

# CLUB TALK



Summer 1996

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

Vol 6, No 1

## The President's Word

By Peter Simpson

It's that time of year when we can reflect on our activities during 1995 and I would like to think that the Committee has delivered another year of interesting and diverse activities, with the MX-5 as the centre-piece, whilst trying to accommodate as many members of the club as possible.

This was a pretty hectic year for the Committee with four of the members changing their jobs, two of them having babies, and two off with extended illnesses. Regardless of all those problems, and the extra load this brought to some members, I still believe it was a very good year. We hope you agree.

**I would like to thank the Committees, my wife and the members for the support that has been given to me over the last two years.**

We did notice that some of the Sunday and weekend activities were not as well attended as previously and believe that in some instances costs may be becoming an issue. I am sure that the incoming Committee will keep this in mind when planning events in '96.

I would like to give special mention to the wonderful job that George Russ has done again as Club Captain. With the ten runs that he was responsible for organising we managed to get to six new venues. This adds the variety that we often need and it's a credit to all those who helped him in this area.

It was good to see that 1995 brought about much greater interest in sporting activities, particularly track events. The day spent at Eastern Creek and Wakefield Park and the Motorkhanas will ensure that the Club in the future will not be just looked upon for its social and drive activities.

I would like to mention some other highlights of 1995 which included:

- Changes to our constitution, mainly to allow joint membership. This has been highly successful with over 30 members joining up their partners.
- The joint run that we had with the Queensland club at Easter '95 to Coffs Harbour was not only enjoyed by everybody but brought about a closer alliance between the clubs.
- The 5th Anniversary celebration at Vicary's reminded us of our foundation and how much we have achieved since then.
- The preparation that has been going on for our hosting of Natmeet '96 in Canberra.

Finally, I would like to thank the Committees, my wife and the members for the support that has been given to me over the last two years. I have enjoyed it and look forward to my continued participation with the Club even though I will be standing down this year as President, to allow me to pay more attention to my responsibilities as National President.

I am very glad to know that the Club will be in the best of hands in 1996 under the capable Presidency of George Russ and the Captaincy of Tony Buon.

CT

## This Is Your Captain Speaking

By George Russ

Congratulations. In my report last year I issued a challenge to all club members to see if we could increase the number of members who attended functions throughout the year. In 1994 we had 65 different cars (and occupants!) and in 1995 we have had 81 different cars. Well done.

We have had a hectic year. As well as our usual Sunday runs, weekend runs

**Our day runs are still averaging about 25 cars or so which means that we have had a good mix of new and old members attending our days.**

and motorkhanas, we have had a few unusual runs and events to attend. These included:

- an Easter weekend to Coffs Harbour to meet with the Queensland Club;
- a day at Eastern Creek with the MR2 Club and the kids with cancer from Canteen;
- a day at Wakefield Park Raceway with N1 Autosport;
- a breakfast run to Jamberoo with the

(Continued on page 3)

## Its Nearly NatMeet Time

It's only 3 months to go before you take your place with about 50 other MX-5s in Canberra. If you haven't registered, and paid your deposit, **time has almost run out.** If you want to register please contact Peter Simpson immediately. If you have registered, please assist by sending you progress payment of \$200 to Bryan Wu. There won't be another NatMeet until 1998. Don't miss NatMeet '96 for one of the best experiences you will have as an owner of an MX-5. CT

**inside this issue...** Jamberoo / South Coast Weekend Review  
Inside Your MX-5 - Performance Wheel Alignment Settings  
Presentation Dinner Photos

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# Concours 1995

**H**he run to "The Ferneries" outside of Gosford, whilst sprinkling with rain at the start (just enough to annoy everybody who had spent the last day detailing their cars) improved as we reached Gosford and with the sun out the rest of the day was brilliant.

Using the judging concept that we will apply at Natmeet '96, all 22 cars were judged within one hour with each of the

judges having a specific area to adjudicate on each car.

The overall standard of the cars was very high, and even improved upon 1994. It is obvious that a lot of people put a lot of work into their cars to get them to this standard.

