

MX-5 CLUB OF N.S.W. INC- May - June Issue 2007

camp  quality.
laughter is the best medicine.

CLUB TALK



Rolfe Mazda- Mark Wilson
Dealer Principal,
20 Josephson Street,
BELCONNEN. ACT.2617

<http://www.rolfe.com.au/mazda.aspx?content=home>

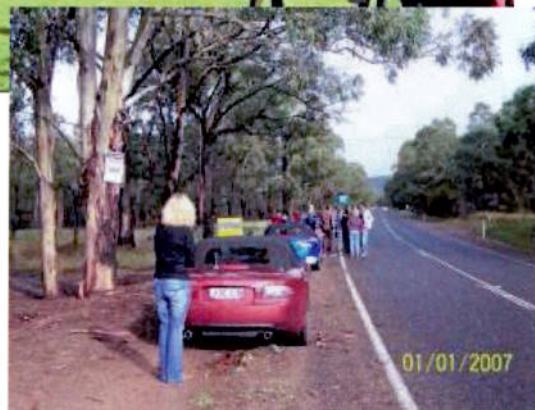


Carco Exhaust & Automotive
Dave & Russell Battison,
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BELCONNEN. ACT. 2617,
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CLUB INFO.....

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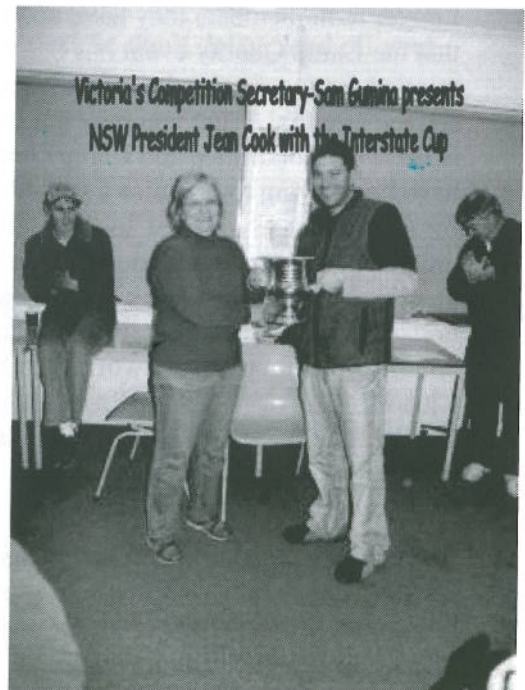
Cover photograph:

*Mazda Australia donated hats, pens and a cooler bag, just the right size for an Mx boot.
Photo at the winery, Cowra long weekend.*

Club Talk is the bi-monthly newsletter of the Mazda Club of N.S.W Inc
Po Box 402 Beecroft NSW 2119

All contributions welcome: articles and photos should be emailed to
"Publicity Team, Club Talk" at publications@mx5.com.au
Or posted to PO Box 402 Beecroft.NSW 2119

Club Talk layout/production
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CHEQUE PRESENTATION

Members of the MX-5 Club of NSW will be aware that for many years the Club has supported Camp Quality. Camp Quality is a non profit organisation that is committed to bringing hope and happiness to every child living with cancer, their families and communities through ongoing quality recreational, educational, hospital and financial support programs.

In the past the Club has arranged an event where Members could enjoy the company of the Camp Quality kids by joining them on a weekend camp and treating them to lunch and a ride in our cars. That was a most keenly anticipated event for many of the kids, their parents and carers, equalled only by our member's enthusiasm and support for this great Charity.

Longer term members may have noticed that the Camp Quality event has been missing from our calendar over the past sixteen months. What you may not know is that your committee and Camp Quality have been trying to organise a suitable date for an event at which the Club can join the kids, treat them to lunch and a ride in our great cars, and at the same time, make our donation to Camp Quality to help them continue their marvellous work. The MX-5 Club of NSW raises money from a levy on the Wakefield Park track days, Christmas Party auctions and raffles as well as various other fund raising activities.

