

BMW Roadster Falls Short

Michael Stahl (Australian Financial Review Friday 9 May 1997)

You've seen Agent 007 drive one in Goldeneye, you've driven past the nearest BMW dealer and thought about trading in your MX-5. Before you make what could be the biggest mistake of your life read Michael Stahl's thoughts.

Perhaps timing is everything. BMW's Z3 roadster was launched in the midst of unprecedented interest in German drop-top two-seaters. Porsche's Boxster prompted the faithful to foam at the mouth; here was a pure Porsche for only \$110,000. Mercedes-Benz's SLK promised prestige and performance at precisely one-third the price of an SL500.

And BMW's Z3, cheapest of the lot at \$65,900 (or \$67,000 in automatic)? The one that ousted Aston-Martin to be the new Bondmobile in *Goldeneye*? Well, it was bound to be in the same ballpark, wasn't it?

BMW's previous roadster models have been rare, but memorable. The graceful, six-cylinder 328 of 1936 out-sexed anything from MG before or since.

Into such esteemed company drives the

Z3, a two seater roadster built not in Munich, but in North Carolina, and based on the platform of a plain-vanilla BMW hatchback.

High performance and exclusivity are optional extras.

They're reserved for the M Roadster, a steroid-fed special that uses the 236kW, 3.2 litre engine from the M3 coupe and will likely surpass the M3's price when

The whole time I was driving the BMW Z3 I could not get the Mazda MX-5 1.8 out of my head.

(or if) it comes here in late 1998.

The four-cylinder Z3, meantime, will be joined here later this year by the 2.8 litre, six-cylinder version. Sharing its 141kW engine with the 328i sedan, coupe and convertible. Pricing on the Z3 2.8 is expected to be around \$85,000. All three of these Z-cars are based not on the E36 3-series coupe, but the price-leading "compact" hatchback. For reason of cost and compactness, this

platform carries over the less sophisticated, semi-trailing arm rear suspension of the superseded E30 3-series.

The 1.9 litre, 16-valve four-cylinder engine is a straight lift from the same-chassis 318ti "compact" and the altogether nicer (but 80 to 100 kilos heavier) 318is coupe and sedan. Power and torque outputs of 103kW and 180Nm have an easier time in the Z3, which at 1,230kg is much closer in weight to its "compact" clone.

But there's nothing particularly clever about a four cylinder, two-seater, soft-top roadster tipping the scales on the wrong side of 1,200 kilos. Not since Mazda made one that weighs just 980kg, offers similar performance and is still \$22,000 cheaper.

The whole time I was driving the Z3 I couldn't get the Mazda MX-5 1.8 out of my head. Many of the things one associates with BMWs - strong performance, seductive exhaust notes, assertive roadholding - are absent in the Z3, but neither does it compensate with

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Club Member Receives Award

MTA Journal April 1997

Club member and magazine sponsor Al Palmer received a prestigious industry award — The 1996 MTA Business Of The Year — in April this year. Below is a reprint of the article from the MTA Journal. The club congratulates Al on his success.

Since Al Palmer began his own business at the age of 24 in 1974 he has constantly sought out niches in the marketplace to ensure a steady, profitable growth.

The judges chose Al Palmer Repairs Penrith Pty Ltd as the Association's

"Business of the Year", noting:

"Al Palmer Repairs is totally customer-focussed with a range of innovative business practices that demonstrably please those who use his services, as shown by letters from dozens of happy customers including some who have been with him since he first started in business."

Al started his apprenticeship straight from high school in 1966. He says of his career choice: "I have dedicated my working life to the motor vehicle and its owners.

"I impress upon my people that they

should treat any vehicle in our shop as if it were mine.

"We have always treated our customers as number one."

Al's territory is Penrith and St Marys, in Sydney's greater West. He sees tremendous opportunities in the region and is moving to new premises in May to meet increased demand for his services.

"There is potential for growth in our area because we are situated between residential, commercial and industrial premises."

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The President's Word

Tony Buon

Well another great year of exciting drives, weekends away, social nights and sporting events has come to a close. I would like to personally thank all of those who organised and participated in these events. I am constantly amazed at the amount of hard work that members put into these club activities for no financial reward and often little thanks. So let me at least take this opportunity to thank them all from you.

I would like to thank our Committee who have kept the club working and on-track. In particular, I'd like to mention our Vice President (or

The new model will again place the MX-5 in the media spot light and introduce a new breed of car buyers to the sheer joy of MX-5 ownership.

President of Vice) Steve Remington for editing the club newsletter and getting the club web site established, special thanks also to Jean Cook our Captain for organising the Club's social drive calendar and our Competition Secretary Ed Chivers for truly introducing our club to a new era of MX-5 motor sport.

This year's AGM has been moved forward to July to bring our club elections and accounts in-line with the financial year. This has actually shortened the terms of the committee and so we now say good-bye to past president and current treasurer George Russ who is not standing for re-election. Thanks George for all your commitment over the past several years. I would also like to say a thank you to any other committee members not standing for re-election and a big welcome to any new members joining the committee for 1997/98.

Next year will see the introduction of a new model to the marque. The 1998

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This Is Your Captain Speaking

Jean Cook

Now that winter is here, there are a few more "top up" runs. It is time to dig out the woollen vest, gloves, scarf and choice of hat. Many of us go for the "ear flap" look, others have various shades of woollen beanie type. Over this winter one of our runs will have a contest for the most creative winter hat! This year we will return to the Blue Mountains for a Yulefest Lunch, to celebrate Christmas in July.

Please set aside Sunday August 3rd. We have been invited to participate in a Charity Day in aid of Riding for the Disabled. "Bums in Saddles". This is a very worthy cause, and it would be quite

Please set aside Sunday August 3rd for the "Bums in Saddles" charity procession and mini concours day in aid of Riding for the Disabled.

impressive for a convoy of gleaming MX5s to arrive. For those of us who love showing of our cars, this is the perfect opportunity. Exactly what we will do on the day has not been decided yet, but whatever is arranged it will be a chance to show off our cars to the unconverted. We might even get a few new members!

The regular club run in August will be a Clue Rally. For those of us who were in the club for the last one, it will not be quite as complicated or as long. We hope that you will enjoy it. In our last few runs we have tried to do something different, and it would seem to have been a success. On occasions the weather does not cooperate, but that does not seem to make any difference to the enjoyment. If you have any ideas for runs or for activities associated with runs, please don't hesitate to contact me. It really is not difficult to organize a run and all the committee will help as much as you want. Remember the club is for all of us, not just the committee. CT

The Club Welcomes

James Cook

Carlos Albornoz

Bill Whitehorn

Karen Whitehorn

Christian Warren



From the Editor's Dashboard...

As I write this column we are drawing close to the shortest day of the year. Not only does this mark the true beginning of winter, it also marks the point in the year when the days start to get longer which mean that there is more MX-5 driving time available. Sure, the days will be getting colder as we head into Winter but it's not that hard to don a warm jacket, scarf and gloves, put the top down, crank the heater up to maximum, and go for a crisp blast down one of your favourite stretches of road. Now I know that there are those cold frogs out there that are grimacing at the thought of top down driving in winter but to me it is much better than driving in Summer and getting heat stroke. Anyway if you are a little cold you can always stop for a coffee to warm up (for the precise location of the best cappuccinos within a 150km radius of Sydney contact the club's coffee expert Colin Caldwell).

