

MX-5 Club of NSW Creating Smiles For Kids With Cancer



Check out the smile



Hey mum look at us !



If I look cute maybe
I'll get to drive



What's inside..

- 2 Jean's President Report & New Members
- 3 Mike's Competition Report
- 5 What is Natmeet?
- 6 Camp Quality Thank You
- 7 Out & About
- 8 Spyder's Story
- 9 Out on the Track
- 10 Ian Luff Driver Training Day Report
- 12 Steve's Captain's Report
- 13 A Slippery Day at Wakefield Park
- 14 Canberra Capers
- 16 Members Benefits

President's Report

As we approach another AGM and look forward to a change of Committee, I can look back on the last few years of my participation in the Club and on the Committee. The membership of the club has grown immensely over those few years, we now have close to 400 members. We are over 1000 in the membership numbers now! We have started having a lot more informal runs and social events, some even on mid week nights unfortunately for the rest of us, mostly for those who live in the city! TeamMX5 have participated in more competitive events and have won the trophy at the State Supersprints. There are entrants in some classes of Production sports cars races now who have been the lead up to the V8's at Eastern Creek and the Konica Cup events at Wakefield Park. I think we have surprised a few people out there in the world of amateur car racing!

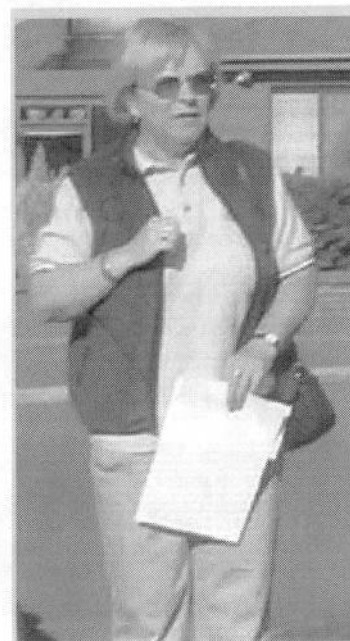
Last month I was invited to a meeting held at Shannon's office in Sydney. It was arranged by Shannons and by John McCoy-Lancaster who hosts a car club oriented radio show on 2SER FM. The meeting was attended by representatives of the Council of Motor Clubs of Australia, Vintage & Veteran Car Club, the Ford Mustang Club, the Corvette Club and the Hot-Rod Club. We spent some time discussing the problems we are all having and how we can perhaps work together to help each other. One resolution that we ended up

all agreeing on and will be implemented soon I hope, was to set up a web page with contacts to all of the clubs, so we can all have an idea of what events are going on. If we look at our activities and multiply them by all the Clubs in Sydney, there would be no excuse for being bored any weekend! There were a lot of issues with older cars and car clubs that would not apply to us except for the Public Liability issue which affects everyone these days. The big thing about it all was that we were invited at all! It indicates that we are recognised as a force within the sporting car clubs and we have a voice that could be heard! I was pleased to be there sitting around the table with representatives of clubs that have been around for over 40 years! One issue that was discussed was succession planning, and perhaps as we are looking towards a new committee with a few of us stepping down, maybe that is a task for the next year.

This time last year I had been expecting to step back, but my plans had been scrambled a bit, so there I was again! I am happy to leave the committee now, in very capable hands with new faces and a huge amount of enthusiasm. That enthusiasm is the thing we never want to lose. It infects all of us, almost like a virus, (trust a nurse to put it like that) but it spreads throughout all of us and re-infects all of us again, as we remember what it was that drew us to the car and the club in the first place.

We all bring different skills and personalities to the group and end up working well together. We certainly do make a lot of mistakes and do things wrong on occasions, but just remember it is all volunteer work and it is hard work as those of you who have been on any committee will know. If you feel we are doing things wrong, feel free to let us know, but also be prepared to get in there and help us work it out and correct any perceived problems. I will now move on to help with Natmeet in 2004. Watch this space!

*Jean Cook,
President*



Welcome New Members

A Very Warm Welcome to our Latest Members

Sharon Metzl
Philip Fong
Leigh Addison
Karl Matiszik
Kim Glass
Jan Broughton
Allen Chang
John Broughton
Leonard Mele

James Sierra
Benjamin Pomroy
Michele Sierra
Richard Taylor
Philip Martin
Jodie Loveday
Sheila Martin
Larry Whitman
Vik Bhasin

John Morley
John Bugh
Allan Bugh
Mark Rayner
Daniel Lau
David Ellis
Kim Biggar
Gary Tai
Joseph Szeto

See you all at the next run...

COMPETITION REPORT

Since Autumn's report activity levels both within the club and in open competition have picked up considerably.

The club has run three practice days at Wakefield Park. Two Monday events on the 22nd April and the 17th June and our first Sunday event on the 19th May. The April event attracted 34 starters, 28 members and 6 visitors. Our speedy Treasurer Matilda Mravacic set fastest time of the Day in a time of 1.12.01. Nick Martinenko was second 1.12.37 with new club member and the proud owner of the ex Paul Brell car, Jason Hay third in 1.13.01. Well done Matilda you really showed the guys a clean pair of "high" heels on the day and an excellent result for Jason first time out. Regularity winner was once again the ever-consistent Robin Thomson in his green 1600 with a time variation of 1.92 seconds, identical to his winning time in February.

Our first Sunday meeting attracted a strong field of 38 entrants, 34 members and 4 visitors. There were 8 first timers and a number of experienced drivers who are unable to make it to Wakefield Park on a Monday because of work commitments, confirming the decision to run the Sunday meeting was the right one. There was the usual number of Monday regulars on the grid as well. David Raddatz making a welcome return to a club day set fastest time of the Day. His best time was 1.11.57, closely followed by Barry Faux, back from a successful stint in Targa Tasmania in his RX 7 (see separate report from Barry), which on the day recorded 1.11.82. Third was Nick Martinenko in 1.12.15. Although the day started a little wet the weather cleared in the afternoon, many drivers setting some very quick times for their personal bests very late in the day.

For the regularity, the nomination of a time became a bit of a "lottery" because of the changing weather. In the end it was victory to the brave with Nick Martinenko winning with a time variation of 4.74 seconds.

Monday 17th June was the last Practice Day for the Competition Year 2001/2002. Despite the fact that it is winter this meeting attracted a record number of entries with 45 starters, 38 club members and 7 visitors. Fastest time of the day was recorded by Greg Sutton a visitor from the ACT in an RX 7

with a time of 1.10.00. Quickest club member was Robin Thomson in his very quick S2000 in a time of 1.10.56, a new personal best for the Honda. And third was David Raddatz in a time of 1.11.35.

David Raddatz was also the regularity winner with a total time variation of 2.86 seconds followed closely by Steve Lamont and Nick Martinenko. Kyle (Biggles) Alberts won the "sand pit" award for burying the "Bimmer" in the trap at the end of the front straight. If they built front wheel drive BMW's, Biggles may have been able to drive out rather than have to rely on the towrope. I will apply for the loose of the day award, managing to spin/slide Bill Dougall's "Bugger" a fair way down the back straight without leaving the black stuff, it sure wrecked my regularity time. Good also to see Carlos Alborno back at Wakefield Park sharing the wheel with David Raddatz. We were once again very lucky weather wise. The rain holding off until about 3.20 pm. A few brave souls tried their hand in extremely slippery conditions to finish off the day.

Final Class placings & point-score plus fastest lap by class result for the competition year 2001/2002 are listed at the end of this report.

Once again a very big thanks to all those members who came along and helped as volunteer officials over the past year. In particular Zan Menzel with help from Rod as Event Secretaries and Timers using their self developed RTM Timing package. Jeff Gehrig and Richard Dutton for their help with timing, Peter Balnaves who managed the starting grid with dedication and Matilda Mravacic, Nick Martinenko and Bill Dougall who scrutineered the cars at each meeting and Phil Roberts who assisted me with Clerk of Course duties. In addition there were many others who also assisted in various capacities. Thank you once again, your help has been invaluable and without your support it would not have been possible to conduct our track days.

Round 2 of the State Supersprint Championship was conducted by the WRX Club at Wakefield Park on Saturday 25th May. Like the club day the previous Sunday, the morning was cold and wet with the showers easing in the afternoon to allow all a few laps in the dry. Club members recording class wins were Nick Martinenko, Steve

(Continued on page 4)

Coming Events

Update your organisers and diaries !!

