

CLUB TALK

Summer 1999

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

Vol 09, No 04

The Club Gains a Patron

Introducing Mr. Bob Hall:-

It is not everybody who has an opportunity to do in their work that which they really like doing. After a misspent youth building every AMT 3 in 1 kit that appeared on shelves of the local hobby shop, I was lucky enough to have the chance to play at making real cars at Mazda. This was kind of like having a wealthy relative give you a train set, but one with real locomotives. Thanks more to a lot of highly talented people and even more hard work (rather than any brilliance on my part), Mazda built the MX-5.

Through a rare combination of dumb luck and sheer stupidity, I guess I was standing close enough to MX-5 Ground Zero to get some of the accolades. Many, if not most of them were undeserved. There are those who would say all!

Still, the things about my work on the MX-5 program that I cherish most are examples of a sort of post-launch collateral damage. First is this goofy feeling I get when I see someone cruising along in their MX-5 with a big shit-eating grin on their face. I felt that lots of times I still do, in fact and it makes me feel good to see others getting the same jollies from a simple, proper car. There is an egalitarian aspect to the MX-5 that is awfully important to me, and seeing owners from whatever part of society all sharing that dopey grin makes me feel good.

The others are pretty self-centered. Embarrassingly so, in fact. The first (and probably most important to me personally) was Mazdas Chairman, Kenichi Yamamoto, officially giving me credit for the MX-5 concept during an interview on Japans NHK television news, sort of the Tokyo version of the ABC evening news at 7:00. In a few brief moments on 1991, I was transformed from middle-managements' favourite pariah

to everyone's best friend. In addition to being acceptable for friends in Japan to be seen with me, it allowed me to go back to work on the MX-5. I had been ushered off into Eunus 30X limbo when the MX-5 caught on in Japan as strongly as it had overseas. It also was of great benefit for me to determine who my real friends were in the company. Useful, that.

The other guilty (and selfish) pleasure was my shock selection as Automobile Magazines first Man of the Year in 1990. Merely to be considered was something I am still in awe of, not only because of the award itself but because I was the first person to be so venerated. I figure that Automobile's founder and editor David E. Davis must've had a hand in that one, if only to give some attention to someone who did hard time, lazily, as a motoring journalist. Given the quality of recipients of subsequent Man of the Year awards by Automobile, it is good to see that the magazine was able to raise its' game. There, I've done all the self-aggrandisement I intend to in these pages. In any case I'm nothing more than a guy who was just doing his job and I don't deserve any more recognition than any of you do. After all if it weren't for owners and enthusiasts like you, there'd be no MX-5 in the first place.

And I'd probably still be in California instead of the best place on earth. Being asked to be the patron for the New South Wales Club is cream on the cake! Thank you, though I'm still not too sure as to what a patron does. In any case I promise I won't be patronising. Unless you want me to. But what the hey, enough about me, Summer is here so keep those windows and tops down. And enjoy!

Bob Hall

Mudgee Moments



Well, it DID say "Flash Hat!"
Elaine Caldwell and Jean Cook.



Amy Perin and Karen Whitehorn
prepare to leave for the "Opera"

That's it for '99, from your Committee and from your Editor, all the very best for the Festive Season. Bring on 2000!

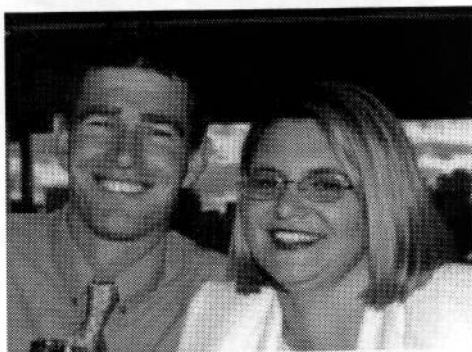


Club Sporting Talk

By David Raddatz

I hope you're all looking forward to another exciting year of motor sport, we have two events in February. The Sports Car Club of Australia has invited us to join in on their "Private Drive Day" at Wakefield Park on Friday 4th February. This may interest some of you.

Our own club "open day" is at Wakefield Park on Monday 7th, a good chance to organise a long weekend away. For more information call me Competition Secretary.



David and Simone Raddatz

Next year we would like to see more MX-5's competing in the CAMS NSW Supersprint Championship. The first round is held at Oran Park South on the 4th March, if anybody is interested please call me. Lets see if we can win the inter-club trophy and make it two from two.

Congratulations are in order for Ed Chivers who has just passed his CAMS C3 license test and has started competing in The Marque Sports Class. His first drive was very impressive at Eastern Creek Raceway.