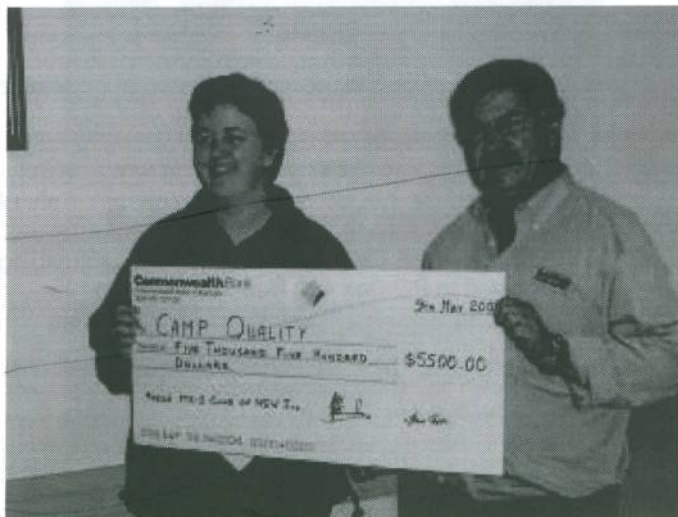
Circumstances seemed to conspire against both our club and the kids with Camps being cancelled or cooler weather making it unsuitable for the children who are

coping with illnesses that many of us will hopefully never experience.

It was decided by your Committee that the greater need must be served and that the collected funds should be passed on to Camp Quality as soon as possible to assist them in the work they are doing.

On the 9th May 2007 at our MX-5 Club of NSW committee meeting, Mike Hicks on behalf of President Jean Cook, presented Jade Catherall of Camp Quality with a cheque for \$5,500. Jade acknowledged the great contribution the MX-5 Club of NSW makes to the ongoing work of Camp Quality and asked that the club's members be assured of Camp Quality's appreciation for their contribution.

It is regretted that a suitable occasion could not be organized to allow our membership to meet and mix with the kids although members can be assured that all efforts will be made to achieve this aim.



Presidents Report June 2007

We are well into winter now, but have passed the winter solstice, so are looking forward to longer days again! Soon it will be time to put away the woolen hats and get out the sunscreen. We now have some great new long sleeved shirts on sale which will be perfect for the sunshine when it reappears! As the year passes, suddenly we are arranging the next AGM and are thinking about the committee positions for next year. As you probably know, Phil is stepping down as Club Captain/ Run Coordinator. Thank You Phil for doing such an excellent job over the last couple of years. So now we are on the hunt for our next Captain. If any of you out there have sat back and said to yourself why can't they go to such & such a place, then now is your chance! Get in there join the Committee and then you get to decide where we are going to go on the runs. Seriously though, for those young members out there, this would be a good chance for you to develop some leadership and organizational skills. Even better, you get to learn them with friends who are always a willing group and are usually happy with wherever they are taken. Where are all these gen X & gen Y ers who want to get out there and take over the world? Start small, with the MX-5 Club and then later you can get to the world! We need some younger members on the Committee otherwise who will take over and keep the Club going? A lot of you are very active on the forum, so now instead of talking start doing! I hope to see a number of nominations for the committee when the AGM comes.

I especially want to say a big Thank You to Sean for picking up the reins and founding the Hunter Chapter. The growth from Newcastle has been huge over the last year and it is due to Sean's hard work. He now has had a promotion at work (see what can happen when you join the MX-5 Club Committee!) which is going to take him to Canberra, so he is not lost to us but will now enhance the Canberra chapter.

Next month we have our first Ladies Driver Education Day. It has only been on the website for a few days and already the fax has been busy with entries! So don't delay, send off your entry now!

Until next time, Happy Motoring!

Jean



Welcome to these new members

James Manion, Brendan Clare, Nathan Johnson, Paul Byers, Catherine Brown, Craig Pearson, Edward & Leonora Weissel, Yoshi Morimoto, Karl Battisson, Peter & Maureen Hilkmann, Kim Dibley & Michael D Dobeson, Annette & Gary Moss.



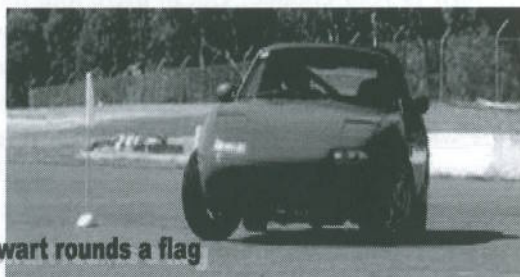
Canberra -Chapter and Verse

Firstly, apologies for my tardiness and not getting a review of the Canberra Chapter ready for the last edition of Club Talk. Who amongst us would sit down and write up an article when the alternative is being out for a drive in the fabulous MX-5?