Saturday, 3rd July

ACT Coffee & Lies

Sunday, 7th July

Annangrove Breakfast Run

Sunday, 14th July

Go Karts are Go

Wednesday, 17th July

Committee Meeting

Sunday, 21st July

X Nepean Belle Run

ACT Run

Wednesday, 24th July

Annual General Meeting ✓

Saturday, 3rd August

ACT Coffee & Lies

Sunday 4th August

Informal Putty Rd Run —

Monday, 12th August

Wakefield Park Track Day

Wednesday, 14th August

Committee Meeting

Weekend Away 17th/18th August

X Walcha - Thunderbolts Way —

Sunday, 18th August

ACT Run

Sunday 1st September

Informal Run to Bathurst

Saturday, 7th September

ACT Coffee & Lies

Wednesday, 11th September

Committee Meeting

Sunday, 15th September

X Club Run

ACT Run

Saturday, 5th October

ACT Coffee & Lies

Monday, 14th October

Wakefield Park Track Day

Wednesday, 16th October

Committee Meeting

Weekend Away 19th/20th October XX

Cowra

Sunday, 20th October

ACT Run

Saturday, 2nd November

ACT Coffee & Lies

Wednesday, 6th November

General Meeting

Sunday, 10th November

Wakefield Park Track Day

Wednesday, 13th November

Committee Meeting

Sunday, 17th November

• Club Run /

ACT Run

Saturday, 7th December

ACT Coffee & Lies

Monday, 9th December

Wakefield Park Track Day

Wednesday, 11th December

Committee Meeting

Sunday, 15th December

• Christmas Party /

ACT Run

Wakefield Park 2001/2002			
Best Lap Times by Class			
Class.	Driver.	Time.	Date Recorded.
Class 1.			
Novice Female.	Jan Horspool	1.29.33.	19.05.2002.
Novice Male.	Peter Cooper	1.19.75.	11.02.2002.
Experienced Female.			
Experienced Male.	Robin Thomson	1.19.02.	11.02.2002.
Class 2.			
Novice Female.	Leonie Flower.	1.27.77.	11.02.2002.
Novice Male.	Miles Flower	1.22.50	11.02.2002.
Experienced Female.	Zan Menzel.	1.25.84.	13.08.2001.
Experienced Male.	Rod Menzel	1.22.48.	17.06.2002.
Class 3.			
Novice Female.	Evie Payne	1.27.94.	17.06.2002.
Novice Male.	Arno Boge.	1.19.20.	19.05.2002.
Experienced Female.	Jean Cook.	1.23.47.	17.06.2002.
Experienced Male.	Arno Boge	1.18.70	17.06.2002.
Class 4.			
Novice Female.	Nikki Alberts.	1.21.64.	17.06.2002.
Novice Male.	Liam O'Hagan.	1.16.98.	17.06.2002..
Experienced Female.			
Experienced Male.	Kyle Alberts	1.17.27.	17.06.2002.
Class 5.			
Female.			
Male.	Steve Lamont.	1.15.06	17.06.2002.
Class 6.			
Female.	Nikki Alberts.	1.2.79	11.02.2002.
Male.	Roy Milford.	1.15.86	19.05.2002.
Class 7.			
Female.	Matilda Mravicic	1.12.76	15.10.2001.
Male.	Nick Martinenko	1.12.15	19.05.2002.
Class 8.			
Female.			
Male.	Ed Chivers.	1.11.49	13.08.2001.
Class 9.			
Female.	Matilda Mravicic*	1.12.01	22.04.2002.
Male.	Barry Faux.	1.09.88*	13.08.2001.
* Corrected 19.06.02.			

(Continued from page 3)

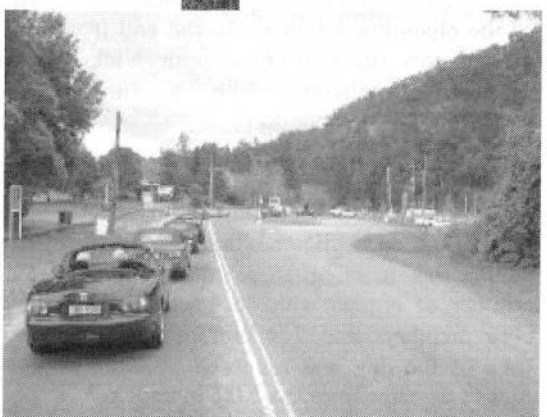
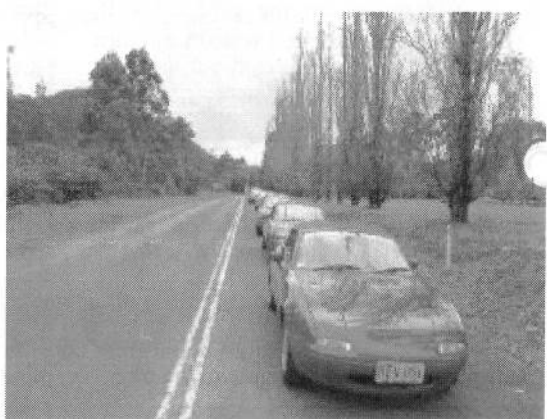
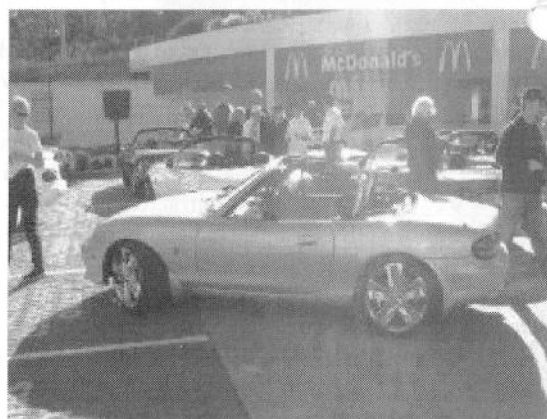
Lamont, Mike Hicks and Robin Thomson. Matilda Mravicic was second to Nick in class 3a whilst Lindsay Burke having his first run in this years Championship was third in his Mazda 808. Peter Cooper was second to Robin in class 1a with Derek Plante third. So once again all club members contributed to the 18 points we received for the club point-score. After the first two rounds the MX-5 Club leads with 36 points with NSWRRRC second on 23 and Toyosports third on 20. Leading their classes are Nick & Matilda (tied), Steve, Mike and Robin. The next rounds of the Championship are at Oran Park GP on Saturday 29th June and Eastern Creek on Sunday the 7th July. Come out and cheer on the MX-5's.

The Production Sports Car boys and gals have been very busy over the last few months. During that time there has been races at Wakefield Park over Easter as support to the Konica V8's, Eastern Creek in late April as support for the V8 Supercars, a NSWRRRC meeting at Oran Park on 18/19 May and more recently support for the Konica V8's this time at Oran Park on 15/16 June. Ed Chivers has put together a full report on these meetings which is featured elsewhere in this edition of Club Talk.

Look forward to seeing you all at the AGM on the 24th July. After the meeting we will be presenting the trophies for the 2001/2002 competition year.

Mike.

Highlights of the Wiseman's Ferry Run



What is Natmeet?

Anyone who has been to one will tell you it is great and we had a wonderful time!

Natmeets are special, very special. They come around every two years.

Special people attend Natmeets, people with the same love you have for your "Pride & Joy", the one that when you are enjoying the driving, the socialising, the sheer joy of owning a "little coloured smartie" that puts a permagrin on your face and is available in a spectacular range of colours.

Every two years a state puts on a Natmeet. Colin and I have been to them all. The first one was in South Australia as was the last one. All fantastic, all different, and all with little personalities & moments of magic and excellence along the way. After SA in 1994 it was NSW's turn, then Queensland, then Victoria. We all carry with us special memories of special moments and happy times together. Western Australia is the only state that has not managed to have one as yet. They did try once, we all tried to go west, but logistically it was a nightmare. We have had WA members attend most of the Natmeets and it was great to meet them and hear their news. Natmeet is a chance for club Members in the different states to get together, socialise, admire, adore, compare & swap stories and ideas about our little treasures. Some people leave them original, some change things along the way as money permits, and others go for it in every way! It does not matter what you do, everyone is interested and if they are not at first, they soon learn to be and finally come on board, usually outshining and outgolding the best of them! We had so much fun at the first one that NSW decided that on the off years at Easter, we would get together with the Queensland club at Coff's Harbour and continue the friendship and fun time together, but nothing competitive. I understand that Victoria do the same with Tasmania. This is how friendly you become and just what you can get out of them.

Travelling to Natmeet can be a fun experience, teaming up with club members and doing touristy bits along the way.

