson and yours truly all contributed points to our third place, well done to all especially the Trophy winners.

*(Continued on page 4)*



*Zane swaps the computer for a run on the  
track*

## Coming Events

Update your organisers and diaries !!

- Saturday, 5th January**  
ACT Coffee & Lies
- Wednesday, 16th January**  
Committee Meeting
- Sunday, 20th January**  
President's BBQ - Lane Cove
- Sunday, 20th January**  
ACT Run
  
- Saturday, 2nd February**  
ACT Coffee & Lies
- Monday, 11th February**  
Wakefield Park Track Day
- Wednesday, 13th February**  
Committee Meeting
- Saturday, 16th February**  
Pittwater Evening
- Sunday, 17th February**  
ACT Run
- Wednesday, 20th February**  
General Meeting
  
- Saturday, 2nd March**  
ACT Coffee & Lies
- Wednesday, 13th March**  
Committee Meeting
- Sunday, 17th March**  
Breakfast Run/  
ACT Run
  
- 28th March—2nd April**  
NATMEET 2002
  
- Saturday, 6th April**  
ACT Coffee & Lies
- Wednesday, 17th April**  
Committee Meeting
- Sunday, 21st April**  
Blue Mountains Run/  
ACT Run
- Monday, 22nd April**  
Wakefield Park Track Day
- Wednesday, 24th April**  
General Meeting



*President Jean shows how it's done on a  
flying lap*



(Continued from page 3)

Following the trophy presentations, "series competitors" competed in a "Teams two hour Cart Enduro". It turned out to be a lot of fun despite the warm weather with Teamx5 finishing a credible third. We must look at organising something similar within the club during the cooler months.

I know that there are other reports elsewhere in this edition of "Club Talk" and on the "club web site" relating to the "One Hour" race meeting held at Eastern Creek on the 18<sup>th</sup> November.

However, I feel I should add a few thoughts on the day and the results. Firstly congratulations to David Raddatz, Zane Al-said and Ed Chivers for their great results in the PSCRAA Series, they finished on 175, 174 and 170 points respectively. These points gave them second, third and fourth in class B and fourth, fifth and sixth in the overall point-score. A great result when one considers they were up against Porsches, Cobras and Lotus Elises. On a point per dollar spent basis the MX-5's are well in front.

Unfortunately Ed's chances of a better result went out the window when he was an innocent victim of a multi car pile up on lap 1 of the last championship race.

Teamx5 had five starters in the One Hour Race, Ed and Brian Anderson, David Raddatz and Bruce McCabe, Zane Al-said and Lou Iezzi, Nick Martinenko and Matilda Mravivic at their first race meeting and Bill Dougall and brother-in-law Ian Stewart in "Bugger". Ed, son Paul, and co-drive Brian Anderson, with the generous support of Zane who loaned them parts from his road car, was able to repair No. 89 for the One Hour Race. The car was completed and re-scrutineered with only minutes to spare allowing Ed to take his place on the grid.

In changeable weather conditions Zane and Lou produced a giant killing performance to finish fourth overall and first in class B, a truly magnificent result. Second in class B was David and Bruce (eleventh overall) with Bill and Ian third in class B. For Ed and Brian the day did not improve, poor handling as a result of the mornings shunt, overheating and finally a smashed windscreen were not enough

to prevent them from finishing, a great effort for little reward. Our rookies Nick and Matilda achieved their goal of finishing their first race with steady and sensible driving in conditions that at times were quite diabolical. Overall it was a fantastic day for all concerned with Teamx5, well done.

You will have noted that the Driver Training Day has been re scheduled to Saturday 2<sup>nd</sup> February. Ian Luff Motivation will conduct the course. The day has been designed to be fun day as well as improve our driver skills. If the day is as informative and as much fun as Ian's presentation at the last general meeting then it will be a worthy investment. If in doubt about the value of Ian's courses then speak to Matilda or Phil Roberts who recently completed courses with Ian.

While on the subject of the last general meeting we must thank Judyth Russell and Graham Humphreys both state executives on the CAMS board who spoke to us about CAMS and the "officials" training. Like your committee, Judyth and Graham volunteer their time in these roles.

Finally may I thank all those that have helped in making 2001 a successful competition year and I would like to extend my best wishes to all club members for the Festive Season. Safe and enjoyable MX-5 driving at all times.

Mike.

### *Informal Runs*

#### **MEMBERS WANTED!**

We need some Members to Volunteer to lead Informal Runs. Don't be shy it is easy! All you need to do is organise a time and meeting point, not forgetting to give your contact details.

Once the group is assembled check out the map, make a decision on where you are headed and your on your way!

It would be great to get some fresh ideas on the runs so if you would like to "Give it a go" contact one of the Committee Members to announce your informal run in Club Events.

# **CAMS NEWS**

As a result of lobbying from our club the State Supersprint Panel will re introduce the "standard car" class 1 for the 2002 Series, provided there are a minimum of 3 cars registered in each class. This year standard cars competed in class 2 along with modified road cars. MX-5's will fit two of the four capacity classes, either 0 to 1600 cc's for Mk 1 1600's or 1601 to 2000 for all 1800's.

Registration forms for next years series are expected to be issued by CAMS prior to Christmas. The Series is expected to consist of 8 rounds. The cost to register for the series is \$50. If you would like to compete at circuits such as Eastern Creek and Oran Park as well as Wakefield Park and are interested in registering for the series then contact the club's Competition Secretary or the CAMS state office in Parramatta direct. If we can run cars in these classes it will give us a great opportunity to win back the club point-score shield next year.

The Supersprint Panel has also decided that for 2002 all drivers must wear fire retardant overalls or driving suit as a minimum requirement.

The clubs Competition Secretary Mike Hicks has nominated and has been accepted as a member of the 200<sup>2</sup> Supersprint Panel.

The first meeting for 2002 is scheduled for mid February. Mike in his capacity as Competition Secretary already represents the club at CAMS State Council Meetings. These are held once a quarter and are used as a communication vehicle between the State Executive and CAMS affiliated clubs.

As an affiliated club all of our members should receive CAMS' quarterly publication "CAMS Magazine" that contains all the latest CAMS National and State News. Watch out for the Summer Edition which is due out soon.

Alternatively, you can visit the CAMS web site at <http://www.cams.com.au>

Mike

## CULTURAL CRUISE TO GULGONG

By Phil Roberts

Another beautiful sunny day to go on a drive, but this time a Saturday not a Sunday. After assembling at McGraths Hill, 20 odd cars broke onto three groups and headed to Gulgong via Kurrajong, Lithgow and Mudgee.

Two of the groups arrived at Lithgow around the same time and coincidentally, went to the same café for lunch. With only one person to serve and cook for approx 26 people, you might say lunch was leisurely.

A pleasant drive from Lithgow to Gulgong via the Mudgee vineyards. Interesting to see a Police breathalyser set up on the outskirts of Mudgee, no doubt testing the visitors to the vineyards. As the weather was rather hot, over the CB's a cold beer was the preferred option rather than a wine.

So we drove straight to Gulgong, checked into the motel and then across the road to an old pub for a schooner or two.

After dinner, to the Gulgong Opera House where word famous pianist Roger Woodward performed to a full house. At the conclusion, some people went back to the motel and bed, but others went to the pub and then to the RSL Club. They must have had a good time, arriving home at 12:55 am I am reliably told.