Thank you to all the judges and entrants for making this such a successful day. **CT**

## 1995 Concours Results

### Concours Champion

### Original 1600

### Original 1800

### Limited Editions

### Modified

### Customised

### People's Choice

- |     |                     |
|-----|---------------------|
| 1st | Steve Remington     |
| 2nd | Dave Perin          |
| 1st | Anne Lyons          |
| 2nd | Colin Caldwell      |
| 1st | Caitlin & Tony Buon |
| 2nd | Jean Cook           |
| 1st | Paul Ackroyd        |
| 2nd | Paul Heeks          |
| 1st | Dave Perrin         |
| 2nd | Steve Remington     |
| 1st | Bryan Wu            |
| 2nd | Ron Lyons           |
| 1st | Dave Perrin         |

# Jamberoo / South Coast Weekend

By George Russ

**B**ob Lynch rang and said. "George. I have just been watching "Getaway" on TV and there was a segment on the Jamberoo Recreation Park. The Club should go there."

After some deliberation as to how we could fit this into our calendar, wheels were set in motion to combine a day at Jamberoo with our weekend run to the South Coast. It must have been the morning air, as this decision was made on the day of the MG breakfast run.

Anyway, the weather man was trying to do his best to spoil the weekend but it was not to be. There was a little drizzle at the start of the run but that did not deter an eager group. The weekend started with a leisurely drive down the coast road through Stanwell Park and Thirroul to Jamberoo. The Park was only just opening when we arrived but we soon got into the swing of things. The bobsleds, water-slides, carts, power boats, putt putt golf and a huge spit roast lunch very quickly got a good going over. The bobsleds were open late because the slides were still damp, but when they were dried the real fun began. Some were a little slow in

plucking up the courage to zoom down the slide but if you need to know how much fun the slides were, just speak with Colleen, Caitlin or Jean.

In mid afternoon we trundled through Kiama and Gerringong to the Bayside Motor Inn at Huskisson. Our hosts Jeremy and friends, put on a real treat...we love hosts who like to enjoy themselves.

Sunday was a scenic trip through the Kangaroo Valley to Berrima. The stop at the Cambewarra Look-out was a real treat. The fog was so thick we could only "look-out" for about three feet. Well, there is always next time. From there it was onto Kangaroo Valley for morning tea and some shopping. It is amazing what nick knacks you can fit into an MX-5 even though it is packed with enough luggage for a weekend. I must say the trip from here to Berrima was a little slower...fog, push bikes and vintage cars. What the heck we had had a great weekend so a slower finish was no great problem.

Thanks for the call Bob, Jamberoo was a fun part of an enjoyable weekend. **CT**

# Dash Lights

Edited By Steve Remington

## Membership Renewals

Membership renewals were due at the end of October. Could all members who have not paid their renewal fees please forward their payment and renewal form to Bryan Wu as soon as possible.

## Membership Clarification

The need has arisen for the Committee to clarify the eligibility of 'partners' in the Joint Membership category. It has been decided that immediate family members (who live at the same address) will be eligible to join the Club as Joint Members, but it will be limited to two members per car.

Any member who did not take up the option of joining a partner with the recent renewals and believes they have an eligible family member because of the above clarification please contact George Russ on (02) 660 3407.

## An Interesting Advertisement

While scanning a recent Sydney Morning Herald, Peter Simpson found this For Sale advertisement.

**MAZDA MX-5 '90** (The Pill - It's small, it's white, and you can't have any kids)...

What more can you say?

## Minnesota Moo-ata

While surfing the InterNet the other day I found this message and reply:

**Message:** I saw a white Miata the other day here in New Jersey It looked like it had a real problem with the paint job. On my second take as it went by in the opposite direction I realized what it really was. It had the black irregular shapes that cows have on the side of them painted on it. It looked like a Gateway Computer box. If you have ever seen a shipping dock full of these boxes you will know what I mean. It was top down, so I don't know if the theme was carried to the top.

**Reply:** I was wondering if this was me. I have a cow-spotted '92 Miata and was in New Jersey over Xmas. My plate is a Massachusetts plate reading "HOW-NOW", and that's only because the prudes at the Motor Registry Office refused to give me "MILK-ME").



From the Editor's Dashboard...