Day one at Natmeet is usually Concours. This means spending a lot of time with a bucket, sponges various sized brushes, several chamois's, polishing, cleaning, tyre painting and using lots of elbow grease. When all that is finished, the cars are lined up in categories and wait to be judged. Everyone has a chance to vote for the "People's choice", so delegates hover examine and decide which car they like best and will vote for. This done, then it is coffee time.

Day two is usually a social drive along some MX-5 roads with wonderful scenery, a stop for lunch and maybe an observation run home to keep you awake. Some members call this the Bastard or Divorce Run!

Day three is usually some kind of track day, with timed laps, supersprint motorkhana, hill climb plus novelty events, so everyone is catered for. There may be another event scheduled for non track delegates. The reason for all this is POINT SCORING! Everything you do or participate in (even breakfast, so watch out those with hangovers) adds to the points for your state team, and finally, hopefully winning the much coveted Natmeet State Trophy.

The evenings are usually casual, a BBQ get together on the first night and a chance to meet old friends and make new ones. The second night something casual with a cosmopolitan flavour. The third one may be a trivia night or some other brain teasing event, then the night of nights, the Presentation Dinner, when everyone goes to a little more trouble with their dress and pretends it was not really any trouble to fit it in the car, plus the matching shoes that would only be worn for a few hours, and did not go

with anything else in the travel wardrobe!

The excitement builds during the evening as the prizes are awarded for concours, peoples choice, track day, observation run, outright winner then the STATE WINNER!

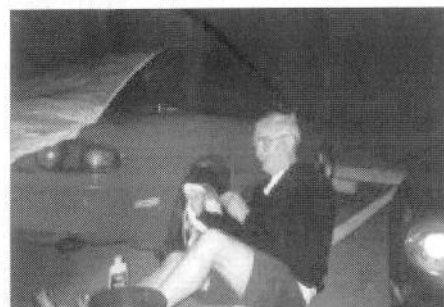
Natmeet is a lot of work for a lot of people- join the team, you won't be disappointed. The self satisfaction and the friendships you acquire along the way- doing things you never thought you were capable of doing, with a team to back you all the way, is unbelievably rewarding!

We need your help, the club needs your help. Let's show them what a special time we can give them in NSW 2004, and hope it will always remain a fond memory for the fun, the friendship, the competitive spirit and the good times we have shared with each other.

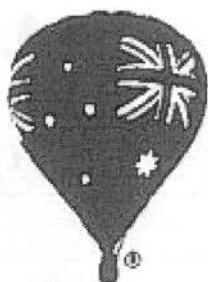
Elaine Caldwell



The Natmeet 2004 Committee



Things that go bump in the night. Colin Caldwell in the wee small hours, preparing for Concours at NATMEET 2002



Camp Quality



A non-profit volunteer organisation providing a camping experience and much more for children with cancer.

camp quality.
laughter is the best medicine.

FAX TO: LAURIE TESORIERO
FAX NO.: 9876 8627
DATE: 14TH MAY, 2002

Camp Quality Sydney
Junior Camp Leader
Jackie Katz

AUSTRALIA
A.C.T.
Central Queensland
Illawarra
Newcastle
North Queensland
Northern NSW
Northern Territory
South Australia
South Queensland
Southern NSW
Sydney
Tasmania
Victoria
Western Australia

BANGLADESH

CANADA

CZECH REPUBLIC

ENGLAND

FIJI

HONG KONG

INDIA

INDONESIA

MALAYSIA

NEW ZEALAND

PAPUA NEW GUINEA

ROMANIA

SCOTLAND

S. AFRICA

SRI LANKA

U.S.A.

VIETNAM

WALES

Dear Laurie,

There really are no words that can adequately express our gratitude for what was a truly fabulous day. The generosity of the MX5 Car Club members is very much appreciated both by the organisation and especially the children of Camp Quality.

Thanks a million - I will send photos as soon as I have them. I hope that what I have written below is adequate for your newsletter. Please feel free to change anything you are not happy with,

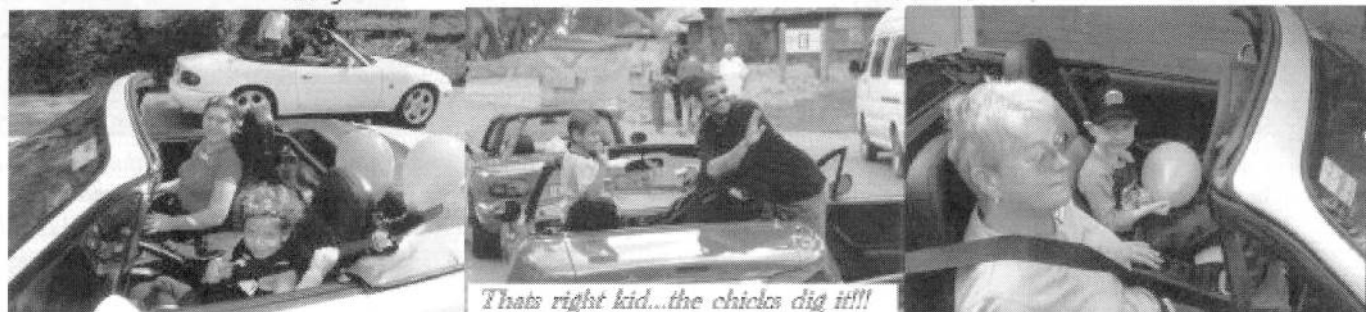
Kind regards,

Jackie Katz
Jackie Katz.

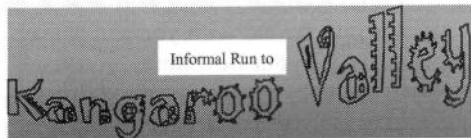
On Sunday morning, 21st April, 24 very excited children attending a Camp Quality weekend, greeted a fleet of 25 beautiful MX5 cars. I hope that the camera could capture the expressions on the children's faces as the cars came down our little side street tooting their horns - what a fantastic sight. Each child picked their favourite coloured car and after being carefully buckled in, the convoy of cars headed down Bulli Pass. Many disappointed companions were left behind without their charges. During that time, the CB radios were in constant use, especially by the little girls, with comments such as "can you please go faster" and "my car's the best". I think the drivers were certainly entertained by the enthusiasm of our children. For many the journey which lasted approximately one hour, ended all too soon.

On their return one little boy asked me if I had organised the drive. Even though I knew that Laurie was responsible for this wonderful event, I lied and took the credit. His eyes were just about popping out of his head when he said "That was fabulous! Thank you". I wish that at that moment every one of your members could have witnessed that reaction. I know that Nicholas's comments were echoed by each and every child - they kept talking about the cars for hours after you left.

Your generosity did not stop there - we were truly overwhelmed when the MX5 club presented Camp Quality with a cheque. On behalf of the organisation and all the children, I would like to thank you most sincerely, both for your financial donation, but more especially for your donation of time which enabled our children to take part in an activity they will remember and talk about for a very long time. Thank you.



That's right kid...the chicks dig it!!!



The sun came out to greet the world ... and the wind soon followed (or could that have been because the top was down?), whatever it was, we headed off for the "Informal run to Kangaroo Valley".

First stop, the meeting place - **Pheasant's Nest** - what page reference is that exactly in the current 2002/2003 UBD? I *still* haven't found it!!!

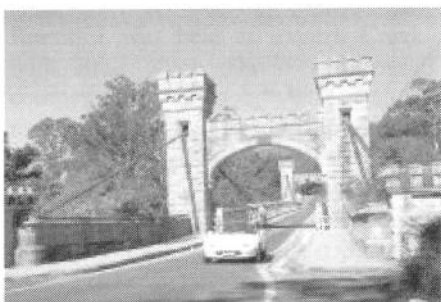
After rugging up again and tuning in the CB, the adventures for the day had begun, we were heading for a coffee break!! We had cruised to **Fitzroy Falls** to



experience the magnificent waterfall, nature's own creation set amidst a large number of 'scribble trees' - the ones where you'd scratch out the initials of that high school sweetheart when you were on camp!! This very serene setting that was truly bliss filled, had to be cut short, as we were on a mission!

Next destination, **Kangaroo Valley**. Boy, those roads were the bumpiest, narrowest roads I've been on in a long time!!! A gorgeous route never the less and the best part of the drive for me personally. Setting out for a drive to "Kangaroo Valley" I thought that we'd naturally see ... kangaroo's, instead a whole herd, a massive field of cows!! They were absolutely adorable.