After breakfast with nothing planned, people did their own thing. A group of us went on a self guided walking tour around the town of Gulgong. A tour map pointed out historic places of interest.

Having walked off our breakfast, we headed for the vineyards, specifically to Poets Corner/Craigmoore. As we left, more groups of MX-5s were arriving. They were probably the ones who went to the RSL.

Arno Boge took us to a honey outlet in Mudgee which had about six different local varieties to try. At the honey factory/shop the owner advised us of the approaching storm. "What storm we said".

We had lunch at Mudgee alfresco, during which the rain storm hit but in about 10 minutes time, it had passed through town. Three of the lunch group decided it was time to head to Sydney. We chased that thunderstorm all the way to Lithgow,



driving on very wet roads but we never caught it - thank goodness!!! Stopped at Bilpin to buy fruit.

At Kurrajong, we could see a wind/rain storm coming from the direction of Penrith. Then at Richmond it hit. Trees and power lines down, some across the road; branches and debris blowing across the road through the traffic. It was like that all the way to Sydney. However, we all respectively arrived home safely with no major hits on the cars. I arrived at Beecroft at about 4:00 pm. Thanks Sylvia for your concern as to our welfare.

I understand that those we had lunch with at Mudgee and left later, got home at 11:00pm!

### "Centennial" d'Elegance Sunday 4<sup>th</sup> November 2001 By Karen Evans

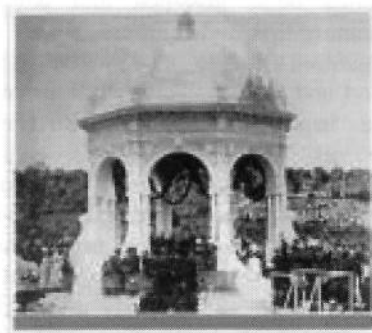
How fitting in this year of the Centenary of Federation, that the Club's Concours was held in Centennial Park.

The park was once a huge catchment area of creeks, swamps, springs, sand dunes and ponds fed by ground water. In 1811, Governor Lachlan Macquarie designated the area as the Second Sydney Common. Nine years later he set aside part of the Common as the Lachlan Water Reserve.

By 1887 about 65 percent of Sydney's population lived within a five mile radius of the reserve. The Governor, Lord Carrington, and the Premier, Sir Henry Parkes, envisaged turning the reserve into a grand public park to be the focus for the centenary of European settlement celebrations on 26 January 1888. The park would also transform land that had become an eyesore into a place of serenity and beauty.

After Centennial Park was created under the Centennial Celebrations Act 1887, the site was handed to Charles Moore, Director of the Botanic Gardens and has become a living monument to the birth of our nation. On 1 January 1901, 250,000 people gathered in Federation Valley to celebrate

and to witness the proclamation of the Federal Constitution, uniting six formerly independent colonies as one Commonwealth of Australia.



Federation Valley was chosen because its rising slopes afforded the whole crowd with good views. A 14-metre high, octagonal, domed plaster pavilion was made for the ceremony. The pavilion was richly decorated with bas-relief castings of native flora and the imperial coat of arms. An enclosure with seating for 7,000 dignitaries and guests and 300 members of the press surrounded the pavilion. On the enclosure's outskirts, seating was provided for 10,000 school children and a 1,400 person choir.

After Queen Victoria's official proclamation of the Commonwealth of Australia had been read, Australia's first Governor-General, Lord Hopetoun, was sworn in.

Prime Minister Edmund Barton and his cabinet ministers then took their oaths of office after a twenty-one gun salute. Singing by the massed choir concluded the ceremony. The Federation Pavilion now stands on this site.

With such a historic past to live up to, the MX-5 Club's Concours d'Elegance recaptured some of the park's past glory days with a fine array of shiny & clean MX-5s all in a row. I wonder what the dignitaries of the day in 1901 would have thought of our display?

The day got off to a cloudy start, but by lunch time the sun was out to show off our cars (and elbow grease) to their best effect. There were two categories of entry for the event. The first was naturally the Concours and the other was the "Show & Shine".

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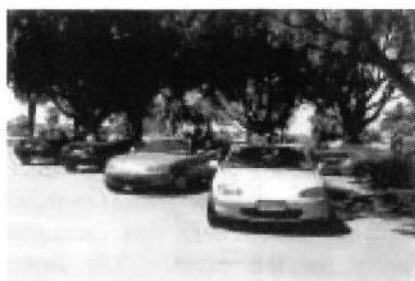
So while the 10 judges made their inspections and scoring of the cars; the gathered crowd of owners, onlookers & wanna be's; gossiped and compared cleaning tips and injuries. A few more organised people also participated in food and refreshments, while others did the "head under bonnets" tour (perving on all the clean engines etc) and discussing the merits of various modifications and accessories. All-in-all a good day was had by everyone and we all learnt something new about our lovely cars and eagerly awaited the results which were announced at the Club's annual Christmas Party.



**Toodyay and the Cola Café-  
My day with the MX-5 Club of  
Western Australia**  
*By Daniella Di Giovanni*

Thanks to Jean, I got in contact with the MX-5 Club of WA while I was there in December. I got dropped off one Sunday morning and met my driver Sue. There were a few ring-ins today with 2 Lotus Elise's, a Honda 2000 and a the VW Sphæria bug with NSW plates!

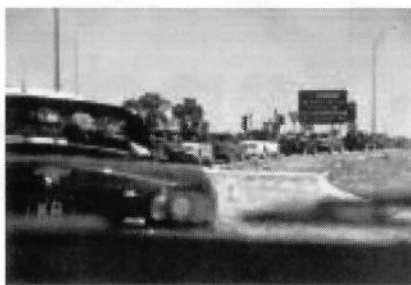
The day was definitely MX-5 weather and we headed off to our destination of Toodyay, 130kms inland. Down through the Chittering Valley area of windy and curvy roads, of course an MX-5 drivers dream (if only I had control of the wheel!). The WA roads are most impressive, unlike Sydney, you must experience it.



Our lunch stop in Toodyay was at The Cola Cafe which had Coke memorabilia from the past 50 odd years -amazing. I also noticed they served Silvana (my Mum's name) coffee! I talked the owner into giving me 2 espresso cups for Mum.

The drive back to my cousin's house was through the Swan Valley wine country. The countryside is beautiful and not too

far out of Perth, everywhere seems a lot closer than in Sydney.



I enjoyed meeting some interstate members and they are all very friendly, a special thanks to Sue for taking me along for the day.

My advice is, if you are ever interstate and have the time, get in touch with our fellow enthusiasts and make some new friends....

#### **What a Party! Christmas 2001 Sunday 16th December**

There is no doubt that the organisers of this year's Xmas Party have excelled themselves.

So to the Xmas party sub-committee - BRIAN, TRUDI, JAN, ARNO and all others concerned with organising the day.....A BIG THANK YOU... for bringing that extra joy and fun to this years XMAS.

#### **2001 Annual Christmas Party Report** *By John Burgess*

Well, what a great day was had by all who attended the 2001 Christmas Party!

On the morning of the Party it certainly appeared that rain was imminent but in her usual good form Mother Nature smiled once again on the 3<sup>rd</sup> Sunday, the clouds cleared, the sun shone brightly and all our plans went ahead.