**W**elcome to the first edition of Club Talk for the year. As you may have already noticed the format of the newsletter has changed slightly. The main reason for the change is that the committee noticed that a lot of our members do not (for whatever reason) attend outings or functions, and they believe that these members should also gain greater benefit from being an MX-5 Club member. In response to this it was decided that content and format of the magazine should be improved to ensure that it contains more information about problem fixes, performance modifications, product reviews, and general technical information related to MX-5s.

For those who do not know me, my name is Steve Remington. I am vice-president (so make sure that issues relating to *vice* are directed to me!) and have been a member of the club since that eventful day at Vickery's Winery all those years ago. I have taken on the editorship of Club Talk which means that I am responsible for ensuring that Club Talk is issued regularly and contains information that you, the reader, wants. I have few ideas of my own on what the magazine should

contain but they may not be what everyone else wants. Basically what I'm saying is that I would like to hear from you about what you would like read about in Club Talk. So please send me your feedback by phone, mail, e-mail to the numbers and/or addresses on the bottom of the back page.

Also just a reminder that it does take a fair bit of material to fill eight pages (as you can see by the blatant page filling on pages 6 and 7). Your contributions no matter how small are needed and appreciated. So please send your contribution (in whatever form and including pictures) to me so that I can include them in future issues.

I hope that you like the new format of the magazine that you are inspired to at least make some comments and maybe even contribute some content.

Finally, I would like to say that one of the best things about being editor is that you fix things that have really bugged you about previous issues. See if you can spot what I have done...Yes that's right...the dash used for the banner of the editorial column is now right hand drive. Just a little thing, but after all we do drive an Australian MX-5 not an American Miata. **CT**

## A New Rear Window

**I**f your rear window is badly scratched and you want to replace it, you may like to ring James at ORIG-EQUIP at Five Dock (02) 747 4324. ORIG-EQUIP can replace the rear plastic window with a high quality stitched plastic window (there are no problems with leaking) for \$300, which includes removal and replacement of your soft-top.

They also have brand new soft tops, complete with window for \$950, fitted. **CT**

## The Captain Continues

(Continued from page 1)

MG Club:

- and our very own 5th birthday party.

It is no wonder that we always seemed to be at a Club function.

Our day runs are still averaging about 25 cars or so, and the weekends have been 21 and 16. This has meant that we have had a good mix of new and old members attending our days. It is also very encouraging to see many new members coming on the runs. I am sure you will all remember that the first run is always the hardest to attend!

It is also appropriate for me to mention all the people who have given up their time to organise runs and motorkhanas this year. Many thanks to Peter & Ruth Simpson, Terry Edgton, Mike Walkden-Brown, Steve Remington & Melanie Bondini, Ron & Anne Lyons, Frank Johnston, Dave Perin & Amy Richmond because your efforts have helped make 1995 the great year that it was! And last but not least, a very special thanks to Colleen because behind every good captain is a captain's good wife.

As you all know, I have resigned as Club Captain because I believe it is time to allow someone else to bring some fresh ideas into the role. I have thoroughly enjoyed the last two years and thank you all for your help, support, encouragement and friendship. Over to you Tony... **CT**

## The New Club Committee

**T**he 1996 committee has elected the office bearers for 1996. The office bearers are:

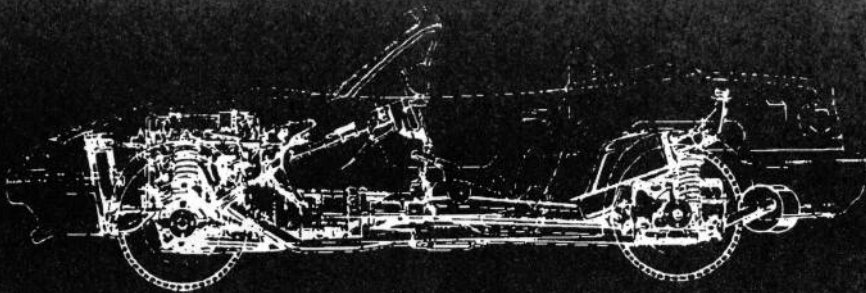
<b>President</b>	George Russ
<b>Vice-President</b>	Steve Remington
<b>Secretary</b>	Paula Wu
<b>Treasurer</b>	Bryan Wu
<b>Captain</b>	Tony Buon
<b>Sporting Secretary</b>	Peter Stanton
<b>Social Secretary</b>	Sylvia Tikellis
<b>Committee</b>	Jean Cook
<b>Committee</b>	Leanne Chow
<b>Committee</b>	Peter Simpson

The new committee has many new ideas for events, however, we want your input regarding events that you would like to try. We have already set down a calendar of events for the year but only a few of these are definite, so if you have any ideas please give any one of us a call and give us your suggestion.