Just remember brake hard go fast and have fun, on the track of course.

See you all next year.

The Club Welcomes

Duane Dempster

Fiona Dempster

Peter McDonnell

Jillian McDonnell

Patrick Lee

Glenn Chandler

Cyrus Nanavati

Jeffrey Swords

David Marshall

Robert Grant

Kathy Dosen

Wayne Pasalich

Aquilino Pucciarelli

Paul Tan

Warick Allan

Stuart Gale

Martin Brown

Geoffrey Gordon

Petra Fischer

Simon Tsang

Helga Kuhn

Ian Boyle

Ann-Marie Pile

Stefan Mayer

Michael Whyte

Kay Rudolph-Borgar

Abraham Sie

Riko Rubin

Laurie Tesoriero

Matthew Gibson

Michelle Gibson

Gareth Jolly

Samantha Grootjans

Verne Johnson

Peter Lynham

Arno Boge

Linda Boge

Lou Iezzi

Mike Consalvi

Stanley Tan

Michael Butler

From the Captain

Simone Raddatz

We are now approaching the New Year and this is great for us. We have some fantastic runs planned for the year 2000. The Presidents BBQ is our first mini run of the year led by Karen & Bill Whitehorn on Sunday 16 January 2000. Then Our first official run and definitely one not to miss is the Famous Pittwater Run to be held on Saturday 19 February, led by Ed & Patsy Chivers.

For all of you who attended the Mudgee Weekend Run, I am sure you will agree with me that it was absolutely tremendous. I would like to take this opportunity on behalf of all of us to thank Helga and Mike Kuhn and Cheryl and Robert Barr for organising a fantastic weekend away.

On that note if you are interested in taking a run or maybe just suggesting one of your favourite runs please contact me as I would love to hear your suggestions.

I would like to wish you all a Merry Christmas and a Very Happy New Year and I look forward to catching up with you all again in the New Year.

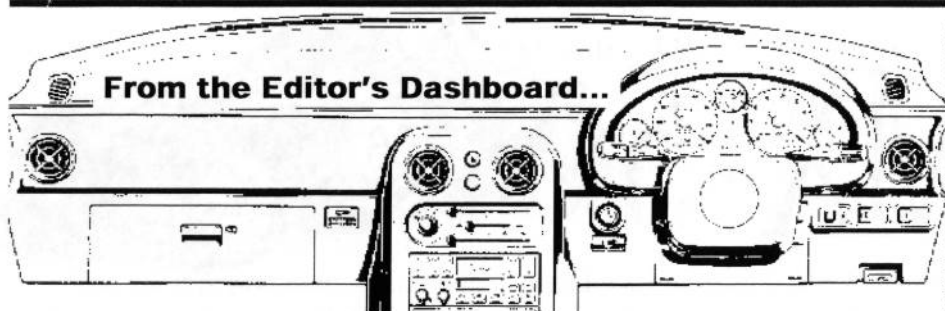
Simone Raddatz
Club Captain

What's Inside?

Patrons Column page 1

Picture Gallery page 6 and 7]

More pics Page 11.



From the Editor's Dashboard...

Repond s'ils vous plait!

Or to use the more familiar, R.S.V.P.

It means "respond if you please" or Please Respond. We normally see it on Wedding or Birthday invitations but it seems to have escaped the notice of some of our members, that we also use it when we are trying to organise a Club Event, with catering deadlines. In the Clubs case, the R.S.V.P. date, is usually a week before the event.

There have been mutterings for quite some time that event organisers are having to repeatedly call restaurants and other venues, to apologise and amend booking numbers, not only embarrassing for the person who volunteered to organise the event but confusing and probably annoying for the venue operator. It is not easy, even for an experienced caterer, to organise a meal for upward of fifty people, especially when having formulated a seating plan, they are forced to re-configure yet again.

PLEASE, if an R.S.V.P. date, is given, comply with it before the given date, the Club members who give up their time to plan the events, do so for your enjoyment, help them to enjoy themselves as well.

.....

I was in Seventh Heaven this week,
Miata Magazine
arrived on the same day!

For those who have not heard of times yearly by the Miata Club of though on the Club itself it actually offers anything to members opinion, worth subscribing to, if only advertised on the glossy pages. For

can link to the Club Site
Miata.net <http://www.miata.net> web

line. Or you can fax Circulation
and Vonderhaar at 1 770
205 8837. Cost for non US

expensive but the only full colour
e devoted to the MX 5,

Patron. Anyone who has studied the
y of the MX 5 will not need to
be told Bobs part in the evolution of
the car.