The day began with many of us assembling at Rofe Park, Hornsby where Jeff Gehrig judged the Christmas Sleighs. What a sight it was. Our already gorgeous little cars all dressed up for the Party. There were various combinations of tinsel, decorations, presents, Christmas characters, bows, reindeer antlers and as if mandatory, many, many Santa hats. The imagination of our Members is truly amazing!

With the judging finalized we formed three groups and set off in convoy for a short but very enjoyable run through Galston Gorge to Riverside Oaks at Cattai.

We were fortunate to have the use of a private function room overlooking this magnificent golf course with water features, carpet like greens and winding

golf cart roads (many of the guys wanted to use these roads as a track for the day). I don't think we would be welcome again if they had.

After being greeted by our President, Jean, we enjoyed a sumptuous buffet feast, comprising of seafood, various meats and a delicious array of salads and vegetables. After all of this, although full to bursting point we managed to squeeze in some of the great deserts.



Of course there was much more to the Party than a good drive, good food good company. Joining us on the day was the advertised "Special Mystery Guest". This guest was Fairy Sparkle who works with the Club's chosen charity, Camp Quality. As well as assisting in the presentations Fairy Sparkle shared with us a video of her work. I am sure I'm not the only one who became misty eyed as we watched how tirelessly she works to put a "sparkle" into many people's lives.



Many Annual awards were announced at the Party.

The winners of Concours d'Elegance, Show and Shine and People's Choice were:-

#### **Concours d'Elegance:**

*Colin Caldwell* - Std MKI  
*Mauro Consalvi* - Modified MKI  
*John Sands* - Std MKII-F  
*Karen Evans* - Modified MKII-F  
*Riko Rubin* - Modified MKII  
*Matilda Mravacic* - LE MKI  
*Richard Dutton* - LE MKII

#### **Show & Shine:**

*Andrew Silver* - MKI  
*Jarrod Miller* - MKI Runner-up  
*Arno & Linda Boge* - MKII  
*Frank Belshaw* - MKII Runner-up

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## Peoples Choice:

Frank Belshaw

There were also the Member of the Year (MOTY) Awards, results as follows:

**Member of the Year:** Karen Evans  
Runner-up: Mark Stasinowsky

### New Member of the Year:

John Burgess  
Runner-up: Jarrod Miller

On a light hearted level, just for a bit of fun, there were also "Spot Awards" given. Some of these were in appreciation of some of our volunteers, examples of these are:-

Rod and Zan Menzel: Timing Award – for support at Wakefield Park

Jeff Gehrig: Computer Award – for constant help with I.T. issues

Also many Members received awards for sometimes more obscure and unusual contributions to the Club. Some of these you may recognize, some will leave you wondering.

Nikki and Kyle Alberts: Dog Award  
Sylvia Tikellis & Karen Evans: Crystal Blue Award  
Riko Rubin: Gold Award  
Matt Gibson: Bug Award and Cheats Award  
Craig Berthold: Topless Award  
Steve Lamont: Strippers Award

I'm sure that during the day some people cringed when they heard Trudi ringing her "Spot Award Bell".

The winner of the Best Dressed Sleigh (MX-5) was Jan Burgess and the runner-up was Karen Evans.

Laurie Tesoriero put together a fun video for our entertainment, it highlighted some of the Club's memorable moments from 2001. There were snippets from the A.G.M., Club runs, Wakefield Park Practice Days, Weekends away, Social Events etc. The video was such a hit it had to be rerun at the end of the day due to popular demand.

There was a lucky door prize and a raffle, plenty of the Members went home with great prizes under their arms, some won Club regalia, others Zoom Zoom C.D.'s, there was also a picnic blanket, an esky, coffee mugs etc etc.

In conclusion the 2001 Christmas Party was a great success. A big thank you to

all the people who contributed to the Party and all the other Club Events during the year. I am confident that everyone who attended enjoyed the day and will look forward not only to the 2002 Christmas Bash but also many of the various MX-5 Club activities during this year.

## My MX-5 Story...

By Jan Burgess

For many years our dream was to one day own a sports car.

Late last year we began a long search for our special little car. After I was left on footpaths all over Sydney (MX-5 owners do not allow you to test drive their car without them!) we finally unearthed our little treasure. With negotiations completed and deposit paid we came home to prepare the baby's room (clean out the garage!) and crack open a bottle of bubbly. Next we had to endure the long wait (2 days) until the necessary checks and cheques were organized. During this painfully long period we filled in time on the Internet becoming educated to the needs and expectations of the newest member of our family. This was where we found the MX-5 Club of NSW and promptly downloaded the Membership Application Form.

Finally the big day arrived and with a little trepidation and much excitement we became proud parents (owners) of our first MX-5. We took our baby to meet family and friends, as you do, and posted off the Birth Certificate (sorry, Membership Application form). We then rang Zan Menzel to find out when we could meet with the Play Group (oops – MX-5 Club).

To our delight the next Club run was to Mt Tomah in just over a week. This gave us one weekend to wash and polish in the hope that our baby would fit in with her peers. On the eve of our first run we baked cakes for morning tea, prepared lunches and chilled the wine. However, like all parents before the first day at school we had our worries e.g. will we get on with the other parents (owners)? Will our baby fit in with the group (be up to par with the other MX-5's)?

Before we knew it we were standing in the designated carpark in Hornsby with in excess of 20 other proud parents and we were accepted with open arms into the Club. Our baby (a 1993 model) stood proudly with all the other little MX-5's and a new chapter of our lives began.

The day was a perfect "top down" autumn day and as we set off in convoy we

couldn't keep the smiles off our faces. The looks from passing motorists and pedestrians made us feel that we were involved in something really special.

We traveled along some fabulous winding roads until we stopped for morning tea at Colo. We then continued on in convoy to finally arrive at Mt Tomah where we had our picnic lunch. It was here that we had an opportunity to get to know the other parents. We played ball games, talked about our babies and exchanged some good parenting stories (car maintenance and other advice on MX-5's), we also discovered there was an upcoming Easter Trip to Coffs Harbour and immediately enrolled. Our baby was getting every opportunity we could give her!

Having just arrived home from the Coffs trip we are still on a high. It was a great weekend, we met more members from the NSW Club and some great people from Qld and Coffs. The accommodation, activities and most meals were all arranged for us and could not be faulted. However, the highlight of the weekend for us was the organized run through Dorrigo to Ebor and out to Point Lookout. Not only were there terrific MX-5 roads, where our baby kept up with the 2<sup>nd</sup> & 3<sup>rd</sup> Graders (newer MX-5's), there was also breathtaking scenery and great company. The effect of our convoy when passing through these country towns was overwhelming. People were smiling and clapping as we drove through. I am sure those of us who saw the little boy in the huge crash helmet will never forget his head turning from left to right in astonishment (maybe he will be a future MX-5 owner). It was then that we realised that our baby was not only giving us pleasure but also uplifting others that saw her (maybe she is a gifted child!).

As the weekend drew to a close and we sadly parted company we realised that we had found a group in which both ourselves and our MX-5 could socialize without many of the worries of modern society. This is somewhere where there is no discrimination of social standing, colour (red, blue, gold, white etc.) age or religion (provided MX-5's are part of your religion). What better environment could there be for us and our baby?

This part of my story was written in April, 2001. Until now I have not brought myself to publish it, well here it is (thanks for the encouragement Matilda).

I should add that between April and now

(Continued on page 8)

# CAPTAIN'S REPORT

Ladies and Gentleman, START YOUR ENGINES !