The Hamden Bridge eat your heart out! The drive was spectacular, large open fields, hills and luscious trees with the bluest sky! Arriving at the bridge, the challenge was set - take as many photos of the MX crossing the bridge! Five crossings later, no pics, but at least the angles were all worked out and I had not been hit once! Anyway we regrouped and drove on.



One Lap Around Sydney

And last but not least, **Berry**, the final stop on this terrific day. The streets were alive, people everywhere enjoying their Sunday afternoon in the warming sun. This is where we parted, grabbed a bite and giggled about the day's events!!!

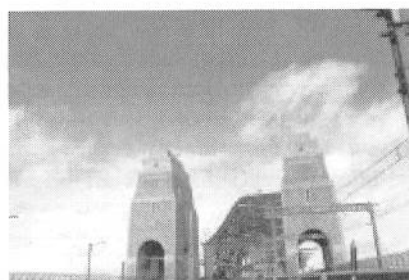
A huge thanks to Steve for the organisation! It was a superb day!

Keep Shining,
Kathe

(Daniella's passenger in DEE13M)

One Lap of Sydney....

And what a lap it was. Who was to know that you could get so much pleasure out of our beautiful busy city in a dream machine! We started in Redfern at Strangers with Candy Café where many drivers dosed up on their caffeine fix before taking to the Sunday morning chill. The clouds didn't look too good, but as some of our members like to say 'it doesn't rain on an MX-5 drive'. My mission today was to get some action photos, so I put the top down, plugged in the CB and handed the camera to my passenger *Kathe*.



The first land mark was the Sydney Harbour Bridge, I am told that if you look up while driving over it feels like the bridge is falling on you - I am yet to experience this when I am not in the drivers seat! On towards Taronga and in to a dead end where we had a perfect view of the harbour and the city and I didn't even have to get out of my car. We then cruised through Balmoral, along the beach and on to North Head where we had a spectacular view of Sydney. We even spotted a few tourists driving an LT plated MX-5 and wearing a stylish driving hat!!!



After leaving North Head we went through main street Manly, smelt the sea air and then onto Clontarf where we stopped for an extended break after driving through some scenic suburbs overlooking the water. We lost half the group at this point, and no one willing to submit an article on the 'fun' they've had ... actually an expression of enthusiasm was shown from 6 year old Stephanie! Thanks for that!



So the rest of us cruised along the Spit Bridge, through the Harbour Tunnel, past Harry's Café De Wheels where it seems I'd lost everyone (what's new!) and thanks to the CB caught up to them to go down main street Kings Cross and sit under the Coke sign waiting for the slow lights.



Next stop was The Gap, after going through the scenic suburbs of Rose Bay and Watson Bay. Looking over the cliff and into the ocean was a sight, especially the rainbow over the horizon - the pot of Gold was a lot harder to see!



At this point I headed back through the CBD, it started to rain and so the fun for the day was over.... I can now say I have seen a lot more of Sydney than I ever thought I could in one morning, and Steve count me in to do this one again!!



Daniella
Editor, Member #692

Spyder's Story

Hi, my name is Mark Bocchi (aka Spyder). I have four beautiful women in my life. Each one is as important as the other. There is Evie Payne (aka Fli), my two daughters Stephanie and Adrianna, and finally the one that recently stole my heart, Sabrina, my Twilight Blue 99 MX-5. This is our story.

It all started when Evie and I started to look for a replacement for my 89 Jackaroo. The poor old thing had 200K's on it and I had driven her hard, very hard. We were initially looking for another Jackaroo, a 98 or 99 model in Dark Green, but after six months of looking couldn't find one. So do we buy a new one? They no longer came in the colour we wanted. Meanwhile the old Jackaroo is dying a slow death.

We went for a walk down Auto Alley at Parramatta and came across a Black MX-5. After a brief discussion on how impractical it was, a test drive was arranged. I was hooked, we both fell in love. Our beautiful Twilight Blue Sabrina was found within days of our first enquiry, and we left a deposit while I got onto the internet and found the MX-5 Club. Phil Roberts answered all my questions about owning a MX-5, as only another MX-5 lover would. All praise to the MX-5. Three days later I had Sabrina in my hot and sweaty hands. After the foreplay, the woman is a firecracker, always aiming to please her owner.

Now that Sabrina was safely garaged at her new home another call was made to the MX-5 Club. What was it all about? Patsy Chivers gave us all the info and suggested the Pittwater Run on the coming Saturday. She even squeezed us into the dinner after the run at short notice.

So off we went on our first club run. Evie and I arrived early at the Spit Bridge and watched as MX-5 after MX-5 arrived, until the car park was full of beautiful creatures. Everyone made us feel really welcome. Then Slammer arrived who hadn't seen his Auntie Evie in years. So does that make me Uncle Mark? I think not. With an air of anticipation we listened to the briefing, and were advised of the route and what was expected of us as a respectable car club. Stay within the speed limits, observe all road rules. All very boring until Ladies and Gentleman, start your Engines. We eased Sabrina out of the car park and joined

the other MX-5's on the Spit Bridge. When the first set of traffic lights changed to green it was like the start of a Formula One Race Meeting. It was absolutely brilliant.

That was the start of many enjoyable club outings, from Breakfast Runs, to Sunday Drives, to mid week night drives. Being part of a serpent of MX-5's winding your way through the windy roads is a great feeling. Each outing is run with the purpose of being part of a group of people with a common interest, a real love of the MX-5. Each run is unique, always well organized, always the opportunity to meet new people and catch up with old friends, always fun. We are so pleased to be part of all this fun.

Then there are the track days. This has to be the best fun you can have with your clothes on and not have to worry about nasty men with speed cameras or radars. Seeing so many adults with grins from ear to ear, running on adrenalin and talking about PB's, rubber and trying to keep on the track and bettering their times is just the absolute best. Then when

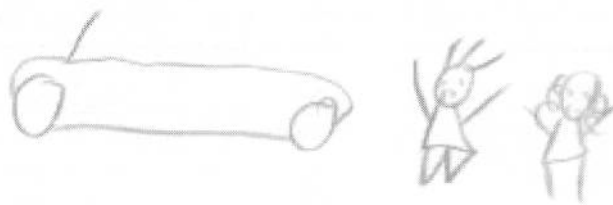
you think you have done your best, Zane jumps into the car with you and shaves 8 seconds off your best time, you tend to have a healthy respect for his abilities.

On one particular run after much discussion with Evie, I, Ah, we decided to usurp Evie from her normal position in the passenger seat and take my six year old daughter Stephanie for a run. She had an absolute ball. See her report and drawing in this edition of Club Events. Next time I'll take Adrianna, because even though she is only three, she too thinks Daddy's MX-5 is a "Cool Car". What could be a better way of Father Daughter bonding?

And that brings me to the final part of my story, the new friendships one makes on the runs and at the track is all part of the MX-5 club ethos. Evie & I are both proud members of the MX-5 club and I think Stephanie's comment sums it all up "I had lots of fun today Dad, can we do again?"

Mark Bocchi (aka Spyder)

Daddy and I went out
with the CLUB I had
a CAFE Latte we went
over the bridge and to
the Zoo Then we went
to north head we went
saw the city we
went to a park and
Then we went home
Stephanie Bocchi



Out on the T R A C K

Production Sports Car Racing Update — June 2002

As the saying goes, time flies when you're having fun. The Prod Sports calendar has been compressed this year. The rounds are flying by we are already over half way through the calendar.

Prod Sports is going from strength to strength with more members and larger grid sizes this year, not to mention more and more MX-5's. This has also been a high profile year for Prod Sports. Most rounds are as a support category for AVESCO. So far we have twice run with the Konica V8's and once with the V8 Supercars and there's more to come.

The Prod Sports element of TEAMX5 has more than doubled in numbers this year. Those who ran all last year have returned: Zane Al-Said, David Raddatz, Lou Iezzi and myself. Nick Martinenko, Matilda Mravicic and Bill Dougall (who raced with us in the 1 Hour race last November) have signed up for this year and will run where it doesn't clash with the Supersprint championship. In addition we have two new MX-5 Club / TEAMX5 members who have come straight into the racing — Brad Douglass and Brian Anderson.

Brad joined us for round 1 and is driving a blue and yellow 1600. What a demon he is on the track! Just wait till he gets the new 1800 motor fitted — he will right up the front and very hard to beat.