Formerly with Mazda in California,
Bob now live
in Chief of WHEELS Magazine,
hopefully we can look forward to the

Dash Lights

Edited By Jeff Gehrig

Safe Driving Tip!
(From Gerry Denton)

Although I have only had my MX-5 for the past 10 months, in that time I have covered nearly 24,000 kms. (Enjoyed EVERYONE of them).

Many of these Kilometres have been done on the open road, in particular driving between Sydney and country New South Wales, some eight times. The last time when I was returning to Sydney I ran into some very heavy rain and some very wet roads. Even though I had driven in the "wet" before, I had not experienced water logged road and very heavy rain in the MX-5.

As we all know the little Mazda handles fantastic in the dry and hangs on like it has super glue on its four rubber feet, however due to the cars light weight and low profile tyres the same car doesn't seem to have the same handling attributes in the above conditions and I felt fairly un-nerved by it's handling in the conditions I described above.

I found that the vehicle aquaplanes very easily and if the front tires end up in a groove holding a reasonable amount of water the car would become hard to control. If you are in very heavy rain or on extremely wet roads, try to avoid any grooves on the road where the water accumulates and may I suggest that you slow right down, in this way you can enjoy your MX-5 all the time.

Have fun and safe driving.

Gerry Denton.
"Brilliant Black 99"

Coming Events

January 2nd. Canberra, Sunday Run.

January 16th. Presidents Barbecue.

January 22nd. Taronga Zoo night picnic.

February 4th. SCCA Wakefield Park.

February 5th. Canberra Coffee

February 6th. Canberra Sunday Run.

February 7th. Wakefield Open Day

February 19th. Pittwater Run

February 20th. Canberra Jindabyne run.

March 4th. Canberra Coffee

March 5th. Canberra Sunday Run.

March 11th. Social Event.

March 15th. General Meeting.

March 19th Blue Mountains Run.

March 19th. Canberra Cabramurra

JUSTMX-5



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

E-mail justmx5@ibm.net

Tel: 02 9545 0532

**Unit 10/29-33 Waratah Street
Kirrawee 2232**

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

**JUSTMX5 is open 6 days a
week at the old**

**factory and is now run by
Sales Manager**

**Darron Corrigan & Service
Manager Gary Addis.**

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



Specials for Club Members

New 15" Mag wheels with new tyres from \$995.00
7mm Eliminator Spark Plug Leads (Blue/Black)
\$70.00

New Ash Trays and Dash Pockets \$30.00
L/E Green MX5 Hardtop, near new condition
\$1300.00.

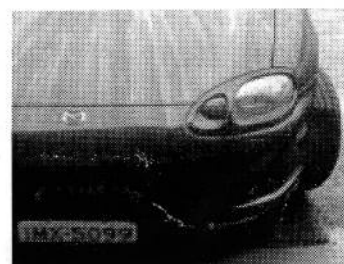
New Mazdaspeed Sports Steering Wheel \$295.00.
Powder coated upper radiator support air guide de-
flectors RED/WHITE/BLUE \$70.00.

New water pumps \$80.00.

MX5 1600cc Reco clutch kits \$180.00.

1998 NB MX5

Mazdaspeed style
headlight
surrounds
\$200.00/set.



The Staff at
JUSTMX5 would like to thank all the Members of
the NSW MX5 Car Club for their support through
the year and would like to wish them all the best for
Christmas and The New Year and look forward to be-
ing of service in the New Year.

Best Regards
Darron Corrigan
Manager.

Be In It, To Win It - Member Of The Year Award

To encourage and acknowledge individual member involvement in general club activities, a new category of award will be introduced January 1, 2000. Known as the Member Of The Year award ("MOTY" award), the winner will be the eligible member who accrues the highest total points from participation in official club activities throughout the year.

The valid period over which points may be accumulated will be from Jan 1, up to the last official event of the year – the annual Christmas party - at which the award will be presented.

To encourage new members to the club, a special "New Member Of The Year" Award will be granted to a new member who has joined the club in the current year, and who has accrued the highest total award points.

As the intent of this award is to acknowledge general member participation in non-contest club activities, points will not be awarded for driver participation on track days and entry into concours events - each which have their own awards. Points will however be awarded, to members who volunteer to assist with the running of these events. In addition, because of their mandatory involvement in the club, members of the committee will not be eligible to accrue award points during their term of office.

So that each member may track his or her progress, (and that of their fellow members), individual progress point tallies will be posted each month on the club web site in the "members" section.