So here we are in June, where has the time gone? When I last reported we had just enjoyed our Annual Christmas Party and Christmas Lights run for 2007.

The year kicked off with a couple of us travelling across to Goulburn to check out the vehicles being displayed as part of the 80th Anniversary of the First Australian Grand Prix. The purist argue that it wasn't the first GP as the cars were raced around a horse racing track, two by two. But heck, it was a celebration of the pioneers of motoring.

A week later we backed up for a MG Car Club Motorkhana. Great fun and MX-5s are always well represented and feature well in the results.



Stewart rounds a flag

Then we got down to the real business for our first Chapter run of the year, **5s climb 6 hills in 07**, an adaptation of the famous "five hills for 5s" run. As I recall there was a hint of rain which put all but the hardest members off. But the rain held off and the run concluded with a pleasant picnic of cheese and wine (in moderation) by the lake at sunset.

We started the year off in February with the conveners BBQ at the Lerida Estate Winery, Lake George, the Chapter was pleased to welcome President Jean to the BBQ. The run to the winery started at Blamey Square, Russell Hill, with 44 members and guest in 20 MX-5s and one ring-in heading off along our roundabout strewn roads to the Federal Highway.

February also included our regular Chapter run, the Summer Sundowner. Designed to avoid the summer heat prevalent every other year, this run takes us along some of our favourite back yard roads to Corin Dam via Paddy's River Road and the 'NASA Special Stage' to the Deep Space Tracking Complex. 6 cars participated and the highlight of the run was a gi-nourmous kangaroo hopping right in front of the lead (Paul's) car, sliding up and across the bonnet and ricocheting off the windscreen into the bushes in the valley below. Pulling over and fearing the worst, Paul was left explaining to the others who had not seen the 'roo, why he was stopping and were quite disbelieving because there was no damage to the car.

The annual Shannons Wheels Expo was held in March, 15 cars from the Canberra Chapter participated and Chapter Sponsor, Mark Wilson of Rolfe Mazda, provided a NC Roadster for the display. The public showed a lot of interest in our cars and at least four people joined the Club as a result of talking to members at the expo.



And how do you get a picture like the one on the right. You get a big ladder truck and send Troy to the very top!

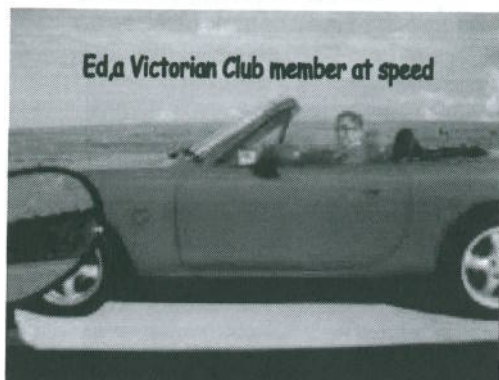
We don't let events like the Wheels Expo get in



the way of our monthly runs. March was no exception, Andrew and Robyn took the **Captain to**

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Lunch at the Flat, our run to Captains Flat followed by lunch at the *Outsider Coffee Lounge and Gallery*. Instead of a straight forward run of 55 km, Andrew took us on a pleasant 111km drive via a compulsory coffee stop at Bungendore



Gundagai and Yass. We were joined in Binalong by Allan and Julia, Club Members from Wagga Wagga, and two new members, including 'our' first Roadster, for their first run with the Chapter.

Below, 'Miata' leads the way home.



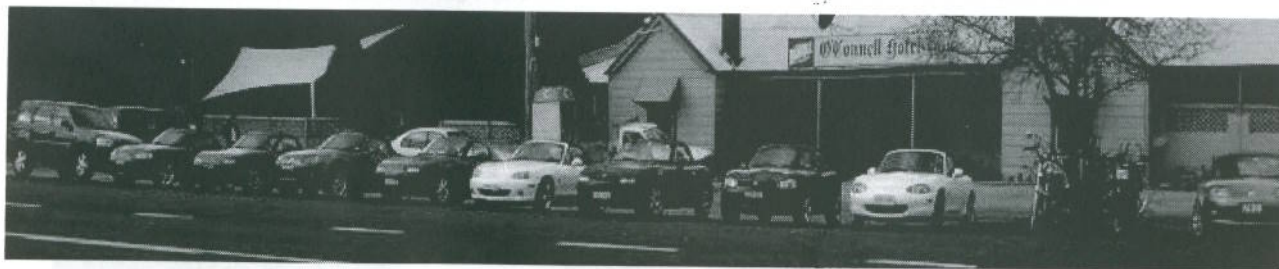
around 400km round trip, but the rewards was a great display of flying by a flight of old aircraft, including an RAAF F111, two Spitfires, a Canberra Bomber, a Hudson, a Harvard Trainer, a Boomerang and a Meteor fighter. The museum conducts 5 or 6 flying weekends a year – well worth the trip.