Brian Anderson has bought Huy Nguyens old race car. Brian joined us at round 5 with the car in standard road tune, but he is shortly having a very hot 1800 dropped into it. Brian is the current PRB champion and will also be one to watch once he gets the race engine into the car.

Round 1 was held at Eastern Creek, with Brad, Zane, David and myself competing. It was good weather and a great time was had by all. David had a small mishap, spinning off at turn 4, breaking a track rod arm and denting the right guard and bonnet. It's most unusual for David to make a mistake!

Results for the weekend were Ed 35 points, Brad 23 points, Zane 22 points and David 12 (he DNF'd one race).

Round 2 at Wakefield Park was as a support category for the Konica V8's. There was a big crowd on hand, around 7,000 according to the press. Zane, Lou, Matilda and I had entered for this round. However, in practice on Friday my car dropped a valve and the racing was over for me that weekend. On the plus side, it was the first time I had been a spectator for our category and it was fantastic. There was also was a lot of enthusiasm for our category from the crowd and commentators. I now know what it must be like to go to a footy match and cheer on your team. I was hoarse after each race. Zane went ballistic, first getting into the 1.09's then the 1.08's — brilliant stuff! Lou was close on his heels too, also into the 1.09's (I was green with envy at not being able have a go with them). Results for the weekend were Zane 36 points (he won the class for all three races), Lou 28 points and Matilda 18 points.

Round 3 at Eastern Creek was as a support category for the V8 Supercars. This was BIG. There was a crowd of 36,000 people watching and we had the pleasure of being the race immediately prior to the main event, so we had maximum attention. Zane, Brad, David, Nick and I entered. It was a great weekend with lot's of very tight racing and frequent swapping of places. As an example of how tight it was, in the last race I took third place by less than a metre. Results for the weekend were Ed 18, Zane 14, David 11 and Nick 9.

Round 4 was held at Oran Park GP circuit. Zane, Brad, Anthony Robson (driving Lou's car) and myself entered. It was quite an eventful weekend. Brad and Anthony both had separate bingles with an MR2, leaving them with dented panels and I seriously questioned why a grandfather four times over should ever get into a race car. In race one Zane and I had a blinder of a start. Zane was ahead with a Lotus Exige sandwiched between us when, going into the S's on the first lap, at around 130kph, the Exige tried to hang onto Zane, overcooked it and started to spin in. The tyres then bit and swung him

around right into my path! I made a rapid exit, onto the grass. As I got the car under control I saw the rear of the Exige coming directly at me, slightly airborne. Another quick wrench on the wheel and phew!!! Then in the second race, at the end of the straight, at around 180kph, before a 90 degree corner, a brake pad exploded, leaving me without any brakes at all, pedal to the metal. Nothing! Nothing! Nothing! Time to panic — what next? Point it at the softest spot, spin it and hope it stops! Coming to rest in the sand trap a few feet from the wall, I got out of the car trembling ever so slightly. Two close calls in two races! Did I want get in the car again this weekend? Not really. I did, though but not with confidence. Results for the weekend were: Zane 38, Brad 20, Anthony 24 and Ed 15 (DNF'd one race).

Round 5 was also held at Oran Park GP circuit, as a support category for the Konica V8's. The weather forecast was for showers but the sun shone and it stayed that way all weekend. Despite it being a V8 round we managed to get had four races. Zane, Lou, Brad, Brian and myself entered and had a great time. Zane was the man of the day — he drove off into the sunset — it was Zane chasing a Porsche, followed by daylight. None of us were ever close to his lap times. However, the rest of us had a ball, swapping places and generally taking it to other Porsches and RX7's. Results for weekend were: Zane 42, Ed 31, Brad 28, Lou 25 points.

Championship results for TEAMX5 members after round 5 are:

		Class C	Drivers
	Position	Championship	
Zane Al-Said	152	2 nd	4 th
Ed Chivers	99	3 rd	9 th
Brad Douglass	84	5 th	14 th
Lou Iezzi	53	6 th	18 th
David Raddatz	23	8 th	22 nd
Matilda Mravicic	18	10 th	24 th
Nick Martinenko	9	11 th	25 th

Ed Chivers

IAN LUFF DRIVER TRAINING DAY 12TH FEB. 2002

Luffy, you're a funster & a genius!!

By Kyle Alberts (aka 'Biggles'), with help from Mike Hicks.

WAIT!!! Before you spend that money upgrading swaybars/tyres/brakes/cold air intake/new exhaust/steering wheel/stereo/paint job 'n pinstripes/air-freshener or fluffy dice.... Consider how much have you ever spent on the most critical part of the car? Under any conditions, the biggest factor is - yep - the nut behind the wheel. **YOU!**

Well, twenty of us Club members decided to upgrade our cars safety features, by upgrading the driver - here's what we experienced...

We ventured out onto the hallowed 'Luffy' (Ian Luff Motivation Australia) tarmac at Oran Park, not really knowing what to expect.

I know of none at the end of the day that we're not exhausted - from grinning. Plenty suffered the 'shakes', but none disappointment.

Mike Hicks conspired with the ever humorous Luffy to have the entire day well planned. Attendees were deftly split into two categories - the reds & the whites. The Reds were slightly more focused on track techniques, the Whites covering some more theory in the Class Room, as well as track.

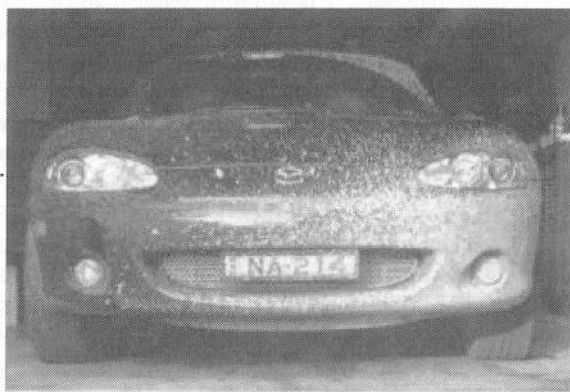
All of it 'tailored' for the MX-5 club, and our specific skill sets! Nice work, Mike & Ian. Our congrats and thanks to you both.

Besides Ian Luff's track fame and TV segments, his additional instructors, John Boston & Ian Kimber have suitably impressive CV's to instruct us. This includes Driver Training at the Goulburn Police academy, specialising in VIP protection (with bullet proof V12 BMW's) and recent participation in the four hour long MX-5 race in Japan. Okay boys, show

us your stuff...

Many of us felt a form of apprehension after the initial briefing (oh my God, what have I done!), but all soon felt more relaxed with the screeching sound of their Michelins - as we were actually in control for a change!! Hey, this is - fun! "I didn't know that..."

The Reds went straight to the skid pan - a perfect circle on wet pavement - where it was demonstrated that one can indeed 'steer with the throttle'. More 'clog' = more understeer, spearing off the track. Back the clog off the loud pedal, and the nose tucks back in.



Hmm. What a graphic exercise in proving that less throttle can give you a better track times! MX-5's generally got around this circle some 4-6 seconds quicker than your average rep-mobile. Peppy wee performers, they are!

Luffy also took *El Presidente* Jean for a few laps of how *not* to do it - front wheels turning and rear wheels burning.... And about 8 seconds slower!

Very spectacular though; It took Jean around 80 minutes to stop smiling... We all greatly improved our techniques, with Roman setting the quickest circle time. Bloody gravity... kept pulling me off the circle!!

John & Ian had the White Group working on braking techniques and some slalom skills. They made a big noise - one assumes big things resulted.

The Whites then moved to the skid pan, with the Redies heading to the slalom.

Up to one end, 180 degree loop around, and back through the same, linear witches hats. Luffy told me a 'hand brake turn' was fine to perform at the end loop - so I did. He didn't tell me it was best applied at around 20-30km/h. Not the 70km/h that, er, I was doing... Lot's of smoke! Big grins... Times all came down as we learnt to point, throttle, ease back, point, throttle...

The lunch break greatly assisted to reduce the 'shakes' that many of

were suffering - the type one has after a *close call* on the public road. Yet every single one of us would better handle *any* close call, already; we were more aware of our - and our cars - abilities. Has anyone noticed that there's no emergency stop involved in gaining your drivers licence? It was about time we learnt! And we did...

White group repaired to the dass room, Red fella's went to the circuit, where every driver had personal instruction from The Luff Himself. This circuit included a straight, chicanes, crests (enough lock brakes at this speed - where has the ground gone?), trees, witches hats and what I referred to as a 'creek crossing', which wet your tyres before sliding around a semi-circle. And the wet patch constantly changed, so there was no 'comfortable & relaxed Australia' here!!