Summer is a great time to own an MX-5. Warm nights, top down, soothing music playing through your aftermarket stereo, and a wonderful warm engine note that only the balmy night air seems to bring out.

Along with all this top down driving, comes the inherent issues about parking the car in public places and worrying about security.

The MX-5 Car Forum at <http://www.auscartalk.com/cgi-bin/ultimatebb.cgi?ubb=forum&f=58> Recently had a discussion about the best way to protect ones MX-5 from idiots. Installing a decent sensor alarm, with a built in

immobiliser is a good start. When parked, simply remove ANYTHING of value from the cabin and place it in the boot. Always lock the centre glove box too if you have a model with the boot opening device in it. Little things like this will save you in the long run. The forum also has some great info for people who have had soft tops knifed etc... log on soon and see what you can glean from the site.

Speaking of top down driving... I think the Xmas Run to Riverside was the BEST run I have ever organised (actually its the ONLY run as yet). What glorious weather we had once again. I am so happy that Jean's pact with the devil still stands with the weather, makes my job easier. I am very keen to hear from ANYONE that's got any ideas for runs, either destinations or fun things to do whilst on one... email

me at [captain@mx5.com.au](mailto:captain@mx5.com.au) with any ideas. Some spontaneous non-official runs have been happening through the car forum I mentioned earlier too, if you're an avid driver, another good reason to log on and check it out.

The system of dividing into groups on official club runs seems to be working very well. The new run sheets developed through the run sub-committee have also been a hit (when there is enough to go around). If anyone has any suggestions once again on run procedures, my email is always open for business.

Till next time,  
Wayne Shelley - RED 99 MX-5  
Zoom Zoom Zoom

*(Continued from page 7)*

John and I have only missed one run, and that was due to other commitments. Every run we have been on has been a success. Each run has had something different to offer, ranging from formal runs to the "Clueless" observation run to weekends away. We still have the Evening and Breakfast runs to look forward to in the hotter months. We constantly meet other members of the Club, both old and new, discover more great MX-5 roads, picnic grounds, fabulous lookouts, coffee shops etc. I still find the 3<sup>rd</sup> Sunday weather amazing (always fine!).

It has been great to be involved with the Club's activities organized to raise money for Camp Quality. These include the Dyno Day and a lot of hit and giggle at the Tennis Day.

We have attended the A.G.M. and General Meetings, which have been both fun and informative. We polished our car for Concours d'Elegance and found we still have a lot to learn.

In November we went on the Cultural Weekend to Gulgong and once again had a great time.

We experienced our first Wakefield Park Practice Day in December, these little cars are so versatile, it's amazing. John can't wait to get back on the track again. I was only a passenger this time, but have been told I need to get out there for the GIRLS next time so I will have to work toward that one! Our only complaint

about the day is that our faces are aching from smiling so much!

To add to all this I have also become a Committee Member. I claimed that I didn't have the time to commit myself to the committee, and was then convinced by other committee members that I could manage it. I have not only been able to fit in the duties required but I am also loving every minute of being involved in helping to continue to make this Club "Something for Everyone".

To reflect back to my original story I now realize that we really had entered a new chapter in our lives and the smile we couldn't keep off our faces is the "MX-5 Perma Grin".

I hope there are plenty more of you having as much fun as we are.

Jan Burgess  
MXS00M

## My First Wakefield Park Track Day

They say Virgins have more fun, well I don't think my fun is over, although I am no longer a Virgin to Wakefield Park and my tyres (Rubbers) are a lot worse for wear.

Monday December 10<sup>th</sup> is a day that I will hold in my memory forever, what a great experience.

I always believe that you approach things with an open mind, a willingness to learn and a desire to succeed. I used these guidelines at the track and will continue to

do so at each future visit and hopefully improve my times and techniques.

I heard that wind was the reason that most who attended could not improve their times. I have got to say that it was a very windy day in Goulburn, if you were in a glider and picked up the slipstream you would have ended up in New Zealand in 5 minutes.

The "First Timers" are treated with a great deal of respect, the set-up is great, you get to have a few laps with an Experienced Driver. My E.D. was Bill Dougall, thanks for all the advice Bill. From there you are set free to experience the racetrack first hand. However, there is still plenty of support and advice offered, not only by your designated E. D. but also by many of the other drivers there on the day.

Without going into detail, that would take way too long, it is an experience that I can fully recommend to everyone. I have learned,

1. The limits of adherence (spectacular spin)
2. Humility (being beaten by a woman)
3. Admiration (how do they do that)
4. Patience (waiting for my next go)
5. Perseverance (improving my time)
6. Exhilaration (improving my time)
7. Another way to have serious fun.

My first day can be encapsulated in one word "FUN", it was absolutely Great Fun. Some of my observations of other drivers comments were:- Nick or was it

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# 'Friggin' with the Fog Lights

Written by Kyle Alberts

Zane already knows all of this – so this is for all the rest of us....

We've all seen them – Wally's with their fog lights on – but where's the fog? Why do they do this? More's the point, why *shouldn't* they do this with out fog for their lights to feed on? Other than it being illegal, of course...

Well, as the new F-series MX-5 comes standard with front fog lights, it's time we found out.

Front Fog lights (FFL's) are fabulous devices to assist you ploughing through Pea-Soupers at night more safely – such that without them, you may need to pull over & stop.

Normal headlights are set upon the vehicle quite high comparatively, and the beam is reflected off the airborne water particles back into the drivers eyes, decreasing vision even more. Ever seen the view turn into a wall of white fluff? Not good. High Beam is much worse. So, what to do?

FFL's are set as low to the ground on the car as possible to duck under the fog and the beam is cut such that it spreads left and right quite a lot. This enables you to see the lane markings & cats eyes

reflecting off the road surface – penetrating the fog - with minimal car light reflecting off the fog back into your face. Very clever. Stops you driving off cliffs...

The throw of the beam is short and wide – unlike high beam spot lights. The benefit to turning FFL's on - without fog - is nil. I dispute the 'it makes it easier for others to see you' guff. The MX-5 manual tells you to turn them on for this purpose. Someone should have a word... and send them an RTA manual... and an infringement notice!!

As the FFL's are set so low, the angle of projection is quite high. Coming over a gentle rise with your FFL's on is to blast oncoming traffic right in the eyes. Have you seen 'Close Encounters of the 3<sup>rd</sup> Kind'? Fried eyeballs. Unless there's fog, of course – which bluntens the eye-ball-blow. One needs a speed hump to do this with your normal headlights – Main Beam.

So, why not turn them on in inclement conditions? Isn't that close enough to "fog"?

The road is wet, and reflects light – like a mirror, on main roads. Your Main Beam is effectively doubled up with this, giving oncoming traffic plenty of notice of your presence, even in the most torrential downpour. The FFL's are much brighter (due to angle) and so is the reflections;

Indeed, the angle is such that the reflection could not be better set to shine directly into the eyes of oncoming traffic at 80m if you tried... You want them to see you, not be blinded by you.

They blind me with their idiocy...

And the net benefit to the driver with his FFL's on again, is nil.

Why don't the Cops hand tickets out? Because they don't know. The Volkswagen Polo brochure calls them 'driving lights'!! In fact, this whole sad scenario is because there's no education whatsoever. People turn 'em on, 'cause everyone else has theirs on. So, spread the word - It's dumb.