Award Summary:

Member of the Year: Member with the most accumulated points who has been a member of the MX-5 Club of NSW since at least the previous calendar year.

New Member of the Year: Member with the most accumulated points who has joined the MX-5 Club of NSW in the current calendar year.

Event Type	Award Points
Attending a club meeting or event ¹ Photographs published on web/Club Talk ²	10
Assisting in running a club event ³ Introducing a new member to the Club ⁴ Writing an article for Club Talk Introducing a new advertiser to Club Talk ⁴	20
Organising and running a club event Arranging a guest speaker for a general meeting ⁵ Donating or arranging sponsorship or prizes for the Club ⁵	30

Point Score System:

1. Valid events: General meeting, Club Run/Weekend Trip, Social Event. Excludes driver/entrant on Track and Concours events
2. Points awarded per web submission, or for photographs per Club Talk article
3. Individual must be named as an assistant in the event logbook
4. Details must be provided via Club secretary to substantiate claim
5. Details must be provided via Club President to substantiate claim



On A Sunday Drive



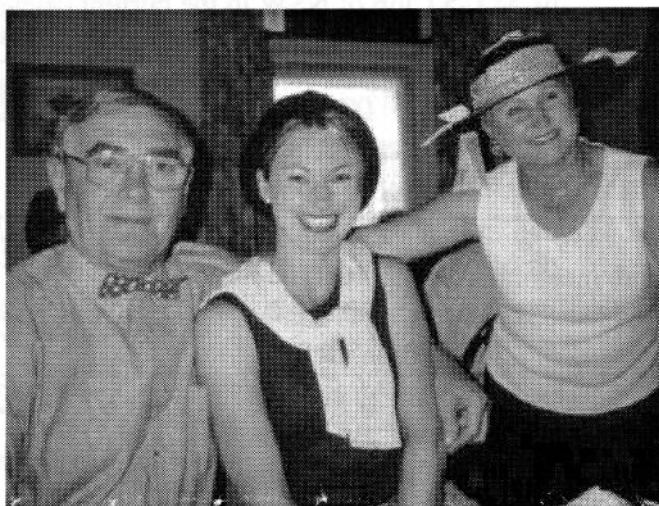
John Toomhmar tries out the Queensland Clubs new drive through Car Wash.



Jean goes into a catatonic state, after her bootlid is treated to the sandpaper treatment at Meguiars!



Cheryl Barr shows off 'er flash 'at at the Ten Dollar Town Motel in Mudgee.

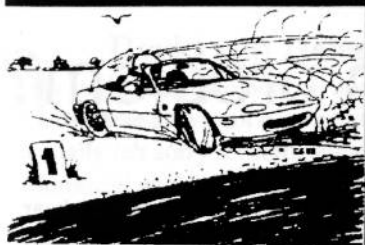


Not to be outdone, Helga Kuhn and Amy Perin (left), try to kick start Colin Caldwell!

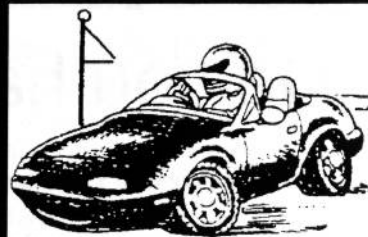


Steve Weston from Meguiars, puts the finishing touches to Jeans bootlid.

Several members now sport orbital buffers in their car care arsenal after seeing just how good a job can be done with the right tools.



Out On The Track



David Raddatz at Wakefield Park October 7



Rod Menzel trying a different line



Zane al-Said gets serious



Jean Cook with the "Wellie" in!



Daniel Evans in a very different looking MX-5!



Lovely day for a Pit Stop!

Do you have a communication problem?

Breaker, Breaker ! By Mark Stasinowsky.

Given the increase in members who have recently purchased CB radios for use on club runs, and given that a number of us are purely novice, it is probably worthwhile to review some of the CB fundamentals and commonly asked questions.

Do I need a CB license?

No. Licensing of individual transceivers was abolished in November 1994. The Citizens Band Radio Service is now covered by a Class License.

What is a call sign?

A call sign helps to identify you to other CB users. Basically you can call your station whatever you like, however it is best to keep it simple. Often CB clubs use a common call sign so that members of the club can be easily recognised as being in the same fraternity.

Getting attention?

The correct way to announce that you are on the side and wish to come in and join traffic already on a channel, is to put in a "breaker". This will announce to the operators already on the channel that there is someone wishing to come in and join them. It is far better that you say "breaker" followed by your call sign number, than just "breaker", as it will aid identification, and prevent you from being lost in the competition of others attempting to do the same.