In my last column I mentioned that we have set up an e-mail address for the

club. To date we have had a few of members use the e-mail address to RSVP for club runs and submitting newsletter contributions. If you have an e-mail address and you have not yet done so, could you send a message to nsww@mx5.com.au so that I can add your name to my e-mailing list.

I also said in my last column that we were in the process of creating a club web site. At this stage I can report that the first phase of the web site has been up-loaded to a temporary location. It contains basic information about the club and the committee members. In the new future we will be uploading copies of fliers and newsletters in PDF format so that members can download them. The address of the web site <http://www.geko.net.au/~nswwmx5>. Please let me know what you think because this web site is for your benefit.

Finally thanks to Rick Fischer for his contributions to this issue. **CT**

Dash Lights

Edited By Steve Remington

Quoteable Quote

From the July 1997 issue of *AUTOMOBILE*, "The color of passion":

"A sports car must be red. It is a law of automotive nature."

Another Quoteable Quote

From the July 1997 issue of *AUTOMOBILE*, "The color of passion":

"A sports car is an automobile stripped to the bare essentials: two seats, a powerful engine, and a driver's need to get someplace in a hurry..."

This Could Happen To You

A certain Competition Secretary, who shall remain nameless, had an unfortunate altercation with a Pelican while driving through the Northern Beaches. While perched on a light pole the Pelican had the urge to do one of the things that pelicans do (and we are not talking about eating or sleeping). Coincidentally the said competition secretary was driving his MX-5 under the same light pole — the rest dear reader you can work out for yourself. And yes the top was DOWN.

A Motoring Limerick

The Britisher's MG has sped
Till hat-stealing winds whip his head.
But mostly the chap
Can keep on his cap;
He's under her bonnet instead.

An Amazing Discovery

Last night a friend and I went out to Great Falls Park in Maryland to see the sunset. Along the way we picked up a six pack of beer to enjoy at the park. Upon arrival there we realised that we had no bottle opener! After digging fruitlessly in the boot for something we could use to open the bottles, we tried the part of the trunk latch which is attached to the trunk lid. Perfecto! If you put the cap up against the "loop" thingy there, the bolt that holds the loop thingy pries up the bottle cap! It works so well you would think it was designed for that purpose! Thanks to Tasha Peltier (via miataa.net e-mail list)

Coming Events

Club events scheduled for the next 3 months.
Pencil them in your diary so you don't forget!

Tuesday 15 July '97 - Committee meeting — To be held at Computer Vision's Offices, Lane Cove.

Sunday 20 July '97 - Yulefest Social Drive and Lunch — Blue Mountains. Tour Leader: Mike Walkden-Brown.

Monday 21 July '97 - Club Practice Day (Track Sprint, Motorkhana and Hill Climb) — Wakefield Park Raceway near Goulburn.

Tuesday 29 July '97 - Annual General Meeting and 97/98 Committee Elections — Mazda NSW Kingsgrove.

Sunday 3 August '97 - Riding for the

Disabled Charity Show Day and MX-5 Mini Concours — Castle Hill Showground, Castle Hill.

Tuesday 12 August '97 - Committee meeting (including election of office bearers) — Venue to be advised.

Sunday 17 August '97 - Observation Run — Details to be provided in July issue of Club Events.

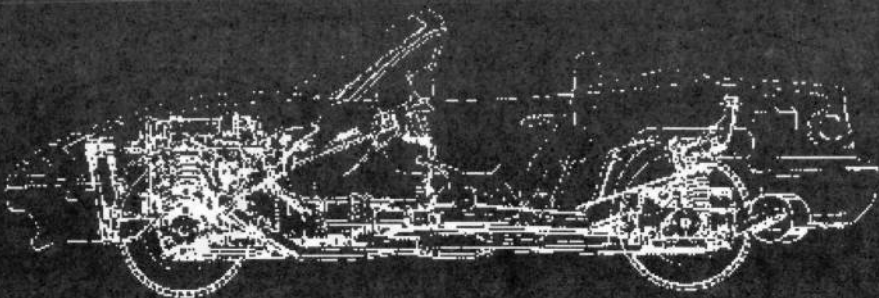
Saturday 23 August '97 - Social Night — Details to be provided in July issue of Club Events.

Tuesday 16 September '97 - Committee meeting — Venue to be advised. **CT**

Inside Your MX-5

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

Edited By Steve Remington



This issue of Inside Your MX-5 takes a look its development and some of the early thoughts on exactly "What is a Sports car?" This extract comes from the book *Mazda MX-5 Maita: The Rebirth of the Sports Car*.

Some years ago, Mazda's product planners had asked Paul Frere, one of the most respected European automobile journalists and a former racing driver to define "What is a sports car?"

Frere replied in his typically forthright manner:

It took the automobile industry about 30 years to discover the "Sports Car". Originally, the motor car was designed as a means of individual transport and this has remained its main function up to the present times.

After the French "invented" motor racing which it did not take the manufacturers very long to develop higher performance models designed specifically for racing. But these remained confined to their specialised role and were not normally offered for sale to the public. Even if racing made an enormous contribution to technical progress and still does - its benefits were to be found only in cars which could be regarded as plain "means of transport", more or less luxurious

according to sizes and prices.

Only after the first World War did some people begin to realise that there was real fun to be had from driving an agile car of higher than average performance on public roads. Manufacturers soon responded to the demand, or was it the other way round?

Whatever the answer, that is when the term "Sports Car" became commonplace. It is illustrated in the early Twenties by cars as different in size, price and specification as a Brescia Bugatti, the large capacity Vauxhall 30 / 98, the Speed Model

A real sports car has no more than two seats, at most 2+2. More would make it larger and heavier.

Bentleys and the popular Amilcar and chaindriven GN.

Ever since, there has been a flourishing market for sports cars of all sizes, classes and prices, though nobody was ever really able to define what made a sports car.

Early requirements surely were higher than average performance for a given engine size, good handling and a racy looking appearance. But as the years went by and the performance of all types

of cars increased, open bodies were found hardly compatible with sustained high speeds and were also ruled out for aerodynamic reasons. We also had to accept that sports cars were not necessarily faster than high performance sedans: few modern sports cars can match the speed of a V8-powered Mercedes S-class, an Audi 200 or BMW 745i.

Frere now goes into the essence of a sports car.

So what makes a sports car today?

I would say that it is a car specifically designed to be fun to drive, even if it means sacrificing some of the primary purposes of an automobile, in order to achieve higher performance, better handling, better braking - in short, better overall efficiency.

A real sports car has no more than two seats, at most 2+2. More would make it larger and heavier. A correct weight distribution, adequately sized tires and a suspension providing optimal handling and grip may have to take priority over passenger and luggage accommodation, while handling may also require some sacrifices of comfort.