In April it was off to find the **Jug in Jugiong**. Mal organised this Chapter Run to take in some brilliant byways beyond Binalong, the compulsory Coffee Stop. These roller coaster roads have something for everyone, long straights, sweeping curves, the 'big dipper' and sometimes, to help get your breath back, slower cars. The Jug? We found it in the Long Track Pantry, recommended if you are in need of a break on the Hume Highway between



Saturday
May 19th

and it was **Tomorrow, Temora**, a Chapter run to the Temora Aviation Museum Flying Day on Sunday 20th. Rachael and Damon organised an early start for us, coffee and delicious cherry pie in Australia's Cherry Capital, Young, and preferential parking at the Temora Aerodrome. A longish day,



outside the historic O'Connell Pub, Bathurst

Eight members in 4 cars from Canberra joined the MX5 Club of NSW **Great Escape at Cowra** for the Queens Birthday Weekend. Members had a great time and enjoyed meeting with Sydney and Hunter members.

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June's Chapter run coincided with the MX05 Club of NSW Track Day so, as some 11 Canberra cars were already at Wakefield Park, it was decided to conduct a Cheer the Canberra Chapter Racers run to Wakefield. The weather forecast put all but the hardiest off.

We are looking forward to celebrating Christmas in July on the 22nd at the Hyatt Hotel, Canberra. A full report in the next "Club Talk."

The Canberra Chapter continues to grow and is fast approaching 100 members. It enjoys the enthusiastic support of many members driving cars from across the range of MX05s from 1989 to the present.

The Chapter is well supported by its sponsors, particularly Mark Wilson, Dealer Principal of Rolfe Mazda, and Dave and Russ Battison, of Carco Exhaust and Automotive, both of Belconnen, who are all regular participants in social and motor sport activities.

The Chapter is pleased to welcome Barry Faux of Fox Imports and Antiques as a Chapter Sponsor. Barry is a long time member of the MX05 Club of NSW and is a regular competitor in all forms of motor sport including Targa Tasmania, the Duttons Rally, Motorkhanas and Hill Climbs as well as MX5 Club of NSW track days. Many will remember his "Silver Bullet", a supercharged NA, and who will forget the sight and sound of his current wheels, the V8 Bullet Roadster SS.

The Canberra Chapter welcomes visitors to our fine city; be assured that you will receive a warm welcome at any time, but in particular at our famous Coffee and Lies, held on the first Saturday of each month at 10:00 am. You will find us at the Lookout Bar & Café, Red Hill, 10:00 am first Saturday of the month.

Zoom, Zoom

Paul

MX5 Club of NSW Inc. Regalia Pricelist 2007

Winter Stock Price

Long sleeve T shirt

100% cotton

\$20

Jacket

(hood, vest and

\$50winter beanie

\$15

Sleeveless vest

\$35

Scarf-**\$15-**



jacket)



Competition Report.....

Since my last report we have conducted two very well supported Track Days at Wakefield Park with full fields of 50 cars at each event.



The first was on Monday 7th May when we reverted to our usual supersprint and regularity format. MX-5 Mania's Daniel Deckers recorded fastest time of the day in a time of 1.05.01 this being the fastest time ever officially recorded by an MX-5 at one of our Track Days. Well-done Daniel. The car owner David Raddatz unofficially recorded a similar time. Second and third quickest times fell to the Central Coast duo of Chris Gough (1.09.00) and Joe Macare (1.10.56) in their "new" racing SEs. Joe completed a successful day by winning the six-lap regularity.

Other class winners were John Burgess in class 2 (1.17.55), Julian Flitcroft in class 3 (1.16.78), the ever improving Mark Wilson from Rolfe Mazda in class 4 (1.16.26), Club Captain Phil Ashton now with racing rubber in class 5 (1.13.46) and Kevin Addison in his Porsche 911 in class 8 (1.15.51). Pat Rooke continues to keep the boys honest in class 7 recording a time of 1.12.61.