Peter Simpson is still the National President and is continuing with the mammoth task of organising NatMeet '96, in Canberra. If you have any queries regarding NatMeet, or would like to help, please contact Peter. **CT**

# Inside Your MX-5

Information and tips on how to get the best from your car.  
*Edited By Steve Remington*



In this issue we are going to look at wheel alignment. The service manual provides wheel alignment settings that suit the requirements of the *average* driver, with respect to handling in different situations and tyre wear. These settings are not the only *correct* ones for the MX-5. There are many combinations of the available alignment adjustments that can be used. The information below was obtained via the InterNet from the Miata.Net site in the USA, and I acknowledge Miq Millman as the author of the information.

I have actually been using these wheel alignment settings for about 2 months, and have noticed much better handling and so far no unacceptable tyre wear.

## Wheel Alignment

**W**heel alignment is crucial to the well being of your car and its very easy for \$50 of poorly completed maintenance to destroy \$600 worth of good sticky rubber. Before just rattling off some numbers, I'd prefer to share some knowledge, impart some wisdom so that you will know what you're asking for when you tell the guy at the service station to add 1.1° of negative camber, and not feel like an idiot when he looks at you and goes, "What?"

## Understeer and Oversteer

### What Is Oversteer?

Oversteer is the propensity of the car to want to turn in faster than the input being given to the steering wheel. That is, if you aim the nose of the MX-5 at the apex of the turn, it will feel as if the rear end is sliding towards the outside of the turn. The results are usually a spin if you have too much oversteer, or at the least a very twitchy feel. This is why all car manufacturers have no oversteer in the initial alignment specifications.

### What Is Understeer?

Like oversteer, understeer effects the feel of the car in a turn. Understeer is more frustrating than dangerous in most cases. The car turns in slower in a turn than the amount of steering input would dictate. Another commonly used term for understeer is pushing, because it feels as if the car is pushing the front tyres towards the outside of the turn. A well handling car should feel neutral with respect to over or understeer, with just a touch of oversteer in high transition moves.

## Camber

### What Does Camber Do?

Camber is the tilting of the top of the tyre in relation to the point it touches the ground (this is called the contact patch).

**Wheel alignment is crucial to the well being of your car and its very easy for \$50 of poorly completed maintenance to destroy \$600 worth of good sticky rubber.**

Positive camber is when the tops of the tyres are further out than the contact patch: \ / Negative camber, on the other hand, is when the tops of the tyres are inboard of the contact patch: / \

Having too much camber, positive or negative will cause your MX-5 to ride on the edge of the tyre instead of the flat part of the tread. Needless to say, this is undesirable.

### Why Do I Want Camber?

When the balance between too much and too little camber has been achieved, the size of the contact patch can be increased during a turn. As the MX-5 transfers its weight to the outside tyre, the suspension travels up, and the car leans over on the edge of the tyre. If there was negative camber to the wheel, then as the car leans into the turn, it will

fall onto the flat part of the tread instead of the tyre's sidewall.

Because the front tyres turn, less camber is desired on them as it effects other characteristics, a good aggressive set up would have about 0.7° of negative camber on the front tyres.

Rear tyres are stationary with respect to the direction of travel, thus they can get away with, and can use more negative camber. A good compromise between tyre life and traction would be 1.1° of negative camber on the rear tyres.

## Caster

### Positive vs Negative

Think about if you will how a shopping trolley's front wheels work versus a Harley Davidson chopper motor cycle. The shopping trolley has negative caster, where the contact patch is rearward of the axis of rotation. The chopper has positive caster, where the contact patch is further (sometimes much further) forward than the point about which the wheels turn.