Rear-wheel drive is an essential part of the specification of a sports car. Not only because of the reactions resulting

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BMW Roadster Falls Short

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agility, responsiveness and pure entertainment, which an MX-5 has.

The Z3 just feels doughy. Allowing for engine tightness in our 2,000km-old manual test car - and BMW's four-potters do get better with age - its apparent lack of liveliness was exacerbated by a long and heavy throttle pedal travel, rather dull gearing and a pitiable wheeze from the exhaust.

Beyond its quick steering and precise turn-in, the chassis, too, gives the impression that somebody has let air out of it.

The front end works well enough, but what follows is a lazy rolling and pitching through corners, the rear end snagging and stumbling on bumps and direction changes, and the ride feeling lumpy and clumsy throughout.

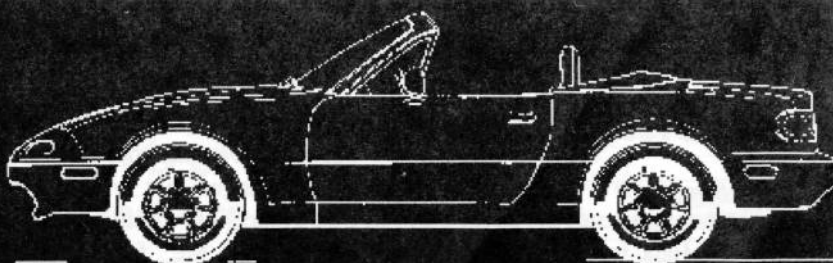
Tackling tight mountain roads in the Z3 is a bit like dragging a mattress up three flights of stairs. May my memory serve me and the saints forgive me, but I recall that the MX-5 is a more enjoyable car.

Occupants aren't much comforted by the Z3's flat and harsh cloth seats, well short of BMW's usual high standard of supportiveness. The roof is a wholly manual affair with a plastic rear window (as per the MX-5) which when erect offers quite good headroom but poor three-quarter vision.

One expects that the six cylinder Z3 2.8 will be much closer to expectations, with enough power to overcome the pervasive feeling of tardiness in this four-cylinder version. Perhaps it's significant that James Bond used the Z3 not as a getaway car, but merely as a car in which to arrive.

Going Topless

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



My name is Rick Fischer, and Steve used the excuse that I am the "ACT editorial person" to foist his questionnaire on me. What is that when it is at home? I can think of a few people who would fit that title more appropriately than me, but there it is, and here I am.

What colour is car?

Pe Why should he need to ask, MX5s are like Henry's "T" model and only come in the one colour. Don't they? It gets quite confusing at club outings when I see those other cars. They must be those Eunos or Miata things I have read about on the net. Coz they certainly ain't red.

What year model is it?

Mine is a 1989 serial number JMNA306100100325.

What distance has it travelled?

The li'l car, that is the li'l red car as distinct from the big red car, which has a big bent engine and lives alongside, is only 96 000 kms young, tis truly a bubby.

When did you purchase you MX-5?

S He insinuated himself into my life a couple of years ago while I was looking for a car for one of my daughters; ended up I bought the 5, and my daughter's car was thrown in for nothing. That is, the dealers margin got a bit slimmer.

Are you the first owner?

No. The Second. The li'l car had one previous owner who lost a licence for a year or two which meant that li'l car had to keep that owner's father's 911 company in the garage for some considerable time. That owner then deciding to "upgrade" to CRX, with li'l car subsequently insinuating itself into my life.

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

That is easy, I work so that I can keep him and feed him and his big mate. It is also handy for keeping my body and soul together. When I am not doing that, I go bush in the big red car, and when I'm not doing that I am cossetting the li'l

car.

Who would you consider your hero?

Sheeeeiit, what a question! I don't have any, any more. One way or another they have all proven to have feet of clay,. If you were to ask about influence, then I would probably say B-P, and if you need to ask, you've missed the message.

What is your favourite movie?

Star Wars Trilogy - sit back, don't think, and be entertained, but then I like Yippees too.

What is the last book you have read?

Well I would like to be able to say Bleak House, Richard III, the Grapes of Wrath, or something similar, not of late. More like the Holcroft Covenant, but still not lately. Why is it that when someone asks this sort of question, one has just finished reading something with the weight of Woman's Weekly. I can't even remember it's name or it's author but it was a F&SF about princes of amber.

Why did you buy an MX-5?

I'm going to be along time dead!

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

As you can see from the foregoing, "li'l car" which is short for little red car, as distinct from it's garage mate "big red car". Li'l car has also been known as "il pomodoro". If you have a 5, as distinct from one of those Eunos Miata things, you may have noticed the streamlined resemblance to a Roman tomato, especially if olives and toothpicks are used for wheels and axles.

What did you drive before the MX-5?

A Rangy, still do. Li'l car is as well as, not instead of.

What is your favourite short drive?

From top to bottom of Clyde Mountain, that is a short drive, it is just a long way to get there; and the time of day needs to be right. Ideally about 7am during daylight saving, roof down, with no traffic and both needles between 12 o'clock and 3 o'clock.

What is your favourite long drive?

Into the Brindabellas anywhere, just

follow the bitumen to Gudgenby River, Honeysuckle Creek, Corin Dam, and / or Cotter Dam.

What do you like most about MX-5?

You just put petrol in it, do the regular maintenance, and it goes.

What do you like least about MX-5?

You just put petrol in it, do the regular maintenance, and it goes. (If you have ever owned a pommy or European sports car you will know what I mean by those seemingly contradictory statements).

Apart from that, the most annoying thing is the lack of a decent internal overhead light, and I hardly ever drive the li'l sucker at night. I luvs him.

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

More grunt, well that is something that is always required, but then anyone can get that from a V6 Commode, or I can unleash 150 KW (210 real GGs) with 300+Nm of torque out of my Rangy's bent engine. Mazda could bring out a 2.5 V6 or something similar but then it wouldn't be an MX5, just as the MGC was no longer an MG. By taking the analogy a bit further a 300Z could hardly be called a "Fairlady" anymore could it.

The rot has already set in hasn't it, the latest model doesn't even get a real oil pressure gauge, and the auto and power steering are delete options, and I think it even costs more to get the Clubman. I don't mind really, this will all cause mine to appreciate.

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

A Jaguar XK8, Porsche 911 and Boxter in that order, or an old supercharged Bentley, you know the James Bond thing.

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

Nope not really, the apart from the fact that mine must be able to speak German after spending all of that time in a garage next to a 911. *CT*

The President Continues

(Continued from page 2)

Mazda MX-5 will no doubt again place the MX-5 Miata into the forefront of media attention and introduce a new breed of new car buyers to the sheer joy of MX-5 ownership. We look forward to welcoming our first member with the new model - hey perhaps it might be you!

The past year has also seen the club fully embrace our ACT members with the new ex-officio Committee position of ACT *Liaison Officer*, the ACT column in our monthly flyer, Regular Canberra get-togethers and soon ACT specific discounts.

The committee and I hope that you have enjoyed the last year. We were very happy to see many new members join over the past year. To those I haven't met, I hope to see you at a club event soon.