Ever had anyone shine a torch in your eyes? Yeah, okay. Ever had them do it for the purposes of stating "Hey! Aren't I great! I have the latest model MX-5, don't you know!! Have you noticed me yet?"

And that's why some refer to 'Fog Lights' as Wally Lights. It's not cool – it's stupid. Save 'em for the fog, or turn 'em off – before someone punches your fog lights out!! Ar, ar...

Stay tuned – part two on Rear Fog Lights to come out soon...

(Continued from page 8)

Matilda (I will beat him / her), or Kyle(\*\*\*\* having fun, just a bit faster) or Bill (slower is faster) or Jean (just don't beat me) or maybe even Steve (the more you take off the better), or Craig (Spinning is Winning).

The organization of the day appeared seamless. Mike, Zane and the rest of the crew do a fantastic job and deserve a great deal of praise. RTM results usually beat you to the top of the stairs after your laps are completed.

In short, I recommend that you do a Wakefield Park Practice Day, it is a great experience and most importantly another way to have fun and experience your MX-5, Miata or Eunos it is a global thing.

John Burgess  
MXS00M

## Safe Driving Aid - Side Mirrors Adjustment

Excerpts from National Safety Council on Safe Driving

Some of the most serious preventable accidents occur because of blind spots while driving! Now there is a remarkable simple solution discovered by an engineer named George Platter. He presented his method at the prestigious Society of Automotive Engineers.

The National Safety Council tested his theory and discovered, to their amazement, that it works! The method has been fully endorsed by the National Safety Council as described in their September/October issue of Traffic Safety. Here's how it works.

First, forget how we learned to adjust our outside mirrors by plopping behind the steering wheel and turning the mirrors so that we just saw the side of our car looking back at us in the mirrors.

Instead, adjust the driver's side mirror by resting your head against the driver's side window and then turning the mirror so that you just see the side of your car.

Once this is set, move to the centre of the vehicle and turn the passenger side mirror so that you can just see the side of your car from the centre of the vehicle.

That's it. You won't see your own car in either mirror, yet what you will see is far better. Cars behind you show up as usual in the inside rear-view mirror above the dash, but the instant the car leaves your field of vision from the rear-view mirror the outside mirror picks it up. No blind spot; no delays; no wondering where that car about to pass you has disappeared to, and no waiting a few seconds for the car that you just saw in your rear-view mirror to show up in your outside mirrors.

All three mirrors work in harmony with one another, and the blind spot has been eliminated!

Bernice Schira, Learning Resource Center—Vermilion Campus, (403) 853-8460  
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# Out on the T R A C K

## Production Sports Car Racing Update

### The One hour race

By Lou Iezzi

So what do you think it takes to win a one hour race at Eastern creek? A race car would be a good start, one that's fast, one that's reliable, one that looks cool (very important), power steering and air-conditioning...we can always hope but not in this case, Zane's MX-5, what a great idea, we will be beating the girls off with a stick...

Next you need 2 drivers, the rules say you must have 2 drivers, one of which can't do more than 40 minutes, your first dilemma, who do you pick to drive your pride and joy? It's gotta be someone you trust, that will be fast...but not faster than you of course, and that will look after the car, thats me.

The race plan...Go as fast as you can for one hour (have to keep it simple), sounds easy. Luckily Zane and I have the same seating position, after practicing a few driver changes, things were looking quite good...about 25 seconds, pretty much on the money...

We had prepared the car, tested a few different tyres, with a lot of help from Jarrod and Steve, and put on the ones we thought would do the job. Installed a good second hand set of brake pads, filled it with Optimax, ready for action.

How could we possibly loose, unfortunately they throw in a few variables which might just try to work against us...namely about 30 other competitors, most of which are faster than us (hate that) The weather, they reckon it could rain which would be good for us, I do the usual rain dance and Zane chucks in an extra prayer or two... we are very confident, a class win would be great, top 10 outright, a bonus.

Race day Sunday starts with one 10 minute qualifying session each. At eastern creek that really means if you are lucky you will get in 3 flying laps, have to be on it right away. I hadn't driven at Eastern Creek for almost a year and had never driven Zane's car. My second lap in practice on Saturday was 1.56.7sec. I think I should be fine. The fastest time of the two sessions gets us our grid position for the One hour. Zane's was on a wet

track, drying track for me so 23<sup>rd</sup> is where we start, our qualifying time 1.56.5sec.

We have a 5 lap race each before the big one, manage to get through unscathed, both avoiding really big crashes on the first lap, unfortunately Ed was not so lucky, some hasty repairs saw Ed on the grid, the car was not 100% but he finished.

About 3.28pm race starts, one hour to go, about 30 cars start the race, a brilliant start from Zane sees us into 16<sup>th</sup> at the end of the first lap, some consistent laps keep us around that position until lap 12 when the pitstops start.

Lap16/17 the rains came, well it was more like cyclone Tracy, not a lot of rain but enough to make it very slippery, gale force winds...was it the end of the world?, Had Zane had one too many evil thoughts and retribution was being handed down by the almighty?. Not quite, this is exactly what we needed, many cars were running on slicks most of which come in to change tyres, I go out on lap 17 after a great pitstop.

You would have heard people say "it was like driving on ice", I've never had the pleasure but I got a really good idea of what it might be like. I'm in 5<sup>th</sup> position, wow, track is quickly drying, just keep it on the track... tyres feel very second hand, brakes are still fantastic.

The chequered flag is out, it couldn't have gone much better... First in class and 4<sup>th</sup> outright, what a day!

### Miata Masters

By Brian Anderson

Or the day the braking marker jumped out at me. This is the story of a guest drive with a difference. After hearing of the great time had by all at last years one-hour race I approached Ed Chivers and offered my services as a co-driver in his Mazda MX-5 for the 2001 one-hour race.

Ed was silly enough to take me up on the offer and it was a great feeling to turn up on Saturday morning with only my helmet and race suit ready for the weekend competition. If only I had known the drama that was to unfold I may well have brought some of my usual support equipment with me.

Everything went well on Saturday with both Ed and myself getting a 1-minute 54.3 lap. Everything looked good when I left for a family gathering at around 2:30 Saturday afternoon. However, a call from Ed at around 6pm saying the car overheated started the consternation.

Sunday morning, I awoke to the sound of heavy rain, and the butterflies immediately started. I am nervous enough prior to a wet race but in someone else's car, I was really nervous.

The rain continued most of the morning including during the Drivers Qualifying. Ed did a good job with a 17<sup>th</sup> place. The little Mx-5 seemed to go well in the wet. Then it was my turn and I was determined to get out in front of the pack. The track had dried out and I had a great tousele with Lou Iezzi driving Zane Al-Said's MX-5 and it was reflected in both of us getting lap times in the 1 min 56. That was good enough to put us mid grid for the one hour in 21<sup>st</sup> place.

The Drivers preliminary race was a short-lived affair with the race being red flagged on the first lap. I was down on the pit wall and as the cars came back to be regrided, I realised Ed was missing. A quick sprint to the roof revealed Ed's black MX-5 being pulled on to the flattop at Turn Five. It turns out Ed v caught in the middle of a major multi car smash following a spin by Bob van Zeggerren.