### Positives vs Negatives

Positive caster helps re-centre the wheels after they have been turned. However it also makes turning efforts higher because you now have to fight the propensity of the wheel to want to stay straight. The down-sides are pretty minor for positive caster, but negative caster will also make the MX-5 very dicey, almost impossible to hold in a straight line. It is impossible to get negative caster and negative camber at the same time on a MX-5, so you really have little to worry about.

The best way to set up caster and camber on the front wheels of the MX-5 is to have as much positive caster as physically possible, then dial in the maximum negative camber while keeping the caster. It is possible to see numbers like 4.7° to 5.5° positive caster depending on the year and ride height

*(Continued on page 5)*

# 1995 Presentation Dinner

**O**ur Annual Presentation Dinner was enjoyed by 44 people. Our thanks to Paula Wu who organised a "genuine" Chinese buffet, helped by Leanne and Peter Stanton to dress up the restaurant with helium balloons with tails that flew around the restaurant all night like sperms on the prowl.

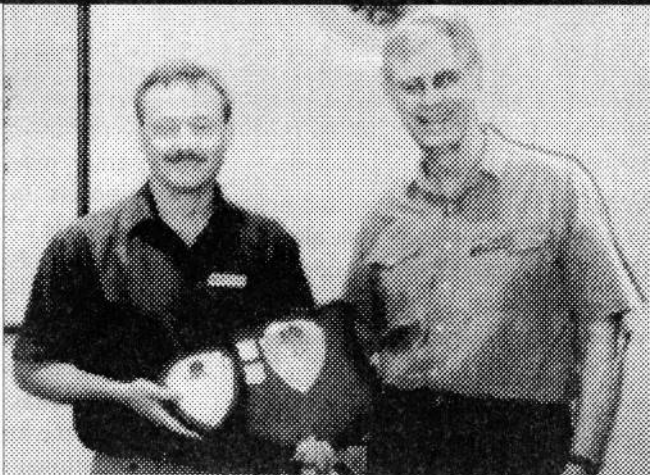
Paul Hecks performed his "Here comes the judge" act by fining almost everybody in the room for their indiscretions on the night and throughout the year. Apart from the karaoke towards the end of the night the main activity was the presentation of awards for Concours, Motorkhana, and President's Shield.

Dave 'Speedy' Perin cleaned up by winning the Motorkhana, Concours Modified 1600, Concours People's Choice and Runner-Up to the Concours Championship. To top it off he then won 1st and 3rd prize in the raffle - first prize being an autographed copy of the Miata 5 Year Book.

The Concours Champion was Steve Remington (for the 2nd year in a row) - can he do it again at Natmeet '96?

George Russ was presented with the President's Shield for extraordinary service to the Club - also for the 2nd year in a row.

CT



**Above:** George Russ (Left) receives the President's Shield for extraordinary service to the club throughout 1995. **Below:** Dave "Speedy" Perin with his Motorkhana championship trophy.



**Above:** The "Three Tenors" - imported at great cost for the night - Russell Wheatley, Peter Stanton and Tony Buon. **Below:** Steve Remington is delighted at winning the Concours Championship trophy for the second year in a row.



## Inside Your MX-5 Continues

(Continued from page 4)  
of the MX-5.

### Toe

#### Pigeons vs. Ducks

The toe of a tyre, or how the front sits in relation to the rear is one of those adjustments where a little really goes a long way. Toe can drastically alter whether a car has understeer or oversteer - a lot more effect than any other adjustment. Toe can also drastically effect the wear patterns on your tires, especially the rear ones.

If you like having tires that are sticky and still want them to last more than a few thousand miles, only minor adjustments should be done to the toe. But with all that is at risk, why is toe in or toe out desirable at all? Because it allows the other changes you are going to make have a greater effect on the cars handling. With negative camber, the contact patch's shape has been altered ever so slightly. Tossing in a bit of toe will help correct this.

In the rear, toe out is bad, it won't help the car any, even to understeer. The only thing that will become apparent is that it really causes the tires to scrub.