Next year brings with it NatMeet in Perth, we will be arranging a convoy to Western Australia, possibly involving other State MX-5 Clubs. In fact, I've even had e-mail from the MX-5 Club of New Zealand who have shown some interest in attending and participating in a drive across Australia (I always thought the Mazda would float!). As the past National Champions, NSW have a lot to live up to. So lets go over there and keep that trophy.

Please welcome the new committee and lets get behind our new office bearers to help them make this an even better year than last. Happy and safe driving. CT

Sporting Torque

Ed Chivers

Due to work commitments and the fact that his parents are visiting from the UK, Ed has not been able to submit an article for this issue of Club Talk. An article edited from the last issue due to space restrictions has been included as a replacement. It is motor sport oriented so I hope those interested in track racing

will find it useful.

Changed CAMS Regulations

Anyone participating in CAMS events needs to be aware that there have been some changes that will affect MX5's this year. In addition to previous regulations the following is now mandatory:

- 1 Second bonnet restraint system - this can be leather straps over the bonnet, pins through the bonnet or (my preference) an internal mechanism such as a short chain with clip (bolted to the chassis and clipped onto the ring which the catch latches to). The latter must stop the bonnet rising more than a short distance, say no more than 4 inches.
- 2 When participating in open speed events (ie. CAMS approved sprint, supersprint and hill climb events) at "CAMS approved tracks" (eg. Eastern Creek, Oran Park, Amaroo), is to have a "Dorian" transponder fitted. This is now the single and mandatory method for timing all CAMS events where more than one club is involved. Cost is around \$500 per transponder. (MG club have just spent \$13,000 on 28 units). I have details available.
- 3 Apparently Wakefield Park is going for CAMS approval, first inspection is scheduled for April. As part of accreditation they have to install a Dorian timing system costing around \$30,000! Each track's investment is the reason there's no choice in what type of timing equipment can be used in NSW.
- 4 MX5's are now classified as a "marque sports car" and compete under CAMS category 2B.
- 5 CAMS Basic Licence use and insurance cover has been extended and now costs \$33. The effect is that you no longer need a Competition Licence for certain events and the insurance cover is much better.

Also, to clarify some regulations about which some members were unclear:

- 1 Appropriate helmet to CAMS spec must be worn at all CAMS events. It may be either full face or open face, with a suitable visor or goggles. This also applies to CAMS Motorkhana events in NSW.
- 2 Fire extinguisher of minimum 900grams must be fitted within reach

of driver.

- 3 No fuel additives are allowed. Effectively only normally available commercial pump fuel can be used.

Convoy Etiquette

Steve Remington

Firstly a couple of definitions:

Convoy - a group of vehicles travelling together

Etiquette - conventional rules of personal behaviour

Based on these definitions you could then say that "Convoy Etiquette" is the conventional rules of personal behaviour when travelling together in a group of vehicles.

By this point you may be saying to yourself "What's all this definition stuff about?" Well, I'll tell you. At the last committee meeting Tony Buon raised the fact that he had received a couple of complaints about the behaviour of some drivers on recent social runs.

The main complaint raised was that some drivers are driving far too close to other cars while in convoys and driving at speeds inappropriate for the road and convoy conditions. This type of behaviour is not only annoying to other drivers in the convoy but it is also extremely dangerous.

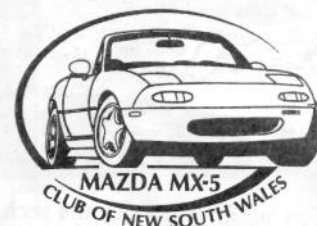
In light of these complaints the Committee felt that it was necessary to remind members that we have convoy etiquette and stress that these rules be adhered to in the interests of the comfort and safety of all members on the run. The Convoy Etiquette to be followed on all club social drives are:

- 1 At all times drive at a speed appropriate to the road conditions and speed limits;
- 2 Always maintain a two second gap between you and the car in front (Yes that's right the faster we are travelling the further you need to be from the car in front).
- 3 Always maintain your position within the convoy (ie do not overtake any cars in the convoy)
- 4 Do not overtake the radio cars (ie the ones with red ribbons on their

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All members of the Mazda
MX-5 Club of NSW
Incorporated are invited
to attend the



1997 Annual General Meeting

Guest Speakers:

Bob Hall - The "Grandfather" of the MX-5

A Representative From Mazda NSW

(Possibly with a preview of the 1998 MX-5)

Election of 1997/98 Committee

1996/97 Office Bearer Reports

Video Highlights of Club Track Days

Members Forum

(Have your say about club activities)

Door Prizes

(Free Memberships and Track Days)

Venue:

**Mazda New South Wales
Unit 1 / 192 Kingsgrove Road
Kingsgrove**

Time:

7:00 pm

Drinks and Finger Food Provided



Out On The Track



Monday 21 April saw the second of our club practise days for 1997. Fortunately the weather was much cooler on this occasion. When we arrived at the track we had to look long and hard to actually see the track through the fog. By the time all the formalities were completed the fog had boiled away revealing a cool, clear day.

There was another good roll up of competitors, both rookie and old hand. The cooler weather meant that the first couple of laps were a little slower but the times dropped once the cars warmed up.

Once again a great day was had by all.

And to all those thinking "I wouldn't like that" I say just one thing "Don't knock it 'til you've tried it".



Above: James Cook (the son of our captain — not the dead Captain) on a return motorkhana lap in his mother's Limited Edition. **Below Left:** Ed and Patsy Chivers give their son Paul some last minute instructions before a Motorkhana run in Ed's car — "Don't spin the wheels" "Don't hit the poles" "Don't you dare beat my best time".



Above: Why is Paul Chivers parked, facing the wrong way at the top of the main straight? Oh! I see. He just lost it and that's where he came to rest after the spin...

Sprint Results (Average Time)

Pos No	Competitor's Name	Time m:ss.dd	Speed km/h
1	John Toomer	1:22.25	105.0
2	Dave Perin	1:22.67	104.5
3	Carlos Alborno	1:23.15	103.9
4	Ross Hutcherson	1:23.59	103.4
5	Louis Serret	1:25.08	101.6

Motorkhana Results (Average Time)

Pos No	Competitor's Name	Time m:ss.dd	Speed km/h
1	John Toomer	0:20.85	n/a
2	Paul Chivers	0:20.96	n/a
3	Colin Cladwell	0:20.97	n/a
4	Steve Remington	0:21.00	n/a
5	Ross Hutcherson	0:21.10	n/a

Hill Climb Results (Average Time)

Pos No	Competitor's Name	Time m:ss.dd	Speed km/h
1	Dave Perin	0:58.97	60.2
2	Ross Hutcherson	1:00.04	60.0
3	John Toomer	1:00.05	60.0
4	Carlos Alborno	1:00.72	59.3
5	James Cook	1:02.21	57.9

JUSTMX5

Australia's Largest Dismantler of MX5s

Currently dismantling over 20 MX5s

- ➔ Full service workshop with MX5 Courtesy Car
- ➔ After market Millen spoiler kits available
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On A Sunday Drive



The MX-5 Club Invades Batemans Bay

By Melanie Bondini



The run to Batemans Bay marked the first of our annual weekend runs for 1997. We meet at the Casula Mobil service station (or is it the Caltex or Ampol?) at 9.00am for a 9.30am departure. The weather was sunny, although the forecast was for rain.