Ed was OK but the same couldn't be said for the MX-5. It had been hit really hard in the right rear and the suspension had collapsed with the rear wheel sitting at 45 degrees. After a quick inspection though I thought we could fix it. All we needed was an upper, and lower arm, replacement shock absorber and a new

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hub. Lou was able to come up with the arms and we pinched the rest out of Zane's road car. The body needed some gentle rearrangement with the knockometer and application of plenty of race tape.

We had about three hours and set to pulling the Black car and Zane's car apart. People who we didn't even know came and helped and we managed to get the car back looking similar to an MX-5. With ten minutes to go we were still doing a wheel alignment which was finalised with a "that will do, tighten it up." A quick trip to scrutineering and Ed arrived on the dummy grid with about 2 minutes to spare.

The race started well and Ed was holding down 3<sup>rd</sup> in class and going well. The driver change was due to happen between minute 20 and 40. The 20-minute hooter had just gone and Ed was already in the approach to the pits. Something was wrong. Ed stopped and immediately went for the bonnet saying it has overheated. Three litres of coolant were poured in and I jumped in the drivers seat. Ed's words of advice were, "its handling like a pig!! It has massive oversteer in Turns One and Six."

With that I was off and as I turned out I heard a loud metallic bang and though the suspension must be bad. Out on to the track and down into turn two and another bang. Bloody hell this car is about to fall apart. Further bangs in turn three and four. Then the realisation that the noise is in the cockpit. A quick look in the passenger well to see the fire extinguisher rolling around. Phew, that's all!!

Ed was right: the car is handling like a pig. Turn One was excitement plus. But it'll be OK. About lap two and the rain started. Jeez, this is going to be interesting. Then the heavens opened and it PISSEDD DOWN. Turn Six had to be taken at walking pace and even then it was sideways. With the rain came gale force winds. The MX-5 was getting buffeted all the way down the main straight. In Turn Four the car was being blown about 3 metres sideways. However I still managed to pass quite a few cars trying to get back to the pits on slicks.

The rain then eased and it was time to get back on with the job. The wind was still blowing hard and coming down the main straight at about 180 kph, the 200

metre marker decided to jump out and hit me. Yeah sure, heard that one before. No really, the wind lifted the large polystyrene marker and blew it up in the air. It came down right in front of the MX-5 and bounced up just high enough to be at head height. As I was ducking, I was thinking "its only foam." KABOOM!! The left side of the windscreen shattered and bits of polystyrene disappeared behind.



On Saturday I collected a small chip in the windscreen, and as I looked back at the track, I saw the chip and a nervous laugh released the tension as I thought "so much for that chip." The next time down the main straight I increased speed slowly expecting the windscreen to collapse as a shower of glass chips fell into the car and cracks moved across the drivers side of the window. A quick thumps up to the pits and on with the job.

The rest of the race was almost boring in comparison and I brought the car home in last place. That was one of the hardest days at the racetrack I have ever had. So much for only needing my helmet and suit. As I came into the pits there was a crowd of people all cheering and clapping as I pulled to a halt. It was a miracle we started let alone managing to finish the race. There were many Ooohs and Ahhs as bits of polystyrene were extracted from the bonnet.

I would like to thank Ed for the opportunity to race, it takes a lot of trust to let someone loose in your pride and joy. Also many thanks to Patsy for keeping both Ed's and my spirits up during the day. Also we couldn't have even raced if it wasn't for the help of Ed's son, Paul, his friend Scott, Lou for providing the parts and Zane for the loan of parts of his MX-5. Also thanks to the many other people who just came from everywhere and helped get the car fixed. Motorsport brings out some really good qualities in our fellow human beings.

Photo's courtesy DH Photos ([www.dhphoto.com.au](http://www.dhphoto.com.au))

## Production Sports Car Racing Final Update for 2001

Round 7 was held at Queensland Raceway on 13<sup>th</sup> - 14<sup>th</sup> October. Seems that one group of drivers didn't have the right paperwork to get through the gate and they blamed this mad Arab who was holding them hostage from the back seat - guess who that was!

Congratulations go to Zane, he blitzed class B, winning the class for all races. He even managed to pass Bob van Zeggeren, by out-braking him! Now Bob is one late braker and fearless. Bob told me that he just could not believe how deep Zane went before he got on the brakes. They were side by side at around 150kph going into a 180-degree corner with cars all round them. Bob was holding off until the latest possible moment, but found that he just had to brake before Zane did. (and Bob was on slicks!). The next thing Zane is broadside alongside Bob and he got ahead in the corner - and somehow they didn't touch anything! Way to go Zane.

Round 8 was held on Sunday 18th November, with the MX5 Club being well represented by David Raddatz, Zane Al-Said, Lou Iezzi, Bill Dougall, Nick and Matilda, Brian Anderson and myself.

This is always an unusual round as it includes Co-drivers, a long race (which requires a different approach) and a driver change during that race. Drivers and Co-drivers have a qualifying session and a race each, after which the one-hour race is held - all in one day. We knew this was going to be a lot of fun, but little did we know what was in store for us! This was the day that Penrith ended up being declared a natural disaster zone.

The weather started variable with the first qualifying session being wet. David gave us all a lesson in how to do it really quickly. He was outstanding - he was more than two seconds quicker than Bob van Zeggeren (who has twice the hp), myself and Zane (all three of us were all within a few tenths of each other). Furthermore, David was 12<sup>th</sup> outright of 36 entrants - very impressive. The second qualifying session was dry and saw Brian heading up TEAMX5 in 21<sup>st</sup> on the grid, closely followed by Lou and Matilda.

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## NATMEET 2002

NatMeet 2002 will be held at the famous wine producing area of Clare, South Australia from Thursday 28 March to Monday 1 April 2002.

Accommodation will be at the 5 star Clare Country Club. Cost is \$695 per person, this includes accommodation, all meals and activities and the entry fee for the motor sporting events at Mallala.

If you are attending, a non-refundable deposit should have been paid already and the balance by 14 December 2001. Contact Phil or any committee member for a brochure and registration form. Payments should go directly to the MX-5 Club of SA.

A drive to Clare is being organised leaving Sydney on Monday 25 March 2002. Cars from Queensland, Coffs Harbour, Sydney and Canberra will group for this coastal road drive. Provisionally, the first night will be Eden/Bega (Monday), then Melbourne/Geelong (Tuesday), onto Warrnambool/Mt Gambier (Wednesday) and then to Clare for Thursday night. Accommodation will be at motels which will be pre-booked early next year when final numbers are known.

Each day approx 500 km will be travelled. We don't want to be worn out for the NatMeet. We will be visiting the famous Bells Beach, Lochhard Gorge, the Twelve Apostles, London Bridge, Warrnambool's maritime museum, the Mt Gambier blue holes, the Coorong (where the movie Stormboy was filmed), the Murray River entering the Ocean, Adelaide and then onto Clare. Might even have time to visit Phillip Island when passing through Victoria.

For further information, contact Phil Roberts [probert@rbs.org.au](mailto:probert@rbs.org.au), 9481 8469 or Arno Boge [arno@mx5.com.au](mailto:arno@mx5.com.au), 9816 1730.

If attending NatMeet, please register directly to the Mazda MX-5 Club of South Australia and then let me know you have registered.

The above details of the pre-NatMeet drive are provisional only and any suggestions are welcome. As the time gets closer, I will firm up on the route, overnight stays, motel costs etc.

Lodge your annual leave applications with the boss now.