Toe in on the rears on the other hand is quite nice in moderation. It can help offset a number of things, primarily the tendency of heavy rear sway-bars to induce understeer. Somewhere between 1/16" and 1/8" total toe in for the rears is a good number.

The front wheels actually like a bit of toe out, about the same measurements. This helps to counteract the effects of all that positive caster.

If you decide that tire life should not be sacrificed for magnificent handling, then setting the toe front and rear to zero is a good safe route to go. CT

### Summary of Settings

#### Front

**Caster:** +4.7° to +5.5° (what ever the maximum attained is)  
**Camber:** -0.6° to -0.8° (this number varies with the caster)  
**Toe:** 1/16" per side, or 1/8" "total toe out"

#### Rear

**Caster:** No adjustment possible  
**Camber:** -1.1°  
**Toe:** 1/16" per side, or 1/8" "total toe in" or zero.

# 1996 Shell Australian Touring Car Championship - Classic Car Rally

The Club has received an invitation from the organisers of the 1st round of the Australian Touring Car Championship to participate in a Classic Car Rally that forms a lead up to the touring car race. Below is copy of the letter that the Club received that outlines the event. *If you wish to enter please organise it through Eastern Creek Raceway, and then contact Tony Buon (see back page for contact numbers) to let him know that you are coming so that we can arrange to travel in one group.*

## On Saturday

A chance to bring out your pride and joy for an interesting drive to Sydney's Eastern Creek Raceway following a set of instructions which cover some roads where you can "Enjoy your Toy" away from the boring motorways. Clubs are welcome to form group displays to promote their activities and individuals are equally welcome to create

informative displays of special interest vehicles.

Vehicles will be on display and judged in a specially allocated area alongside the main straight with good views which will allow you to stay with your

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### Date

Saturday 27 January 1996

### Starting Time

8.00am to 10.00am

### Meeting Place

Hornsby

### Entry Fee

\$50.00 per car

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vehicle while you watch the racing in Group A Touring Cars and support events. The racing goes to 10.00pm on Saturday night under lights.

Several categories for Sports and Touring cars, and Special Interest vehicles up to 1976 will give you a chance of winning one of the great Trophies.

Entry Fee is only \$50.00 and includes rally entry, route instructions, TWO! pit pass tickets to Friday and Saturday racing (value \$90.00), a special entrants kit, and the chance to win one of the fantastic trophies.

If you wish to participate, complete the attached entry form and send to Eastern Creek Raceway at the address on the bottom of the form. Should you require any additional information please do not hesitate to contact us.

Remember it's great value, half price entry, a privileged parking spot and pit passes giving you two full days and a night of great motorsport with a classic rally and trophies thrown in, what a great deal!!

## Eastern Creek Contact Numbers

Kevin Prendergast

Motorsport Manager

(02) 672 1000

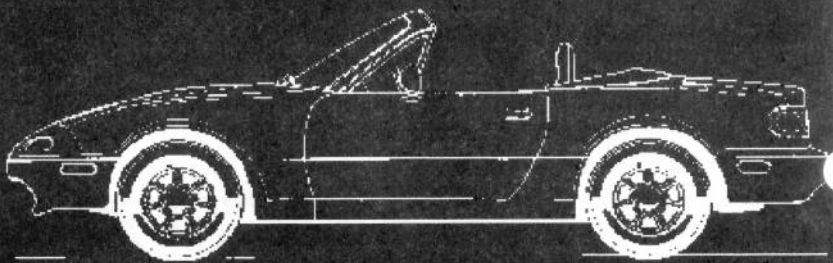
Sharon Thompson

Event Organiser

(02) 599 3726

## Going Topless

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



In the next issue your story could be  
written up in "Going Topless" ...  
So beware of someone coming up to you  
and trying a poor George Negus or Jana  
Wendt imitation on you at the next run.

# Your Local MX-5 Service Station

A notice board for club members to advertise MX-5 items they may have for sale, and other interested parties to advertise their goods and services. A nominal fee for your advert is charged (see below). To place an advert contact Steve Remington on (02) 438-1803.