Our first stop was at Kangaroo Valley. Fresh scones and hot tea and coffee were served whilst we met up with our Canberra members. Time permitted a short shopping spree. Local crafts and sweets were sampled and purchased. Steve was thankful the MX is short on luggage space otherwise our visa card may have needed replacing.

The drive from Kangaroo Valley to Batemans Bay was picturesque from what we saw of it through the rain. It is amazing how quickly the weather turns. Dense fog clung to the mountains, slowing down our drive out of valley.

Cocktails and dinner that night were at the motel's restaurant where we had an opportunity to meet with new members. Some existing committee members were busily searching for new committee members (their job is never done).

Sunday dawned still cloudy and rainy but this did not dampen my sprits. For the next stop was Mogo - a quaint



Top: The contingent of 20 MX-5s lined up in the park across the road from the motel with the Clyde River Bridge in the background. **Above:** The weekend travellers in the motel car park surrounding the freshly cleaned MX-5 of Colin Caldwell.

village full of arts, crafts and food and many places to abuse credit cards. Next we made our way to Braidwood, a small rural town, via the King George Highway over the Clyde Mountain. This was a fun drive, one that would be much better and perhaps faster in drier weather. At Braidwood, a few of us welcomed a tasty counter lunch at the local pub in front of an open fire. From here the 20 cars made their way home after a fun weekend away.

For members who have yet to experience a weekend run I hope this encourages you to come along to the next one. The runs are varied and provide a balance between driving, spending time with club members and of course my favourite pass time shopping. Even when the weather is damp, we still have fun.

Special thanks to Dave Perin, Amy Richmond and Jean Cook for organising the run.

Car of the Century

Ed Chivers

Here's the list of the top 200 cars in the running for Car of the Century. Reading the list, I'd be happy to own about half the cars on it. Unfortunately, I have only had the privilege to own one Car that occurs on the list - the Mazda MX-5 (Miata). Yes it's there. Lets hope that it is still there when the list narrowed down to 100 cars in September.

The 200 Eligible Cars (sorted by make)

Make	Type	Year	Country
AC	Ace	1922-1929	U.K.
AC	Cobra 427	1965-1967	U.S.A.
ALFA ROMEO	6C 1750 GranSport	1930-1932	Italy
ALFA ROMEO	8C 2300 Spider	1931-1934	Italy
ALFA ROMEO	Giulietta Sprint Coupé	1954-1968	Italy
ALFA ROMEO	Giulia TZ	1963-1967	Italy
ALFA ROMEO	Alfasud	1972-1984	Italy
ALLARD	J2X	1951-1954	U.K.
ALVIS	12/50	1923	U.K.
ALVIS	Speed 25	1939	U.K.
AMILCAR	CGS GrandSport	1924	France
ASTON MARTIN	LeMans 1,5 ltr	1931	U.K.
ASTON MARTIN	DB2	1950-1953	U.K.
ASTON MARTIN	DB4/DB4GT	1958-1963	U.K.
ASTON MARTIN	DB7	1995-	U.K.
AUBURN	Speedster 852	1935-1936	U.S.A.
AUDI	DKW Front	1931-1932	Germany
AUDI	Quattro	1980-1991	Germany
AUDI	A8	1994-	Germany
AUSTIN	Seven	1922-1939	U.K.
AUSTIN-HEALEY	100/4 BN	1953-1955	U.K.
AUSTIN-HEALEY	3000 MKI	1959-1961	U.K.
AUSTRO-DAIMLER	ADM	1925-1928	Austria
AUTOBIANCHI	Primula	1966-1971	Italy
BAKER	Electric	1899-1914	U.S.A.
BALLOT	2LS	1922-1923	France
BENTLEY	3-Litre	1922-1924	U.K.
BENTLEY	Speed Six	1929	U.K.
BENTLEY	R-Type Continental	1953-1955	U.K.
BENTLEY	Azure	1995-	U.K.
BMW	328	1936-1940	Germany
BMW	327 Cabrio/Coupé	1938-1940	Germany
BMW	507	1956-1959	Germany
BMW	2002	1968-1975	Germany
BMW	M3	1986-	Germany
BMW	750i	1994-	Germany
BUGATTI	T35	1926-1930	France
BUGATTI	T57	1934-1940	France
BUICK	Riviera	1971-1973	U.S.A.
CADILLAC	Self Starter	1912	U.S.A.
CADILLAC	V16	1930-1937	U.S.A.
CADILLAC	Eldorado	1959	U.S.A.
CHEVROLET	Corvette Stingray	1963-1967	U.S.A.
CHRYSLER	Imperial	1931-1933	U.S.A.
CHRYSLER	Airflow	1934-1937	U.S.A.
CHRYSLER	300	1955-1970	U.S.A.
CISITALIA	1100 Coupe	1948-1950	Italy
CITROËN	5CV	1922-1926	France
CITROËN	Traction Avant	1934-1957	France
CITROËN	2 CV	1948-1990	France
CITROËN	DS19	1955-1965	France
CORD	L29	1929-1932	U.S.A.
CORD	Model 810/812	1935-1937	U.S.A.
DAIMLER	Straight 8 Saloon	1934-1953	U.K.
DAIMLER	12 HP Mail Phaeton	1899-1903	U.K.
DE DION BOUTON	Quadricycle	1895-1901	France
DELAGE	D8	1929	France
DELAHAYE	135M&MS	1936-1952	France
DODGE	Model 30	1914-1915	U.S.A.
DODGE	Viper 8.0 V10 RT	1992-	U.S.A.
DUSENBERG	Model A	1920-1926	U.S.A.
DUSENBERG	Model J	1929-1937	U.S.A.
FACEL VEGA	HK500	1958-1961	France
FERRARI	166	1948-1950	Italy
FERRARI	250GT California	1959-1963	Italy
FERRARI	250 GT SWB Berlinetta	1959-1962	Italy
FERRARI	365 GTB4 Daytona	1968-1973	Italy
FERRARI	246 GTB/GTS	1969-1974	Italy
FERRARI	BB512	1976-1984	Italy
FERRARI	Testarossa	1984-1989	Italy
FERRARI	F355	1994-	Italy
FERRARI	456 GT	1994-	Italy
FIAT	501	1919-1926	Italy
FIAT	500 Topolino	1936-1948	Italy
FIAT	600 Multipla	1955-1969	Italy

(Continued on page 12)

Al Palmer's Repairs

Penrith Pty Ltd

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- Registration checks
- Fleet maintenance
- Saturday servicing
- Fuel injection cleaning & tuning
- Complete fault diagnosis service

OFFICIAL PANTHERS SPONSOR
PANTHER MEMBER DISCOUNTS

(Continued from page 11)