HF CB or UHF CB?

There are basically 2 types of CB radios commonly available – HF and UHF. At first glance the units appear similar as they both support 40 channels. Where they differ is in the frequencies at which they operate. HF or High Frequency CBs transmit in the 27MHz range, where as UHF or Ultra High Frequency CBs transmit in the higher 477MHz range. As they operate at different frequencies, (and modulation AM vs FM), communication between HF and UHF units is not possible.

The CB radios used by the MX-5 Club operate at the HF or 27MHz range.

Are there any special channels that I should not use for general transmission?

Yes, out of the 40 available channels, several are reserved for special purposes as follows:

Channel 8 – Truckies channel
Channel 9 – Emergency channel
Channel 11 – AM call channel
Channel 16 – SSB call channel

Does the MX-5 Club have a preferred channel?

Yes, generally on Club runs we use channel 22.

What is squelch?

When there is nobody transmitting on a channel all you hear is noise. By increasing the squelch (i.e. turning the knob clockwise), you minimise and eliminate this noise, however you will also cut out weaker signals, such as those from a distant station. At maximum squelch, only very strong or local stations will be heard. Because signal strength will vary, you should adjust the squelch so you receive optimal signal and minimum noise.

What is ANL?

ANL stands for Automatic Noise Limiter and that's exactly what it does. Your voice will be carried over the airwaves by a carrier wave. In heavily populated areas however, a lot of noise is also generated into the airwaves, from sources such as power lines, machines, computers, cars. ANL will help filter this harsh background noise.

What's all this Bravo, Charlie Tango stuff?

At times the audio quality is not as clear as we might like between stations. To ensure that important information is relayed correctly, spelling the word using the Phonetic Alphabet will eliminate any confusion.

A = Alpha	L = Lima	W = Whisky
B = Bravo	M = Mike	X = Xray
C = Charlie	N = November	Y = Yankee
D = Delta	O = Oscar	Z = Zulu
E = Echo	P = Papa	
F = Foxtrot	Q = Quebec	
G = Gulf	R = Romeo	
H = Hotel	S = Sierra	
I = India	T = Tango	
J = Juliet	U = Uniform	
K = Kilo	V = Victor	

Ten Codes?

Ten Codes are abbreviations of common questions and answers, and are used to send a message quickly and easily. Ten Codes can be readily understood by stations which may be receiving you poorly. Common Ten Codes are:

10-1	Receiving Poorly
10-4	OK, Message Received
10-7	Out of Service (you're going off air)
10-8	In Service (you're back on air)
10-9	Please Repeat
10-10	Transmission Complete, Standing By ... and for those long runs,
10-100	Toilet break required!

Mark Stasinowsky.

David and Helena "do America"

It started as any other day apart from the stress level attained by Dave as we got closer to the planes' departure time, I actually felt sorry for him. We were off to the land of Mommas' apple pie and Mickey Mouse.

We had two weeks in the California/ Nevada area. The first week was a flying coach tour from LA to Las Vegas, where we spent one night, not enough time, saw the casinos but failed miserably to satisfactorily browse the shops.

Next morning up at four to take a dawn flight over the Grand Canyon. Back on the bus at nine for a very long day up into the Sierra Nevadas. Once we got out of the desert and up into the mountains the scenery became spectacular with the road hanging off the side of mountains in places, real MX-5 territory. There had been some snow falls high up and a lot of the mountain tops were snow coated. Our stop that night was in a Ski Chalet at Mammoth Lakes.

Next day we wound our way out of the mountains via Yosemite National Park and headed across the desert again to San Francisco where we had two nights and did all the touristy things, Fisherman's Wharf, Alcatraz, crossed the Golden Gate and watched the fog slowly engulf the harbour area. Again not enough time for some serious shopping. About this time the Southern Californian Miata club (SOCALM) were doing their yearly James Dean memorial run which we had been invited on but unfortunately missed.

From San Francisco we headed down the coast through Carmel (didn't see Clint but did browse the shops) past Big Sur (Surf Area), visited Universal Studios then down to Anaheim and our hotel for the next week near Disneyland. Here we finally caught up with most of the SOCALM members we had been getting e-mail from. They took us out for a couple of meals. A few of the San Diego club members drove up to meet us as well, the two hour drive being nothing in a State where public transport is practically non existent. In all we were invited out three times during that week with various members of SOCALM. They were extremely friendly and made us feel very welcome.