**Maxi Ad**  
(Approx 1/2 Page)

Advertise here at reasonable rates  
reach approximately 200 readers

**Midi Ad**  
(Approx 1/4 Page)

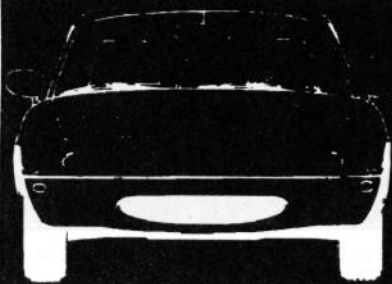
**Mini Ad**  
(Approx 1/8 Page)

**Micro Ad**  
(Approx 1/16  
Page)

#### Club Talk Advertising Rates

Size	Base Rate
Maxi (1/2 Page)	\$50.00
Midi (1/4 Page)	\$25.00
Mini (1/8 Page)	\$12.50
Micro (1/16 Page)	\$6.25

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 standard your standard wheels after buying after market 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.



## **Ammon International Pty Ltd**

Ammon International are professional manufacturers of Car Leather seats. For the MX-5, two seats in full leather (your choice of colour) will cost only \$975. Price includes full installation and a three year warranty.

14 Telopea Avenue,  
Homebush West  
Ph: (02) 746-9433  
Contact: Alex Chien

## **A.M.R. Motors Mazda Service**

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

370 Parramatta Road  
Petersham  
Ph: (02) 569-2844  
Contact Dominic or Robert

## **A.M.R Motors Mazda Insurance**

For details on Mazda's new Comprehensive Car Insurance.

Ph: (02)569-2844  
Contact: Darryl

## **John Newell Mazda Service**

VIP Service, Free Loan vehicle.

Unit 3, 9-13 O'Riordan St,  
Alexandria  
Ph: (02) 319-0011

## **Trivett Classic Mazda**

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

364 Princess Highway,  
Rockdale  
Ph: (02) 599 3399  
Contact: Carlo or Peter

## **Finishline Car Accessories**

Discounts on MX-5 accessories, free courier delivery.

PO Box 272,  
Caulfield South, Victoria 3152  
Ph: (03) 527-6924  
Contact: Barry Helfenbaum

## **AMG**

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

500 Glenmore Rd  
Edgecliff  
Ph 327-6508

Contact: Simon Stratford or Brian

Connell.

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

\$25 discount on car control courses.

Ph: (02) 820-2030  
Contact: Ian Luff

## **Burncroft Guest House**

Burncroft is a small guest house set on 20 acres in the Lower Hunter Valley, with views across the valley to Watagan Mountains and Brokenback Range. Your hosts are club members, Suzanne and Richard, 10% discounts for MX-5 club members. For reservations and information:

Ph: (049) 30-7246  
Contact: Suzanne or Richard

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

## Contacting The Committee

### **President - Bruce (George) Russ**

Home - (02) 419-7125  
Mobile - Not Available

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

Home - (02) 438-1803  
Mobile - (015) 93-4640  
Email - sreming@s055.aone.net.au

### **Captain - Tony Buon**

Home - (02) 484-9667  
Mobile - (041) 119-9667  
Email -

### **Sporting Secretary - Peter Stanton**

Home - (02) 871-4524  
Mobile - (018) 24-7285

### **Secretary - Paula Wu**

Home - (02) 9451-9985  
Mobile - (018) 86-6481

### **Treasurer - Bryan Wu**

Home - (02) 9451-9985  
Mobile - (018) 86-6480

### **Social Secretary - Sylvia Tikelis**

Home - Not Available  
Mobile - (015) 70-9819

### **Committee - Peter Simpson**

Home - (02) 938-6375  
Mobile - (018) 47-3362

### **Committee - Leanne Chow**

Home - (02) 871-4524  
Mobile - (018) 24-7285

### **Committee - Jean Cook**

Home - (02) 938-6375  
Mobile - Not Available  
Email - 100232.1064@compuserv.com

## **Club Talk**

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

The Mazda MX-5 Club of NSW operates as a non-profit organisation and relies primarily on volunteer services. However, sponsorship of events, the publication and mailing of the newsletter, and operating supplies constitutes a financial burden that must be met by the membership. Make you MX-5 experience more enjoyable - join and participate. To keep the club meaningful, we need your support. To become a member send you name, address, and phone number to.

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