Make	Type	Year	Country
FIAT	500	1957-1975	Italy
FORD	Model T	1908-1927	U.S.A.
FORD	Model A	1927-1931	U.S.A.
FORD	V8	1932-1951	U.S.A.
FORD	Thunderbird	1955-1957	U.S.A.
FORD	Mustang	1964-1968	U.S.A.
FORD	Escort	1968-1974	U.K.
FORD	Capri	1969-1977	U.K.
FORD	Silverstone	1949-1951	U.K.
HEALEY	Alphonso	1913	France
HISPANO SUIZA	H6	1919-1930	France
HISPANO SUIZA	Civic	1972-1979	Japan
HONDA	Accord	1989-1993	Japan
HONDA	NSX	1990-	Japan
HOTCHKISS	686 S	1948-1950	France
HOTCHKISS	Grégoire	1951-1954	France
HUDSON	Hornet	1956-1957	U.S.A.
INVICTA	Type S	1930-1935	U.K.
JAGUAR	SS100	1935-1939	U.K.
JAGUAR	2 1/2 Ltr. Saloon	1936-1937	U.K.
JAGUAR	XK120	1948-1954	U.K.
JAGUAR	MK II	1959-1969	U.K.
JAGUAR	E-Type	1961-1975	U.K.
JAGUAR	XJ series	1968-1979	U.K.
JAGUAR	XK 8	1996-	U.K.
JEEP	Willlys	1941-1945	U.S.A.
JENSEN	FF	1966-1971	U.K.
JOWETT	Javelin	1946-1953	U.K.
LAGONDA	V12	1938-1940	U.K.
LAMBORGHINI	400GT	1966-1968	Italy
LAMBORGHINI	Miura Sport Coupé	1967-1973	Italy
LAMBORGHINI	Countach LP 400	1971-1978	Italy
LAMBORGHINI	Diablo	1990-	Italy
LANCHESTER	12/16 HP	1902-1904	U.K.
LANCIA	Lambda Torpedo	1922-1931	Italy
LANCIA	Aprilia	1937-1949	Italy
LANCIA	Aurelia B10	1950-1957	Italy
LANCIA	Aurelia B24 Spider	1954-1958	Italy
LANCIA	Fulvia HF Coupé	1965-1976	Italy
LANCIA	Stratos HF Berlinetta	1973-1975	Italy
LEXUS	LS 400	1989-	Japan
LINCOLN	Zephyr	1936-1939	U.S.A.
LINCOLN	Continental V12	1940-1941	U.S.A.
LOTUS	Elite Type 14	1957-1962	U.K.
LOTUS	Elan Sprint Type 45	1962-1973	U.K.
LOTUS	Elise	1996-	U.K.
MARMON	16	1931-1933	U.S.A.
MASERATI	A 6 G	1951-1953	Italy
MASERATI	3500 GT Coupé	1957-1964	Italy
MASERATI	Ghibli Coupé	1966-1973	Italy
MASERATI	Bora	1971-1978	Italy
MAYBACH	Zeppelin	1931-1938	Germany
MAZDA	RX7	1978-1986	Japan
MAZDA	MX5	1989-	Japan
MERCEDES-BENZ	Simplex	1903-1909	Germany
MERCEDES-BENZ	S/SS/SSK	1927-1932	Germany
MERCEDES-BENZ	500K Tourenwagen	1934-1936	Germany
MERCEDES-BENZ	300 SL Coupé	1954-1957	Germany
MERCEDES-BENZ	600 (W100)	1963-1981	Germany
MERCEDES-BENZ	300 SEL 6,3	1967-1972	Germany
MERCEDES-BENZ	S-class (W140)	1990-	Germany
MERCEDES-BENZ	E-class (W210)	1994-	Germany
MG	Midjet J-Type	1933-1934	U.K.
MG	TC	1945-1949	U.K.
MG	MGB	1962-1980	U.K.
MINI	all types	1959-	U.K.
MORGAN	Super Sports	1929-1939	U.K.
MORRIS	Bullnose	1913-1926	U.K.
MORRIS	Minor	1948-1971	U.K.
NISSAN	Datsun 240Z	1969-1974	Japan
NISSAN	Skyline GT-R	1969-	Japan
NISSAN	300ZX	1986-1997	Japan
NSU	RO 80	1967-1976	Germany
OLDSMOBILE	88	1949-1957	U.S.A.
PACKARD	Twin Six	1916-1923	U.S.A.
PACKARD	Straight Eight	1924-1939	U.S.A.
PACKARD	Twelve	1932-1939	U.S.A.
PANHARD	35HP Straight Eight	1925-1930	France
PANHARD	Dyna	1950-1953	France
PEGASO	Z-102 Coupé	1951-1956	Spain
PEUGEOT	Bébé	1913-1916	France
PEUGEOT	402	1935-1941	France
PEUGEOT	203	1949-1960	France
PEUGEOT	205	1984-	France
PIERCE ARROW	66	1912-1919	U.S.A.
PIERCE ARROW	Twin-Valve Six	1923	U.S.A.
PIERCEARROW	Straight Eight	1929	U.S.A.
PONTIAC	GTO	1964-1971	U.S.A.
PORSCHE	356	1950-1965	Germany
PORSCHE	911	1963-	Germany
PORSCHE	944/968	1985-1996	Germany
RENAULT	40 CV	1911-1928	France
RENAULT	4 CV	1947-1961	France
RENAULT	R 16	1965-1979	France
RENAULT	R 5	1975-1992	France

RENAULT	Espace	1984-	France
RILEY	Nine	1927-1937	U.K.
ROLLS-ROYCE	Silver Ghost	1907-1925	U.K.
ROLLS-ROYCE	Phantom III	1936-1939	U.K.
ROLLS-ROYCE	Silver Cloud I, II, III	1955-1965	U.K.
ROLLS-ROYCE	Silver Shadow I, II	1965-1980	U.K.
ROVER	Landrover series 80	1948-1951	U.K.
ROVER	Range Rover	1970-1996	U.K.
RUMPLER	Tropfenwagen	1924-1926	Germany
SAAB	96	1960-1980	Sweden
SAAB	900 Turbo	1978-1993	Sweden
STANLEY	Steamer	1907	U.S.A.
STUDEBAKER	Champion	1946-1949	U.S.A.
STUTZ	Bearcat	1914-1916	U.S.A.
SUBARU	SVX	1991-1996	Japan
TALBOT-LAGO	T150	1938-1939	France
TATRA	11	1923	Czech...
TATRA	77	1934	Czech...
TOYOTA	2000GT	1965-1970	Japan
TOYOTA	Corolla	1966-1970	Japan
TOYOTA	MR2	1984-1989	Japan
TRUMPH	TR2/3/3a	1953-1961	U.K.
TUCKER	Sedan	1946-1948	U.S.A.
VAUXHALL	Prince Henry Tourer	1913-1915	U.K.
VAUXHALL	E type 30/98	1920-1926	U.K.
VOISIN	18/23	1919-1920	France
VOLKSWAGEN	Beetle	1946-	Germany
VOLKSWAGEN	Golf	1974-1984	Germany
VOLVO	PV544	1958-1965	Sweden
VOLVO	850	1991-	Sweden

NatMeet 98 Getting Your MX-5 There AND Back

Tony Buon

Just in case you are considering driving to NatMeet in Perth and having your MX-5 shipped back, I have checked out some preliminary pricing with Airlines, Railways and the Road Transport Association.