The rest of the time we again did the tourist bit, Disneyland, Long Beach and the Queen Mary, a tour of LA and the stars' houses with an escapee from the Bronx in New York as the tour guide. This particular individual is in line for a set of concrete shoes for dropping us off for one hour in Rodeo Drive half an hour before the shops opened. We had a great time and unfortunately flew home the weekend the Miata clubs had their big meet down in San Diego, another good social missed.

Many thanks to Jeff for letting the California clubs know we were on our way over and to SOCALM, especially Bari (who runs the club stuff out of the boot of her car) and Bill, Jerry and Jan, Kristen and Scott.

Helena Katerinka

Ladies and Gentlemen, The President

As the year progresses the calendar fills with all kinds of different activities, it would seem there is something for everyone. We also have had visitors from the Miata Clubs of the US. The Trillium Club of Canada, the Sales & Marketing Manager from Mazda Canada. The Puget Sound Chapter, and from both the San Diego and the Southern California Clubs. We seem to be making our presence felt in the world! Next year we will probably have a lot more visitors with all the build up for "you know what". Most of these contacts are made through the Internet and we can thank Christopher for all the excellent work he has done on our web site. When visitors arrive we usually take them out for either lunch or dinner, so if you are able to make any events, please join us. It works both ways, some of us having been hosted by other clubs when we have travelled overseas.

The Sunday drives seem to be getting bigger and bigger. Our lunch run to the Hunter Valley had 34 cars and more than 60 for the lunch. It is harder to keep track of a larger group, so most of us are getting CB radios which will help and will make it more fun.

Our social activities for the year included a fund raising trivia night in November. Thanks go to Simone for doing all the hard work for that. Thanks to Mazda Australia, Meguiars and to our Corporate Sponsor, John Newell for their generous donations. The money raised will help to repair a section of the Barr's car.

A really good weekend away in Mudgee took place last November. This was planned and excellently organised by Mike and Helga Kuhn and Cheryl and Robert Barr. The clue rally part of the drive there was very interesting and led to a few tense moments between some couples! The night at the Opera House consisted of some good old fashioned entertainment including some readings of Henry Lawson's poetry. On the return drive to Sydney we drove around the track at Bathurst, at the speed limit of course.

Talking about the track, our club has made its presence felt by winning the NSW Supersprint Team event. Thanks go to all the participants and of course the pit crews for each of the drivers. Next year we hope to see a few more entries. If you are interested, contact David. We also now have competitors in the Production Sports car category of Marque Sports Car Club events. The MX-5 is more than capable of holding its own against PRB's-Porsches and Lotus! There is even a team of groupies from the club who go to the various tracks on free Sundays to watch everyone participate! I wonder who?

I look forward to another busy year of top down motoring for all of us, and just hope that with all the build up to the Olympics, that there will be enough room left on the roads of Sydney for us! Perhaps we will just have to go out of town more often. Please contact the committee if you want us to do something, and feel free to attend any of our committee meetings to see how it all works.

As you will see elsewhere in Club Talk, our new Patron, Bob (Bwob) Hall is going to be writing a column for us from time to time. Welcome, Bob and Thank you for taking the time!

Newells Notes

Talk about Mazda excitement! Hot on the heels of the Sydney Motor Show, another of the most important shows in the world opened its doors in Tokyo. And there it was, the Mazda RX-Evolv with drop dead gorgeous styling and a totally new rotary engine called "RENESIS." This super engine produces over 200 kW of power naturally aspirated versus the 13B which when last available in Australia topped 176 kW using twin turbochargers. But did you get that beautiful body? Finished in pearlescent blue it provided seating for four, had no centre pillar and had four doors with the rear two hinged at the trailing edge. Access for driver and passengers is a breeze.

After the show Mazda announced that part of the reason the body was so strong is because of a new foam material they have developed which is put into key structural members before the car body is painted. Then it goes into the ovens and as things heat up, the foam expands, fills the cavity and created additional structural strength. The result, a lighter stronger body. The four large wheels and tires are located at each corner of the body and result in ultra-short overhangs, accentuating the visual impact created by the unique sculpturing of the body contours. The shape of the body also expresses the ideal front/rear weight distribution made possible by the use of the new compact rotary engine. In addition, the Double Clamshell Hood covering the engine compartment visually focuses attention on the centre mid-ship layout of the engine, which is positioned behind the front

axle. Up front, extremely thin Micro-HID (High-Illumination Discharge) lamps are mounted under the aerodynamic wing, providing a bright beam inside the front opening. The rear combination lights include two round lamps (a traditional design element of Mazda sports cars) inside oval lens covers on each side. When illuminated, the small protrusions around the round lamps emit a red light like the afterburners of a jet. The driver oriented cockpit is designed so that the driver feels as if he or she is "at one" with the car.