Here's a pic of Nikki's car impersonating a 'Land-Rover' ad, after doing the creek crossing, at quite a speed. No other car suffered this, as all were driven considerably ah-hem, well, better... Forgive me, Nikki?? **(INSERT PIC FROM JEAN COOK HERE)**

Witches hats were after the water splash and sweeper. We all stood

(Continued on page 11)

(Continued from page 10)

close, and elevated, to see Nikki Alberts perform a perfectly executed (& and unintentional) 360 degree spin down the cones – with out touching a single one. Luffy leapt into the air! “Did you see that!! She who brakes first, stops first!! She was in complete control, and didn’t hit a single cone!!”. ABS helps though, Luffy... Love your work, Nikkers! A roar of applause rang through the smoke cloud...

The two groups combined on a reduced circuit for the ‘smoothness and consistency’ competition of the day. The Water Splash remained...

The final event of the day was the ‘Clover Leaf’. Wet bits, dry bits. Smoothness required, culminating in high speed stopping in the ‘garage’. That is to say, you overshoot the line at the back of the ‘garage box’, and you’ve plunged the car through the back wall! And you bomb the exercise. Rear wheels aren’t over the other line? The clock keeps ticking... Whew, this guy is so particular! So much learnt from what appears to be such simple exercises.

Luffy once again showed us how *not* to do it – in Kevin Addison’s Luxo-Barge, the Lexus GS300. Kevin had been swapping with his

son, Leigh and Silver MX-5 ‘Gunadoo’ during the day. Climate control set, leather seat reclined, Kevin looked quite bemused as Luffy had palls of smoke streaming from both rear wheel arches as he covered the entire Clover Leaf – sideways. And posted one of the slowest times. Eleven out of ten for theatrics, Luffy. An awesome show.

Top Gun Award was presented to George Mangoulis (White Team) and Gold Award to Leigh Addison (Red Team). Well done, boys.

Silver went to Eddie Lee (White) and Bronze to Andrew Silver (White).

Award for ‘Most Improved Driver’ went to Nikki Alberts (Red Team). (That’s my chick!!)

Congrats to all the Award winners. In fact, everyone came away a winner, carrying something home that day. Specifically, more driver skill than they had, going in.

Quotable Quotes:

“Any driving enthusiast should do a course like this – I’ll be going back. Money well spent”. (Andrew, Bronze)

“Fantastic day. Words cannot describe how much fun that was”.

(Jarrod)

“One thing I learnt was not to bother washing the car before going onto a skid pan.” (Jean) (But looked great in early photos, Jean!! Ed.)

“Luffy is god. All hail Luffy”. (Kyle)

“Luffy is damned good! An utterly brilliant day – even if I do need a couple of new tyres now.” (Roman)

“Luffy is definitely a god! It was an amazing day and I for one was kicked well and truly out of my comfort zone and into a much improved driving style.” (Nikki)

“This was my first outing with Club Members, and it was fantastic”. (George, Top Gun)

“Agreed, it was a great day. Got a few key pointers and discovered just how much fun my car is to drive at the limit. I was on a high all the way back to Canberra.” (Warwick)

More can be read & seen about this on www.aus-cartalk.com Car Clubs MX-5 Clubs of Australia, scroll back to find the heading “Luffy is god. All hail Luffy.”

Quotations of gossip as heard by Kyle & Nikki Alberts at the MX5 General Meeting, 20 Feb 2002

If you wanna say it, but not have it in print, don’t sit near the Alberts’ at General Meetings. Best if you just think it....

Laurie, re the proposed Club logo:

“... put it up in your bedroom, and do what ever you want to it ...”

Craig Berthold, repeatedly to Laurie, presenting the proposed Club logo:

“... Just tell them the price, son!! ...”

Laurie, re the proposed Club logo:

“... Come and see me later after the meeting. I’ll have all the different shapes and sizes to show you ...”

Steve Lamont:

“... what I love about the MX-5 is that it is just like a Meccano Kit ...” (Plenty of holes in there for ya Steve?? Ed.)

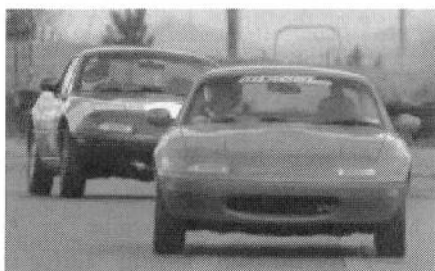
Arno: “... Steve doesn’t have an MX-5 any more! He has an MX-4.5 ...”

Bwob: “... friends don’t let friends drive front wheel drive cars ...”

CAPTAIN'S REPORT

Wow what an action packed month we've had motorsport, drives, social events, it's more than anyone needs to have a "life" (think I need 2 clones at least!).

Motorsport: Club Days are your entry point to the wonderful world of motorsport. All you need is a Wakefield Licence, or even better a CAMS 2S licence, which you can get from Mike (which allows you to run at other tracks) a drivers license (you do have one don't you?) and a keen sense of adventure! Wakefield Club Day in June turned out personal best times from loads of club members, congrats to all who went faster. There's real excitement in the air before and after each event, with great competition between members in every category, and loads of help at the track, so if you haven't tried it yet don't die wishing you will not believe how quick your MX-5 will go around a race circuit, without any damage, except a bit of wear on your tires and heart rate!



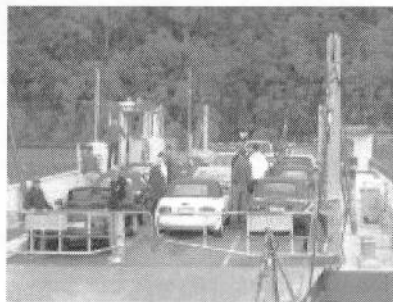
Supersprints: The MX-5 club keep knocking off V8's like 9 pins at every circuit, so if you've had a couple of rounds at Wakefield and are comfortable in keeping your car on the "island" then why not expand your horizons and join us at the NSW supersprint rounds (this is where your 2S License comes in handy) So rather than cracking a beer and watching the V8 Supercars on a Sunday Arvo, why don't you "Just do it!" and get your crack trackside! (A brilliant way to maintain a consistent 160-200 BPM heartrate!!!!)

Prod Sports: Now we're stepping up to the serious "frontal lobotomy" category, where you can monster \$200K machines



with a 10-20K car, why, cause 5's go harder and led by our intrepid Kamikaze Krew of "Insane Zane", "Blow it up Ed", and "Rat out of a Drainpipe Raddatz" the prod sports 5's provide huge entertainment to the thousands of punters watching our cars monster Porsches, Lotii, and other assorted exotica. Go boys..we're rooting for ya!!!

Runs: Craig's run to Wisemans Ferry proved to be a highlight event with a warm fire, cold Coopers, and a decent feed in the middle of some great MX-5 roads and a ferry ride thrown in for free! Comments such as "an absolute cracker...whipping those 200sx's at the end really was the icing on the cake" and "awesome fun...." "...excellent run. Great run sheet, good directions!" were tossed around in cyberspace after the event.



We entertained overseas visitors from Germany with a night run through the streets of Sydney, Cristoph would love to hear from any MX-5 members travelling to the Fatherland so he can repay the "debt", although we had as much fun or more than they did. He was certainly impressed by his run in Gurglr (Paul Brells white beast recently purchased by Jason) Cristoph was still babbling when we dropped the happy couple back to their hotel.

Club members also had an entertaining run for Liam's sister, ending at the Cleveland for a few beers and lies plus more I'm told :) The Sydney run was an eye opener for our Club Prez, as she

had not ventured that deep into the bowels of the Emerald City, and as a native Scot felt, as I'm sure all clubbers who made it back to the "Clevo" for a late lunch agreed it was a fab way to see Sydney through someone else's eyes.

Kangaroo Valley run was a hoot with my fave being the "oh dear there's cow S*t on the apex", quickly followed by the rat run down to Berry.... there were good 5 roads and a cold Coopers at the rest stop, and you could peruse the handicraft and art shops (or have another Coopers light)....something for everyone (Fitzroy Falls is a must see)

Social Events: There's still spots available for the July Go Karts and we are holding entries open...it's a great way to get your kids, and significant others involved, so don't delay get in today!