By Train: Perth-Sydney \$650 Accompanied — \$980 Unaccompanied — Train Fare for you (1st Class one-way \$1172).

By Air: Perth-Sydney \$6000 (yipes!) — Air Fair Discount Economy for you \$625 one way.

By Road: Open Truck Perth-Sydney \$570 (4-5 days) Closed Truck \$1000-1500 (4-8 weeks) — You can't accompany it! Sydney to Perth is much more expensive (about double).

Please note these rates are current and may go up. We will get group discounts of about 10-20% if we have more than 10 cars and 20 people. CT

Convoy Etiquette Continues

(Continued from page 6)

antenna). We use the radio cars to keep the convoy together.

5 Make sure that you can always see the car behind you in the convoy. If they are getting too far behind you, slow down so they can catch up. By doing this no one should ever be separated from the group and become lost.

I think most people will consider these few rules fair and in the interest of all members having a safe and enjoyable time on club runs. If you have any questions or comments about these rules please don't hesitate to contact the committee. CT

Club Member Receives Award

(Continued from page 1)

"We are investing in a new larger premises with street frontage which will have better access and facilities for our customers."

The business sees itself as part of the community and is involved in a number of local activities including support of sporting teams and local charities.

"We have assisted our local Rotary Club with some of their community activities such as repairs to pensioner's house and organising a school students' road safety night.

Per "We also support the Variety club of Australia and helped raise funds to buy a wheelchair for a local boy."

Al Palmer's business is also heavily involved with the motor industry, employing out of work apprentices so they could finish their trade and regularly attending trade courses.

As Al says, "We will tackle any job, big or small. We do try to fit in with the community to the good of all concerned." CT

BD4's New Workshop

Steve Remington

Now that the club has a stronger motor sport focus it is probably appropriate that our new advertiser BD4's is a company that has a lot of experience in servicing and modifying the high performance four cylinder engines like that of an MX-5.

When inquiring about advertising in Club Talk, Paul Brell, the owner of BD4's, suggested that I inspect their new workshop and showroom at Gladesville. I can say that I was very impressed and it is a marked improvement from their old work shop at West Ryde. The new premises boasts a huge general workshop, engine rebuild room, exhaust and manifold fabrication facilities, parts and accessories showroom, secure off street parking, customer waiting area and a R&D workshop.

In the R&D workshop Paul has installed a brand new Dyno-Jet dynamometer. According to Paul this is a state-of-the-art dyno that relies on a 4 ton roller rather than an electric motor to place a

load on the car engine. This means that it is extremely accurate and much more sensitive than traditional dynos. Paul says "This dyno is so sensitive that we can test the actual performance gains offered by using simple things like different viscosity oils."

At present BD4's is developing a new performance modification for the air intake of the MX-5. It involves replacing the current black plastic air intake that leads to the throttle valve with a larger diameter, intake fabricated from polished stainless. This new intake increases airflow volumes and allows for a cooler intake air because the polished stainless reflects engine heat away rather than absorbing it like the black plastic. To date actual performance improvements are not known, but if nothing else it looks really great under the bonnet.

If your MX-5 is due for a service maybe you should consider contacting Paul or his manager George to see what services they can offer you. CT

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BD4's Service Centre

*Performance Service & Designs
Twin Cam Specialists*

To suit most makes and models

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- Tune Ups
- Engine Conversion
- Turbo / Supercharger Conversions
- Turbo / Supercharger / NA Upgrades

- HKS Blow-Off Valves
- HKS Engine, Diff & Gearbox Oils
- Intercoolers
- Water spray kits
- Brakes - replacements, race & rally
- HSK brake pads
- Standard & Performance exhaust

- systems
- Full range of HKS electronic (EVC, turbo timers, computers, etc) & gauges (boost, oil pressure, etc)
- Suspension - road, rally and race
- Strut & sway bars

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E-mail: bd4s@asiapacific.com.au

Inside Your MX-5 Continues

(Continued from page 4)

from high torque, if put through the front wheels when cornering, but mainly because acceleration transfers weight from the front to the rear wheels, providing better grip for the use of the engine's full performance. This is why all high powered racing cars have rear wheel drive.

It is now easy to understand that, for optimum results, a real sports car must be specifically designed for the purpose, rather than be derived from a mass produced model, suitability shortened and modified. The acknowledged finest sports cars of our era, be they called Porsche, Ferrari or Lotus, are all purpose-built, designed to provide the maximum of driving pleasure.

Particularly encouraged by the Frere thesis was the engineering team which was assigned the development of the second generation RX-7. It was indeed to be a purpose-built sports car. It would have an all new chassis and an aerodynamically efficient closed body, inheriting no components from its successful predecessor. And the car would carry on Mazda's proud tradition and symbol of its innovative spirit, the Wankel rotary engine.

The inevitable signs of automotive evolution were, however, showing up. The second generation RX-7 would have a more powerful rotary, its comfort and convenience equipment would be upgraded, and the car would gain some weight and be more expensive. The new Seven was on an upward path, and would no longer be an extraordinary combination of "mid size" (Mazda's way of saying a Porsche 924 size with matching performance) with an affordable sports car price tag.

Enter the Project P729 which would progress to the production MX-5 via an experimental running prototype V705 excursion. The project had emerged as a classic front-engine, rear-wheel drive sports car with an open body, that would provide a bundle of fun, and to be offered at a truly affordable price. The car would be purpose-designed, have a chassis of its own, a power unit specifically tuned for sports car performance, just like its big sister the

Treasurer's Report

George Russ

Financial Statements 01/07/96 - 31/05/97

Cash Book

(as at 31 May 1996)

Opening Balance b/f from 30 June 1996	\$ 3580.66
Plus: Reciepts as per cash book	\$ 22,385.65
	\$ 25,966.31
Less: Payments as per cash book	\$ 18,272.02
Balance as at 30 November 1996	\$ 7,694.02

Cash Flow Statement

(for the period 1 July 96 to 31 May 1997)

Income:

Membership	8,326.50	
Advertising	416.00	\$ 8742.50

Expenditure:

Bank fees	202.79	
CAMS fees	1203.00	
Gifts	115.00	
Internet Name Fees	265.00	
Insurance	200.70	
General Meetings	248.81	
Name Badges	403.00	
PO Box Rental	78.00	
Postage & stationery	1156.53	
Printing	2883.29	
Regalia	(76.00)	
Social Events	(583.86)	
Software Upgrade	118.00	
Sporting Events	(1388.40)	
Stop Watches	124.50	\$ 5,013.86
Surplus for the Period		\$ 3,728.64
Plus: NatMeet '96 Holding Account		\$ 384.99
Plus: Opening balance as at 01 July 1996		\$ 3580.66
Total fund available as at 31 May 1997		\$ 7,694.29

RX-7.