Controls, switches and pedals are designed and arranged for quick operation during spirited driving, while large dials are logically located for easy recognition. The most

the year, will be called "Tribute." Its a nicely styled vehicle which will find many happy owners among John Newell customers. In the more "conventional" department anyone looking for a second car to their MX-5, you should take a look at the face-lifted 626. Much more than a "grille and tail lamp" makeover, there have been some important technical improvements in the steering, suspension and in the engine bay, as well as which the equipment levels have been boosted to include auto air, CD player, alloys and new lighter toned interior trims which provide a far more spacious and comfortable look and feel. Its a big improvement on the earlier model and well worth a look.

But finally, back to our favourite car and it is worth noting that in the November national sales results, the MX-5 beat the "new kid on the block," the S2000 by 5 sales. The Mazda scored 99 sales versus 94 for the Honda. That is a tremendous result given the second generation MX-5 has been on the market for

over 18 months now and the newcomer was launched with such hype!

Sydney's MX-5 Specialist

Enquire now about special discounts for MX-5 Club members



JOHN NEWELL  **mazda**

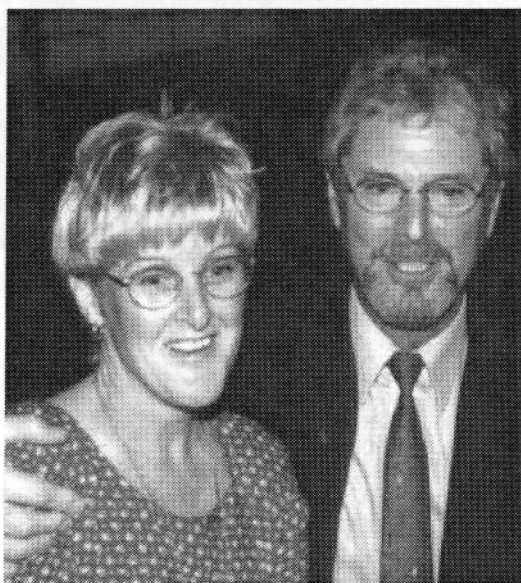
83-97 Elmders Street SURRY HILLS NSW 9380 5500 Cnr Bourke & Botany Rd WATERLOO NSW 9319 0011

frequently used instruments, such as tachometer, speedometer and shift indicator, are set in the centre of the dial cluster. Auxiliary gauges are displayed in the multi-mode display in the centre of the instrument panel.

Currently the RX-Evolv is touring the world's motor shows, and Mazda is assessing global reaction before taking the final decision to put it into production. We don't know which God you pray too, but how about we get a prayer service together soon!

Mazda also showed a concept version of their new four-wheel-drive wagon which, when released in the US mid-2000 and in Australia later in

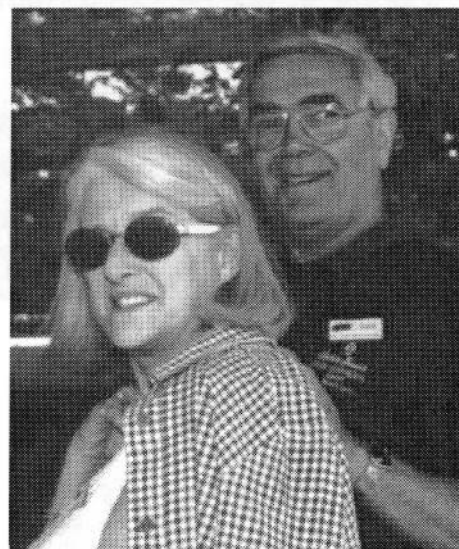
**BEST WISHES FOR THE
FESTIVE SEASON FROM
ALL OF US AT
JOHN NEWELL MAZDA..**



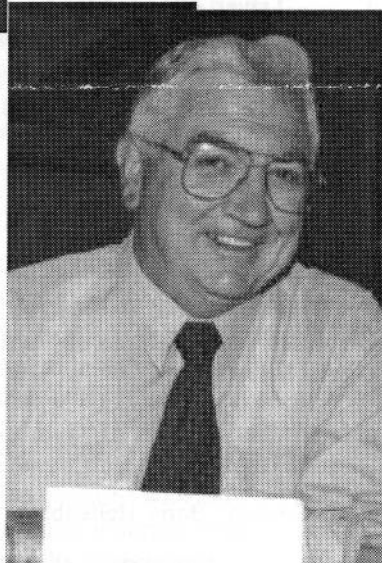
Judy and Roger Sant at the C.A.M.S. Presentation Dinner



Bob Scott at Eastern Creek Raceway



Elaine and Colin Caldwell in Mudgee for a Mad Weekend!