Our last Track Day for the 2006/2007 Competition year was also the annual interstate Challenge between the New South

Wales and Victorian Clubs. Seven Victorians all in class 5 cars faced seven New South Wales class 5 cars, the Victorians hopeful of defending the cup won at Phillip Island in December last year. The competition was extremely keen however I am pleased to report that the cup once again resides north of the Murray for another twelve months. The final point score New South Wales on 102 points to Victoria's 87.

Fastest time of the day went to Chris Gough with a time of 1.09.46, Russell Battisson was second on 1.10.23 in his new turbo car and Allan Townsley was third on 1.11.59 just shading Pat Rooke who recorded another personal best of 1.11.64. Robert (dad) Guyder won the six-lap regularity. Trophies for the 2006/2007 Competition Year will be handed out at the club's Annual General Meeting on the 26th September, be there.

Our next club Track Day will be on the 17th September, this follows the day after round 7 of the State Supersprint Championship that we will also be hosting on that weekend at Wakefield Park. As usual I will be looking for additional officials to man the grid flag points etc so if you can help out please give me a call on 9894 9167 so that I can add your name to the list.

Two rounds of the State Supersprint Championship have been run since my last report. Round 2 was at Eastern Creek on 22nd April and round 3 was at Wakefield Park on 20th May. At Eastern Creek we had one class winner Bradley Cecil in 2B. Although only coming second in class 4D Matilda Mravivic was an excellent fourth outright. Championship debutante Pat Rooke was also a credible 2nd in class 3D.

The Wakefield Park round was more favourable to the MX-5s. Matilda Mravivic scoring the outright win as well as winning



class 4D. Other class winners were Bradley Cecil in 2B, Renny Roden in Class SVC and going one better than last time Pat Rooke in 3D.

So after three rounds Matilda is second outright only one point behind the leader John Bugh. She leads class 4D, Stewart Temesvary is second in class 1B, Bradley Cecil leads 2B, Kevin Addison is third in class

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3B, Pat Rooke is second in 3D and Renny Roden is leading Class SVC. In the club pointscore we are running second to the New South Wales Road Racing Club 360 points to our 225 with the Honda Car Club third on 140 points.

Next round of the Championship is at Oran Park GP on Sunday 1st July. If you have nothing on come out and lend some support to the MX-5 team.

Val Stewart's report on round 1 of the Production Sports Cars Race Championship can be read elsewhere in this addition of Club Talk. Thanks Val for your contribution.

Round 2 was run at Eastern Creek on the 19th and 20th May. David Raddatz finished the three races with a sixth, third and fourth outright to win class B; Brian Anderson

recorded a DNF in race 1 then a second and a third in class B. Round 3 was to be conducted at Oran Park on 16th and 17th June.

Unfortunately Sydney's bad weather that weekend caused the meeting to be cancelled. Up coming race meetings for MX-5 competitors include round 2 of the Prod Sports Endurance Series at Eastern Creek on 1 July. The Festival of Sports Cars (racing and regularities) at Oran Park on 7th and 8th July and round 4 of the State Race Championship at Oran Park on the 21st and 22nd of July.

For me it's off to Oran Park on the first two weekends in July. Hope to see you there.

**Mike Hicks - Competition
Secretary.**

NSW State Championship Round-1 Wakefield Park....

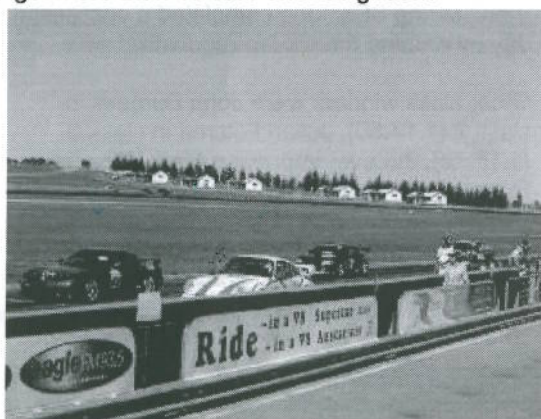
Where does one begin....well you would have to say thank goodness for the Mazda clan!! A very disappointing turn out for the first round of the State Championships for all categories other than Formula Vee with 29 starters and the rest struggled to get more than 15 cars on their grids...

For Production Sports Cars – Friday 13th we had 13 starters (??) but Saturday morning there were 9.... And out of the 9 there were 6 Mazda's – 3 MX-5's and 3 RX-7's, a Lotus Elise and two Porches.