*Phil Roberts*

*NatMeet Liaison Delegate (NSW)*

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Race 1 started well and we got through turns 1 and 2 without incident (pretty good going with a large field). As a result we were all still bunched up in turn 5 when Bob van Zeggeren spun. Mayhem ensued and there was a major pile up. Four cars were badly damaged, the track was blocked and the race was red flagged. There were no injuries but three cars had to be trucked away. The race was later restarted with Zane taking 1<sup>st</sup> in Class, followed by David and Bill. Nick, in his first ever race took 22<sup>nd</sup> place – a great result – well done.

Unfortunately Races 1 and 2 to me are both a mystery, as I didn't get to see them. Brian and I were frantically working with my son and other volunteers, rebuilding the rear suspension of my car in order to start the one-hour race. My thanks go to Zane for allowing me to cannibalise his road car for parts and to Lou for driving home to get parts for me. What a great demonstration of the team spirit we have in TEAMX5!

The one-hour race got off to a good start. David lead our class for a while, then Zane got in front of him, closely followed by David and myself. My car was handling like a dog and car wanted to spin at each left turn. (See article by Brian Anderson). I managed to hold third in class for a while but had to slow when the car boiled (another head gasket blown!). I refilled the radiator and handed over to Brian, but this cost us several minutes and we dropped to the back of the field.

Around mid point in a storm hit – big time. This was no ordinary storm, it was punching out 180kph gusts. When the first blast hit the circuit it tore out a distance marker board (2 metres long, 1 metre wide and 1 foot thick) and hurled it up the main straight, into the path of oncoming cars. Unfortunately my car was first in line! Brian tried to dodge it, but there's only so much you can do at 180-190kph. Bang, the board breaks into three pieces as the windscreen is destroyed (as if the car hadn't had enough damage). Parts of the board then hit another car, destroying its windscreen and causing body damage. Whoever said that

polystyrene foam is soft?

This was followed by torrential rain (and I mean Torrential). This played into the hands of our MX-5s as we run on grooved tyres. Zane had been running 12<sup>th</sup> outright when the rain started – he jumped to 5<sup>th</sup> as the faster cars came in to change their slicks for rain tyres. David also jumped from 14<sup>th</sup> to 10<sup>th</sup>.

At the finish line Zane and Lou were 4<sup>th</sup> outright and 1<sup>st</sup> in class – both fantastic achievements. David was 11<sup>th</sup> outright and 2<sup>nd</sup> in class – also a fantastic achievement. These results are really outstanding when you consider the expensive machinery we are up against (eg. \$400K Porsche GT3's, \$250K Lotus Elises, \$100K Cobras, etc). Bill was 19<sup>th</sup> outright and 4<sup>th</sup> in class and Nick and Matilda were 20<sup>th</sup> outright – brilliant result for their first race. Brian and I were amazed we started the race, and even more amazed that we finished. Sadly we were last, 15 seconds behind the next car. But at least we managed to beat the many whom failed to finish.

The final PSCRAA results for MX5 Club Members for the year were:

David Raddatz – 2<sup>nd</sup> in Class, 4<sup>th</sup> in Drivers Championship

Zane Al-Said – 3<sup>rd</sup> in Class, 5<sup>th</sup> in Drivers Championship

Ed Chivers – 4<sup>th</sup> in Class, 6<sup>th</sup> in Drivers Championship

Bill Dougall – 7<sup>th</sup> in Class, 19<sup>th</sup> in Drivers Championship

*Note:* Bill only joined the PSCRAA late in the season.

PS: Rob Colgan (ex manager of Wakefield) is now managing Queensland Raceway. He sends his regards to all and tells me that as yet they don't have any days in Qld like the MX5 club days at Wakefield. He said he really enjoyed us being there.

*Ed Chivers*

### Farewell

*A recent member from the ACT, Peter Jefferies, died suddenly on New Years Day. Peter joined the Club as an associate member in August last year, and competed with us at Wakefield in his black Honda S2000. Our sympathy is extended to his family.*

# ZOOMING IN CYBERSPACE

Written by Rob Irwin

If you've already dipped your toe into what cyberspace has to offer the average MX-5 driver in the form of discussion groups, you might have been disappointed to find the major MX-5 forums a little too large and/or US-centric to be quite what you were looking for. At the end of the day, many of us crave an online community populated by people we might have a chance of meeting on a run or who will at least empathise with us when we mention the horror of the Cahill Expressway during peak hour.

Thankfully, the folks over at Australian Car Talk ([www.aus-cartalk.com](http://www.aus-cartalk.com)) have been providing an excellent forum for the MX-5 Clubs of Australia since July this year.

From a Victorian-heavy debut, the forum has settled-down to be populated by MX-5 drivers from all states, including a sizeable percentage of New South Wales club members.

To get onboard, point your Web browser towards the Australian Car Talk Web site and follow the JOIN links to register yourself as a member of the community. Once registered you can participate in any area of the site, which also includes sections devoted to motorsport (from a club level through to F1 and V8 Supercars); popular car models (including Ford, Holden, Mazda and Nissan/Datsun); a workshop (covering car care, audio and painting); and other local car clubs.

The topics discussed in the MX-5 Clubs of Australia forum vary from day to day. Common topics revolve around MX-5 upgrades and maintenance in addition to general club talk, such as a discussion of the last social run or track day.

Ultimately, it's an extremely friendly crew populating this forum and, if you decide to stop by, you might just have found yourself getting into something which is almost as addictive as your car itself. We hope to see you drop by soon.

To join, fill in the form...

Topic	User	Replies	Last Post
Getty's opinion: This mucky company	Rob	2	24 November 2001 10:01
20 November Sydney - Last Chance Drive	JimCR	7	24 November 2001 04:40
New MX-5s	Toni	8	24 November 2001 10:01
Midweek November 2001	CCAG	14	24 November 2001 04:07
Search Engine	Diogen	7	24 November 2001 04:40
General	carforum	18	24 November 2001 00:01
Adaptation: 1000cc	Wenger0001	8	24 November 2001 04:40
Workshop notes	STICKLEBY MD	8	23 November 2001 17:06
Don't lose your status	Diogen	8	23 November 2001 04:40
Roll Call: Page 1 of 1	Matty	16	23 November 2001 00:01
General: Sydney club	JimCR	8	23 November 2001 10:01

Join a Topic for discussion...

## What can you fit in your MX-5?

My cameraman Mal had a tight squeeze fitting into a 1992 MX-5. But as you can see it can be done with a heavy broadcast camera, surf board and all.



We are shooting a fun promotional video for Pfizer. The video required a scene with a matured guy going for a surf with his (you guessed it) MX-5.

Laurie Tesoriero



# Canberra Capers

The ACT members have continued to meet on a regular monthly basis and discuss social and other activities for the future.

At a recent meeting our Canberra Rep Rick Fischer was replaced by Steve Hinton. Rick has been doing the task here in the ACT for the last 4 years or so and has done a great job in keeping the Canberra enthusiasts motivated. He felt it was time to give someone else a chance and so it is that Steve has taken over.

Steve has moved things along since that meeting and along with our new secretary Malcolm Bernhardt they have both organised several outings for us.