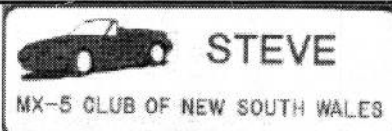


Your Local MX-5 Service Station

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 right). To place an advert contact The Treasurer see contact details back page.

New Model Name Badges

Finally, after many requests, we are able to supply members with the new car model on their name badge. An order has been sent for both **Mark 1** and **Mark 2** badges for new members who should receive these within the month. **Members wishing to upgrade their badges**, to either a new Mark 1 or Mark 2 version, may purchase replacement badges for \$6.50 each. **Please contact Zan Menzel** by phone/fax: (02) 9144 6776 with your name, car colour and whether Mark 1 or 2, or email membership@mx5.com.au. P.S. Don't forget to wear your badge at Club Events.



GOT VOODOO?

Team Voodoo

- Shift knobs
- Brake Grips
- T-Shirts

web:

www.teamvoodoo.com

email:

teamvoodoo@xtra.co.nz

Club Talk Advertising Rates

Size	Base Rate
Maxi (1/2 Page)	\$40.00
Midi (1/4 Page)	\$20.00
Mini (1/8 Page)	\$10.00
Micro (1/16 Page)	\$5.00

The above Base Rates apply to **commercial** advertisements. A 50% discount on the Base Rates applies to club members who are placing an advertisement for **personal** purposes (eg selling your standard wheels after buying new alloy wheels).

Members Only...

The following companies have agreed to offer special discounts for products and services to members of the Mazda MX-5 Club of NSW. Please note that you must produce proof of membership by showing your current Club Membership Card.

Ammon International Pty Ltd

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

14 Telopea Avenue,
Homebush West
Ph: (02) 9746-9433
Contact: Alex Chien

A.M.R. Motors Mazda Service

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

370 Parramatta Road
Petersham
Ph: (02) 9569-2844
Contact Dominic or Robert

A.M.R Motors Mazda Insurance

For details on Mazda's new Comprehensive Car Insurance.

Ph: (02)9569-2844
Contact: Darryl

John Newell Mazda Service

VIP Service, Free Loan vehicle

301 Botany Rd. Waterloo 2017

Ph: (02) 9319-0011

Fax (02) 9319 0020

Trivett Classic Mazda

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

364 Princess Highway,
Rockdale

Ph: (02) 9599 3399

Contact: Carlo or Peter

Finishline Car Accessories

Discounts on MX-5 accessories, free courier delivery.

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

Contact: Barry Helfenbaum

AMG

500 Glenmore Rd
Edgecliff
Ph 9327-6508

Contact: Simon Stratford or Brian Connell.

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

Ian Luff Dynamic Safety Advanced Driving

\$25 discount on car control courses.

Ph: (02) 9820-2030

Contact: Ian Luff

Burncroft Guest House

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

Ph: (049) 30-7246

Contact: Suzanne or Richard

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

Contacting The Committee

President - Jean Cook

H: 02 9833 4321 Mob 0412 189 513

E-mail president@mx5.com.au

Vice President / Competition Assistant Carlos Albomoz

H: 02 9588 5594 Mob. 0418 494 613

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

Captain / Marketing Simone Raddatz

H 02 9635 6615 Mob. 0414 275 860

E-mail captain@mx5.com.au

Secretary / Membership Zan Menzel

H: 02 9144 6776 Mob. 0418 885 852

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

Competition David Raddatz

H: 02 9635 6615 Mob. 0414 275 860

E-mail competition@mx5.com.au

Social Secretary Karen Whitehorn

H: 02 9687 3939 Mob. 0418 489 388

E-mail socialsec@mx5.com.au

Treasurer Matilda Mravicic

H: 02 9610 3394 Mob. 0407 416 545

E-mail treasurer@mx5.com.au

Assistant Captain / Regalia

Bill Whitehorn

H: 02 9687 3939 Mob. 0414 853 967

E-mail regalia@mx5.com.au

Committee Mark Stasinowsky

H: 02 9809 0914 Mob. 0419 266 201

E-mail mark@mx5.com.au

VOLUNTEERS

Webmaster: Christopher Johnson

E-mail webmaster@mx5.com.au

Editor Jeff Gehrig

Ph/fax: 02 9968 1103

Mob. 0412 183 005

E-mail editor@mx5.com.au

CLUB WEB SITE

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

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