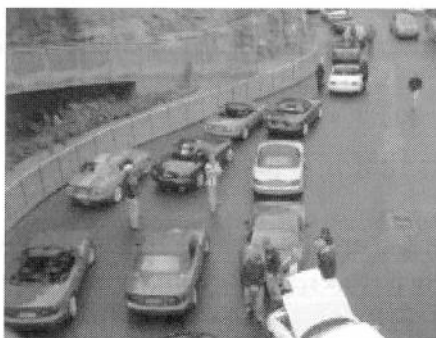
The Drags were washed out due to rain, but we've got it on again in August, so drop your clutch and RSVP to me ASAP.

Coming events are the Nepean Belle Cruise, a run to Walcha, Ten Pin Bowling, a run around Mt Panorama, a Trip to Cowra and more(sorry no steak knives)

Tech Days: We have a club tech day organised for * 00/00/00* at DBA where you can find out the critical issues regarding brakes -- ask those questions that have been bugging you about brakes to the experts. There will be more Tech days coming...including a beer tech day (hehehehee).

Let me know what you'd like to do by sending an email to : captain@mx5.com , and if you buy me a beer it'll probably happen :))

*Cheers
Captain Slammer
AKA Steve Lamont*



Pics taken by Jarrod at the Taronga lookout during the Lap of Sydney Run

A Slippery Day at Wakefield Park

Barry Faux is one of our Canberra members. For a living Barry operates an Antiques business in the ACT. In his spare time he enjoys driving cars quickly. His current cars are a supercharged 1600 MX-5 and a Mark 1 Mazda RX 7 in which he successfully competed in this years Targa Tasmania winning his class and category and finishing overall fifth in the Classic Competition for cars built between 1947 and 1981. Here are Barry's thoughts penned after the May Practice Day on how to improve your lap times at Wakefield Park.

"A wet track ensured a great deal of sideways fun and some anxious moments for those that participated in the May MX-5 practice day at Wakefield Park. Drivers explored the limits of their cars under very slippery conditions and several spins indicated that these limits had been exceeded. Embarrassingly I had a spin in the "dry" while trying to catch Nick (Martinenko) when my ability was exceeded by my enthusiasm.

So what is the correct procedure to achieve a quick lap under such difficult and demanding conditions? My conclusion at the end of the day is that it all comes back to smoothness, which is very easy to say but difficult to achieve. Firstly lets break up a corner into three parts, breaking, turning and acceleration.

In the wet I found it better to break a little earlier so that the track grip could be better determined. If I then found that I was approaching the turn in point too slowly I could shorten the breaking distance on the next lap around. By keeping the car smooth you will gain confidence in the wet. The breaking distance is then progressively shortened until you can still apex the corner correctly without locking a wheel or missing the apex. If you miss the apex you are going in too fast, remember fast in will mean slow out. A good tip when you break is to progressively apply more pressure to the break pedal as the weight of the car is transferred forward. If you are not smooth with the break pedal you will lock up and miss the corner.

The next step is the turn in which must

be achieved decisively and smoothly. At the end of the breaking look through the corner to where you want to exit. If the corner is a tight right hander this will mean looking out the right hand side window. This is the most important part of the turn in and the part least often done. The car will go where you look. At the apex start to accelerate opening the steering as you do to make the corner as long as possible by using the entire width of the track.

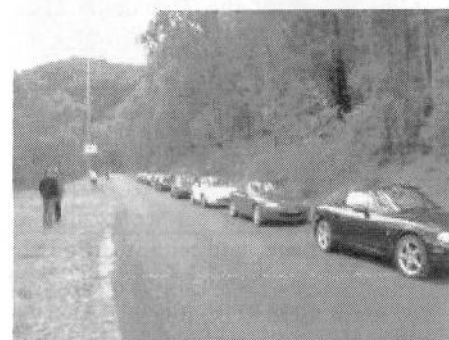
If the steering wheel is jerked the car will tend to understeer, you need to be smooth. There are two other common reasons for mid corner understeer. Firstly excessive entry speed will cause understeer. The second is caused by accelerating too early. The latter is an extremely hard habit to break because it feels that the car should be going faster if we accelerate early where in reality the opposite is true. If the car is pushing or understeering in mid corner you need to wait longer before starting to accelerate. This waiting period often seems forever which is why it is so hard to correct.

Once the car has reached the apex of the corner smoothly without understeer you then need to remember when exiting to open the steering wheel as you accelerate to achieve the maximum speed down the next straight. Accelerate at a level just below the wheelspin level. Use the straight to check your instruments, oil pressure and water temperature. Also use your rearview mirrors to check the position of other cars on the track."

There you have it, the quick and smooth way around the corners at Wakefield Park. Try it next time, you may be surprised at how you will improve your lap times.

Footnote. Barry is considering entering the RX 7 in the Classic Adelaide Rally from 16th to 20th October. He is looking for an experienced navigator to join him for this event. If you think you could handle this exciting job or you know of someone who could why not give Barry a call on 0409 009 994.

More Highlights of the Wiseman's Ferry Run



Canberra Capers



Greetings all,

Today's photo session/brunch run attracted 10 cars, (and Dave's son in a Toyota 4AGZE powered Datsun 120Y) commencing at Old Parliament House, then on to New Parliament House for a group photo on the forecourt (many thanks to John Brown for conning the security blokes into allowing us access) followed by a slow drive through some very winding MX-5 type roads (slow thanks to a peckerhead in a Nissan X-Trail) and culminated in a very ordinary feed at the Tidbinbilla Cafe (my apologies for that, last time I ate there it was really good!)

Anyway, we should see some good shots to upload to our Canberra page on the Club's website. Sharon has volunteered one of her workmates to create the page, and with a little help from webmaster Jeff Gehrig, we should see some up-to-date info on Canberra real soon.

Our next Sunday run (July 21st) is along some great backroads and will be

a top drive (I'm having the bloke in the Nissan X-Trail shot!). We'll start at the Shell servo at EPIC at around 10am and proceed to Sutton, then on to Gundaroo, Gunning (maybe a coffee) on to Breadalbane then to Collector (lunch at the pub) and then to Bungendore (more coffee) and then home via Queanbeyan (or not for the Northsiders!) Total distance is approximately 160km of MX-5 roads!

Hope to see a good turnout. I'll remind y'all closer to the day.

How about having our next meeting (Saturday 6th July) at the Red Belly Black Cafe at Mt Stromlo for brunch on Sunday 7th instead? Let me know, if we have enough interest, I will make a group reservation, but I will need to know numbers!! savvy!! (I'm sure the foods good there!)

Ciao,
Steve H
0403 577020

Email us at canberra@mx5.com.au

FOR SALE

Mazda MX-5, Limited Edition Malibu Gold, 1992 Model Registered to 4/03, Air conditioned, CD player, 15" Mag wheels, log books & full service history. Available, excellent condition, always garaged, low kms. Includes car bra and car cover. REG MX 1992 \$22,000. Ph: 02 6882 2542.

FOR SALE

RX7 SP1 1995 model, Apollo White. Original in A1 showroom condition, motor, suspension and gearbox all tight. This car won at Eastern Creek 4 yrs in a row. Only 15 left in the world. Price \$70,000. Call Marcus on 0411 301 241

FOR SALE

MAZDA 2001 MX-5, Crystal Blue, 20,000km, 11 months rego, Air, MX5 mats, Scuff plates, Full service history, 4 years warranty, like new.....
MUST SELL \$38,900 ONO

Phone Dominique on
0416-077-797

Do you get or do you want your Publications via Email??

If you wish to receive your Club Events & Club Talk via email, please notify membership@mx5.com.au with a valid email address immediately.

For those who once received the publications via email but now find the postie delivering it, the reason is your email address is bouncing—notify membership@mx5.com.au immediately and we will update your address.

WANTED - Photos for Club Website!

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

Track Days - Get Involved

Track Days - Want to GET INVOLVED???

We are looking for members to assist with the Track Days at Wakefield Park in the following areas:

- Timing - using the computer timing system. It's a simple job worked in shifts, and you will be in the air-conditioned comfort of the tower. Good company assured!!!
- Scrutineering - only takes an

hour before proceeding start for the day, easy to follow check list and a great team to work with.

- Grid & Flag Marshalls - Yet another great team to join, again simple jobs worked in shifts, enjoy being part of the excitement of the track-controlling the flow.

Contact either Mike Hicks or Zan Menzel - see Committee Details for contact numbers.

WHY DO WE ASK YOU TO R.S.V.P.?

There are two reasons, firstly, many of our destinations are in remote areas and if there is catering involved, the restaurant owner needs to know what to purchase and how many staff to roster on so that all Members can be fed.