## Recent Outings

The first outing on Sunday 9th Sept we were very kindly invited by the ACT MG Club to join them on a Sunday visit to a place called the "Poachers Pantry". The "Pantry" is a husband and wife family business smoking gourmet meats for restaurants/hotels and airline catering. The farm is situated about 20kms north of Canberra. It was a very pleasant sunny afternoon and the drive out to the farm in convoy was most enjoyable. We were given a guided tour of the smoking house by the owners, a tasting session of the products, smoked Kangaroo and Emu etc. and then a very pleasant afternoon tea where we were all able to meet and catch with each other.

On Sunday 23 Sept seven ACT club members met at the Gull Petrol Station and had an outing to Honeysuckle Creek, the site of an original NASA Deep Space Tracking Station. It really looked good in the convoy formation as six of the cars were different colours, white, red, gold, silver, green and blue. Although the weather was overcast and fine most of the time we had a most pleasant trip out there and a lovely picnic together. In fact we just finished the picnic and it started to drizzle just as we had packed up so it was well timed ending to the afternoon.

On Monday 15th September, three ACT chapter members attended the Wakefield Park day. It was a superb day the weather was outstanding, the

track was good and the competition exciting. Ed Corey and Mal Bernhardt competed and did some really good times in the circuit whilst John Brown acted as a flag and grid Marshall on and off throughout the day. We all slept very well that night once we had driven home!!!

On Sunday 21st October only four members this time met at the Gull Service station and we went in convoy to Araluen, an hour or so south of Canberra. In fact, Araluen was a very prosperous little town in its day in an old gold mining area and very famous for its peaches today, there are orchards everywhere! Having gone through picturesque Bungedore we headed for Braidwood where we stopped for coffee and milkshakes at the local coffee shop. We continued and arrived in Araluen just before lunch. It is a pretty little spot and we stopped outside the one and only pub and some of us had a most refreshing beer, then we found a very quiet picnic spot right beside the creek and had our picnic. It was good to catch up with the other club members.

## Day trip to Young

In November our monthly run took us on a day trip to Young. We chose this time of the year so that we could participate in and enjoy the atmosphere of the famous "Cherry Festival."

There were 8 cars and we set off heading north out of Canberra. After an hours motoring we all arrived at Boorowa where we stopped for morning coffee much to the delight of the locals who were certainly curious at our arrival "en mass" and spent time inspecting our little fleet of MX-5's.

Next stop was Young where we had a picnic lunch in the main park which was the centre piece for the cherry festival. There were lots of things to see in particular a very spectacular display of steam engines, vintage tractors and some cars. After lunch we visited the famous "JD's Jam Factory" where many jars of jam, relish, pickles were purchased as well as boxes of cherries.

On the return journey we went via Harden where we made another stop to

view some beautifully restored Morris Minis and a Charger. The restorer just happened to be our own Steve Hinton's brother-in-law and didn't he have a nice workshop it was like a small aircraft hangar with lots and lots of space and a bar! It was a great stop and a good opportunity to see someone else as passionate about cars!!!

Whilst it was a fairly long run it was a most enjoyable day with all cars returning to Canberra safely loaded with "cherries".

## Canberra Christmas Party

Our Christmas Party was another great success. 10 cars gathered on 16th December and we drove a short distance north of Canberra to the tiny village of Gundaroo where we had a most enjoyable lunch at a lovely "bohemian" cafe in the main street.

Whilst it was a hot day the drive to and from Canberra with the hood down was glorious and the wind through the hair made it all worth while.

## What's coming up?

The February run on the 20th will be to a lovely spot south of Canberra to Orroral Valley the site of a NASA Tracking station. The Canberra team are finalising our events calendar at the moment when it is ready we will send it to you.

We are also hoping to arrange one of our monthly runs to team up with the NSW (Sydney) fraternity.

We will keep you informed....

Email us at [canberra@mx5.com.au](mailto:canberra@mx5.com.au)

*John Brown,  
Canberra Representative*

### WANTED - Photos for Club Website!

If anyone has any interesting photos from Club Activities or anything MX-5 related we would love to see them. We may be able to post them on the Website for all to enjoy. Contact the Committee or our Webmaster.



# MORE POWER!!!

*Written by Stefan Mayer, drawing by Lucas & Matilda*  
The Co-Pilot and I went for another little Hoon, we ended up over at Nick & Matilda's Place.

While Nick and myself were outside having a little smoko and telling tall stories, Our Beloved Treasurer decided to get the colour pencils, sit on the floor with Lucas and draw.

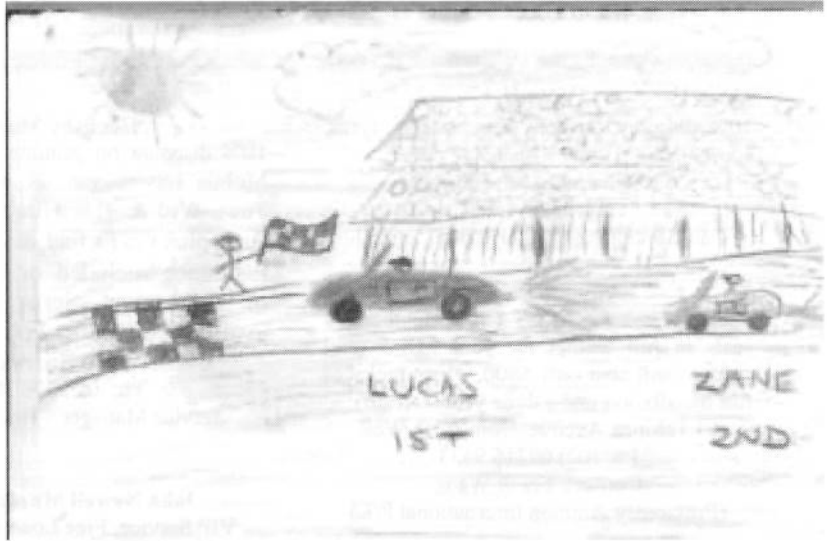
The following picture was drawn with some major input & instructions from Lucas.

Matilda was drawing the first car and Lucas Says: "That's like Daddy's Car....Sports car."

As Matilda is drawing the second Car. Lucas Says: "That's like Zane's car.....Race Car"

Now there are some miracles in this picture - Zane managed to get a temporary green paint job on his Silver Bullet! Zane obviously is running only on 2 cylinders at best. More likely on 1, If this is supposed to be daddy's car ...

And to conclude, just because you have children does not mean the end of having a sports car. Remember, a picture says a thousand words!!



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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.

## AMG

10% discount on body kits, wheels, tyres, sports exhausts and suspension parts.  
500 Glenmore Rd, Edgecliff  
Ph 9327-6508  
Call Simon Stratford or Brian Connell.

## Ammon Leather

Special rates for MX-5 Club Members. 2 seats in full leather for your MX-5 (any colour) will cost only \$800. Price includes full installation and a three year warranty.  
14 Telopea Avenue, Homebush West  
Ph: (02) 09746 9433  
Contact: Frank Wang  
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Ph: 02 9372 3000  
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*Please note that the Mazda MX-5 Club of NSW does not endorse or recommend any product or service provided by the above companies. It is listed as an information service for our members only.*

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## Club Talk

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The Mazda MX-5 Club of NSW operates as a non-profit organisation and relies primarily on volunteer services. However, sponsorship of events, the publication and mailing of the newsletter, and operating supplies constitutes a financial burden that must be met by the membership. Make 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: [membership@mx5.com.au](mailto:membership@mx5.com.au) or The Secretary

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