There was no qualm about the MX-5's open body style. Frere's observation was made at the bright daybreak of the aerodynamic era. The art of airflow management progressed rapidly, and Mazda was one of the first manufacturers in Japan to put it into serious practice. The Hiroshima aerodynamicists were confident that they could obtain a drag coefficient well below the Cd=0.4 mark, with the soft top up. In fact, Mazda achieved drag coefficients of Cd=0.38 and 0.44 for the production MX-5 in closed and open guises respectively.

As the events of a rapidly changing

world unfolded, convertibles made a remarkable comeback and quickly recaptured buyer acceptance in both America and Europe in the early Eighties. Japan as usual followed cautiously and on a somewhat modest scale. Mazda joined the soft top fray with 323 models and the popular and unique RX-7 Convertible.

Regarding the unfortunate fate of the British volume producers of sports cars, the fault was not, as Mazda planners conceived, in their stars but in themselves, that they could not adjust to the changes of increasingly regulated worlds, especially those in the new one that adopted Draconian emission standards. CT

Your Local MX-5 Service Station

A notice board for club members to advertise MX-5 items they may have for sale, and other interested parties to advertise their goods and services. A nominal fee for your advert is charged (see below).

To place an advert contact Steve Remington on (02) 9438-1803.

Computer Training

Phone: (02) 9144 6776 Mobile: 0411 885 852

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- Tailored to your needs
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Assistance for Users of Information

Parts For Sale

1992 Hard Top in Classic Red c/w tinted window ...\$1900
Daytona carbon fibre shift gate cover.....\$199
Razo shift knobs.....\$30
Genie 1.6L stainless exhaust system.....\$375
Soft top rear vinyl window\$175
Euonos V badge wheel cap for 89-92 alloy wheels.....\$50
PIAA 1200Fog Light Kit.....\$99
plus many others...

Interested? Contact Dennis J. Herr on:

[Mobile] (0412) 220-812 / [Fax] (02) 9634-5460

[E-mail] dherr@triode.net.au

For Sale

Brilliant Black Painted Hard Top

From 1993 model 1.6 litre. Complete with tinted rear window and demister. In excellent condition — hardly used. Price: \$2000 ono

If you are interested contact John Shaw on:
(02) 9719-2610 [Home] / (0411) 565-857 [Mobile]

For Sale

1990 Blue MX-5

Complete with 16" Sparco Wheels; Alpine cassette deck with detachable face; Alpine door speakers; KN Air Filter; Alarm with Central Locking; Car Bra. Six months registration. Price: \$21,500 ono

If you are interested contact Leanne Siorentino on:
(02) 9841-7566 [Work] / (0414) 963-319 [Mobile]

Order Now

A Personalised Name Badge

Wear it with pride at club events. Free to all financial members. Just \$5.00 for all non-financial partners. Phone Russell on (02) 9533-5600 to place your order.



Out of the Boot of an MX-5

The following items of Club Regalia are available for sale out of the boot of Russell's car at club runs. See Russell and he can make the sale.

Remember we take Bankcard, Mastercard & Visacard

NSW Club Cloth Patches\$5.00
NSW Club Stickers.....\$3.00
NSW Club Number Plate Covers\$30.00
Fold-up Momo and Recaro Seats\$35.00
NSW Club Sun Visors\$10.00

We Need Your Input

Club Talk is YOUR magazine and needs your contributions.

We are seeking short articles, photographs, and / or funny stories relating to you and your MX-5. We are not looking for epics to rival War and Peace. We only need half a dozen paragraphs or so and possibly a photograph.

If you want to make a contribution you can send it to the Magazine Editor, Steve Remington, via post, fax, or email. Refer the back page of Club Talk for contact details.

Wedding and Formal Make-Up Artist

Skin Care Consultant For All Skin Types

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Sylvia Tikellis

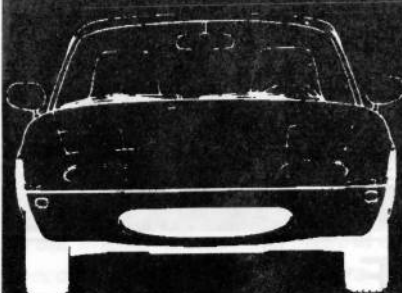
(02) 6273101 (BH)

(015) 709819 (AH)

Club Talk Advertising Rates

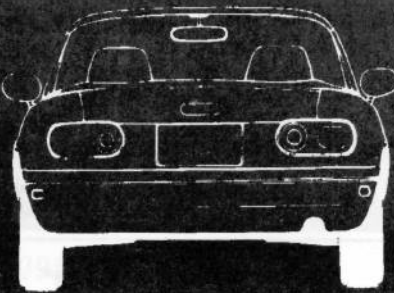
Size	Base Rate
Maxi (1/2 Page)	\$40.00
Midi (1/4 Page)	\$20.00
Mini (1/8 Page)	\$10.00
Micro (1/16 Page)	\$5.00

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



Members Only...

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



AMR Motors Mazda Service

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

370 Parramatta Road, Petersham

Ph: (02) 569-2844

Contact: Contact Dominic or Robert

Cantebury Mazda

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

818 Cantebury Road, Cantebury

Ph: (02) 758-2600

Contact: John or Darren

Eurocars Northside Mazda

Trade prices on parts and accessories, 15% discounts on labour charges, complimentary car wash and vacuum, courtesy transport nearest transport station and monthly parts specials.

43-45 Hotham Road, Artarmon

Ph: (02) 439-2733 / (02) 439-2499

Contact: Bruce Roberts (Parts)

Trivett Classic Mazda

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

364 Princess Highway, Rockdale

Ph: (02) 599 3399

Contact: Carlo or Peter

Eurocars Northside Mazda

Trade prices on parts and accessories, 15% discounts on labour charges, complimentary car wash and vacuum, courtesy transport nearest transport station and monthly parts specials.

43-45 Hotham Road, Artarmon

Ph: (02) 439-2733 / (02) 439-2499

Contact: Bruce Roberts (Parts)

John Newell Mazda

Trade discount on parts and accessory purchases. Complimentary use of a loan vehicle and free car wash and vacuum with every service.

301 Botany Road, Waterloo

Ph: (02) 9319-0011

Contact: Philip Adler (Parts Manager)

Ian Luff Dynamic Safety Advanced Driving

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

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

Contact: Ian Luff or Office Staff

Burncroft Guest House

Burncroft is a small guest house set on 20 acres in the Lower Hunter Valley,

with views across the valley to Watagan Mountains and Brokenback Range. Your hosts are club members, Suzanne and Richard, 10% discounts for MX-5 club members. For reservations and information:

Ph: (049) 30-7246

Contact: Suzanne or Richard

Robco Products Pty Ltd

Car Bra manufacturers. Car Bras can be tailor made if your car is customised. 10% discount to club members.

49 Shepard Street, Marrickville

Ph: (02) 560-5393

Roman Auto-Tek Pty Ltd

Momo steering wheels, soft-top repairs, Recaro seating, alloy road wheels, gear knobs and other accessories. 10% discount to club members.

14 Cavell Avenue, Rhodes

ph: (02) 743-6822

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

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Club Talk

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

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

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PO Box 267

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