Secondly, the run organiser has to print the "Run Sheets", not much fun if ten or more drivers don't get a run sheet because Members "forgot" to tell anyone they were coming.

So please remember to RSVP and do your bit to help to make the life of the ORGANISER a little easier.

FOR SALE

2002-06-03, MX-5 2002 (ANIVERSARY MODEL) TITANIUM COLOUR MX-5 2002 (ANIVERSARY MODEL) TITANIUM COLOUR. 6 Speed, Fully optioned, air conditioning, leather & vinyl protection plus rust proofing and alarm. "1,800 kilometres ONLY" Genuine reason for sale. \$49,500 no offers. Rego AKV-86H Contact Alan 02 9588 2668

INNERSKINS

I am a partner of a German firm which makes high quality internal roof linings for the MX-5 (both models). These linings come in 5 colours, make the car attractive inside, greatly reduce road noise - to 3dB, provide insulation which makes the car warmer in winter, and cooler in summer - completely eliminating radiant heat from the roof. It is considered one of the "must have" accessories for convertibles. We are now in Australia. We wish to make our "InnerSkins" available to MX-5 club members at a discount of 10%.

For further details or questions, please contact me, David Ewins on 0412 229 877.

FOR SALE

Mazda MX-5 SVT 2001, 6 speed manual, brilliant black, only 20,000kms, lowered, tinted windows, CD player, immaculate condition. \$39,000 ONO.

Registration: CD1997

Contact: 0418 977 974



Stanley & Stewart Chartered Accountants

Honorary Auditors of the MX-5 Club of NSW, for all your business and financial needs including:

- Accounting
- Auditing
- Business Advice, Planning, Budgeting & Costing
- Personal Wealth Creation Planning
- Superannuation
- Taxation

Present this ad and receive half an hour free on your first consultation.

383 Church Street, North Parramatta 2151

Phone 02 9630 6055 Fax 02 9683 6076

Email: stanleystewart@bigpond.com

GOT VOODOO?

Team Voodoo

- Shift knobs
 - Brake Grips
 - T-Shirts
- Web - <http://www.miata.net.nz/>
Email - teamvoodoo@xtra.co.nz
Phone - +64-025-504-811

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. Club Members Please note:- PRIVATE Sales for Club Members are free of charge.

Members Only

Al Palmer Repairs Penrith Pty Ltd

Al is a MX-5 Club member, his company offers a wide range of services for your beloved MX-5, 20% discount to club members. Contact Al (02) 4721 5060

Lot 12 Robertson Place, South Penrith

AMG

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

500 Glenmore Rd, Edgecliff

Call Brian Connell (02) 9327 6508

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

Contact Frank Wang (02) 9746 9433

A.M.R. Motors Mazda Service

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

370 Parramatta Road, Petersham

Contact John Healey (02) 9569 2844

Eurocars Northside Mazda

Trade prices on parts and accessories, monthly parts specials. 15% discount on labour for service, complimentary car wash and vacuum, courtesy transport to nearest transportation station. 43-45 Hotham Road Artarmon

Service: Patrick Campbell (02) 9439 2722

Parts: Bruce Roberts (02) 9439 2733

G H Mouldings

Woodgrain or trinomix black dash trim, installed on site \$395. 24K gold plating car emblems - whole car \$195, top \$100 extra.

Ph: (02) 9882 2156

Ian Luff Motivation Australia

Discount packages available for Defensive Car Control, Skid Tuition and CAMS courses.

Contact Ian Luff or his staff on (02) 9829 5399, or fax (02) 9829 5400 or www.ianluff.com.au

Hornsby Mazda

10% discount on genuine parts & labour. Mobile service van for on site servicing Monday to Friday. Hire vehicle for \$10/ day (plus GST) fuel & comprehensive insurance or reimbursement of rail travel ticket. Service also available on Saturday 7:30 to 12:00 Will tailor a service package to your needs. 64-72 Pacific Highway, Waitara

Phone (02) 9372 0000

Service Manager. - Brian Sprouster

John Newell Mazda Service

John Newell are a proud sponsor of the Mazda MX-5 Club of NSW, they are also Australia's largest Mazda Dealer. Club members receive a member discount on parts and accessories; you also receive use of a loan car and a free wash and vacuum with every service.

301 Botany Rd. Waterloo 2017

Ph: (02) 9319 0011 Fax: (02) 9319 0200

www.johnnewell.com.au

waterloo@johnnewell.com.au

Contact Philip Adler

MX5 Mania

We supply Roll Bars for Mk.1 & Mk 2's, Batteries, Racing Supplies, Rims, Tyres & a lot more. Contact Simone (02) 9482 3238 or mx5mania@optusnet.com

Paddington Phones

10% Discount, stores at: Neutral Bay Ph: 02 9904 1511, Surry Hills Ph: 02 9281 8044 or Menai Ph: 02 9541 2266

Product Sales & Marketing Manager - Peter Mason
Ph: 02 9316 9999

Penrith Car Care

Specialists in Paint & Fabric Protection, Swirl Mark Removal, Paint Scratches and Buff & Polish. Contact Sam Cilidonio. Phone (02) 4732 5225

Unit 5, 55/61 York Road, Penrith

RTM Lap Timing Software

Time laps and analyse results 15% off RTM to members, see website for further information:
www.menzel.com

Some of the friends of the club have kindly offered special discounts and value service to NSW Mazda MX-5 Club members. The following companies will provide these discounts and services provided you present your current Club Membership Card at the time of your purchase.

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

Contact Sandra (02) 9560 5393

Rockdale Mazda

Trade prices on all parts, discount on labour, free loan car and free car wash and vacuum.

Cnr. Allen and Arncliffe Sts, Arncliffe

Ph: (02) 8577 4888

Service Manager - Robert Suto

Roman Auto-Tek Pty Ltd

Momo Steering Wheels, Recaro seating, alloy road wheels, gear knobs and other accessories. 10% discount to club members.

14 Cavell Avenue, Rhodes

Ph: (02) 9743 6822

Sam's Auto One

Check out Sam's Specials for Club Members.

187 George Street (Cnr Alfred St) Parramatta

Contact Sam Silvestro

Ph: (02) 9633 2899 Fax: (02) 9891 1473

Strathfield Car Radios

Club members can purchase the Uniden Pro 510AX CB radio at the agreed club discount price of \$105. Normal retail price; \$149. Other club monthly specials available.

Call in at Pacific Highway, Artarmon
or phone (02) 9427 7299

Contacts; Ashley Milne (Manager)
or Joe Scaltrito

Many other companies will offer you a discount if you belong to our club, this can save you serious dollars on specialised items for your MX-5.

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

Contacting The Committee

President - Jean Cook

H: 02 9833 4321 Mob 0412 189 513

Email: president@mx5.com.au

Vice President - Laurie Tesoriero

H: 02 9868 1426 Mob: 0412 979 396

F: 02 9876 8627

Email: vice-pres@mx5.com.au

Treasurer - Matilda Mravivic

Mob: 0407 416 545

Email: treasurer@mx5.com.au

Secretary - Phil Roberts

H: 02 948108469

Email: secretary@mx5.com.au

Assistant Secretary - Jan Burgess

H: 02 4736 6352 Mob: 0408 688 746

Email: assist-sec@mx5.com.au

Membership - Jan Burgess

Mob: 0408 688 746

Email: membership@mx5.com.au

Captain - Steve Lamont

Mob: 0411 238 660

Email: captain@mx5.com.au

Competition - Mike Hicks

H: 02 9894 9167 Mob: 0419 201 588

Email: competition@mx5.com.au

Regalia - Amo Boge

H: 02 9816 1730 Mob: 0416 262 030

Email: regalia@mx5.com.au

Social Secretary - Brian Hollis

H/F: 02 9923 1628 Mob: 0403 265 875

Email: socialsec@mx5.com.au

Event Secretary - Zan Menzel

H: 02 9144 6776 Mob: 0418 885 852

F: 02 9440 3653

Email: eventsec@mx5.com.au

Volunteers - Jeff Gehrig

H/F: 02 9968 1103 Mob: 0412 183 005

Email: miata@mx5.com.au

Kyle Alberts Mob: 0412 011 101

Email: kyle@mx5.com.au

Editor - Daniella Di Giovanni

Email: editor@mx5.com.au

CLUB WEB SITE

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

Webmaster: Christopher Johnson

Email: webmaster@mx5.com.au

Club Talk

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

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

Mazda MX-5 Club of NSW

PO Box 267

North Sydney NSW 2059