Saturday – a very foggy start to the day -it all disappeared by the time the first cars were out for qualifying. Someone always has to go first and someone always last – for us we were the lucky ones to be the last category on the event list.... So we had to wait until about noon for qualifying. But a very relaxed start to the day with driver's briefing at 8.15am but it didn't happen until 8.30am or was it 8.45.... with no scrutineering, as we all had to have had our cars targeted scrutineered prior to this meeting and they didn't even want to look at our race gear or helmets, no lining up for anything other than the usual debacle for paperwork....there has to be a better way!

Qualifying resulted in the CUE Lotus Elise of Justin Levis achieving pole position with a 1.06.05 2nd saw the MX-5 Mania MX-5 of David Raddatz with a 1.07.59 - certainly not his quickest time around the track but bearing in mind the engine had been rebuilt on Friday afternoon and the car on the dyno at 11pm that night much to the joy of the neighbours I am sure.....he did well. Chris Stannard in his beautifully turned out Porsche RSCS in 3rd with a 1.07.63. Nick Martinenko in his turbo MX-5 came in 4th with a 1.08.57 and Matilda Mravivic 8th with a 1.11.74 – all very respectable times. Between this lot were 3 RX-7's and another Porsche that had not seen the track since 2005!

Race one; 8 laps – on for young and old with much action up the pointy end. Some close racing between the Lotus, RSCS and the MX-5 Mania car. This continued until Raddatz's car decided it was time for that turbo hose to come off again – so one by one we passed him – yahoo.... what a good feeling as it will be the only time I will ever pass him on the track! The result the CUE Lotus first with a 1.07 flat, Stannard's Porsche RSCS second with a 1.07.5 – very close racing here and Nick



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Martinenko third with a 1.08.2 – well done Nick! David ended up 7th with his quickest lap time of 1.07.6 - prior to the hose parting company and Matilda Mravicic behind him in 8th.

Sunday - Race two - 10 laps just before lunch.... Fabulous day, again - blue sky and warm, with no wind (and strangely very few flies!) a very pleasant day for racing. Having had probably the worst start I have ever had in race one I decided a few more herbs were needed to get this new car of mine off the line especially with that bullet of David Raddatz's sitting right behind me – it worked beautifully I thought to myself – on to the straight on the second lap and there was my number displayed under a black flag... thinking what on earth had I done or was there something hanging off the car? So I entered pit lane at the designated speed and at the very end of pit lane flapping in the low breeze - a green flag – yep a drive through for jumping (*actually rolling*) the start.... Oh well there is a first time for everything I guess....

Back to the race Another incident free first couple of corners until the pole position car, the CUE Lotus, having a big 'off' half way down the sweeper into the fishhook....the following group going every which way to avoid the spinning Lotus in the usual cloud of dust at Wakefield. The top three cars the MX-5 Mainia MX-5 of Raddatz, Stannard's RSCS and the CUE Lotus all having a good dice with each other – made some good viewing I understand. The end result was Raddatz's MX-5 first with a 1.06.9, Chirs Stannard in his RSCS with a 1.07.8 the CUE Lotus with a 1.07 and Nick Martinenko did well with the Turbo MX5 coming in 4th with a 1.08.3. Matilda Mravicic was 7th in her MX5 with a 1.11.5 – again a very good time. Although these times may not seem to be anyone's quickest, the track was not in great shape and very slow – other category competitors were saying they were 1 to 2 seconds off the normal times.



PLEASE don't let me jump the start again.....

Race 3 – Trophy Race 12 laps. Although still blue sky in some parts there very dark clouds looming around the track....We are now watching the skies around us as the rain appears to be on its way and we are the very last race of the day - we did get a few drops but that was it.

Another clean start from all (*I just sat and burnt a bit of rubber this time...*)some more excitement up the front end with again some very close racing between the MX-5 Mainia MX-5, The Porsche RSCS and the Lotus. Sadly the race was not too exciting with the same cars in 1st 2nd and 3rd. My car developed a problem and went slower and slower as the race progressed which was very disappointing for me and annoying for Matilda I am sure who was stuck behind me....

Class winners for the meeting were:

- B Class David Raddatz MX5 Turbo
- C Class Gerry Murphy RX7 Series 2
- D Brad Gower RX7 Series 6 (treaded tyres)

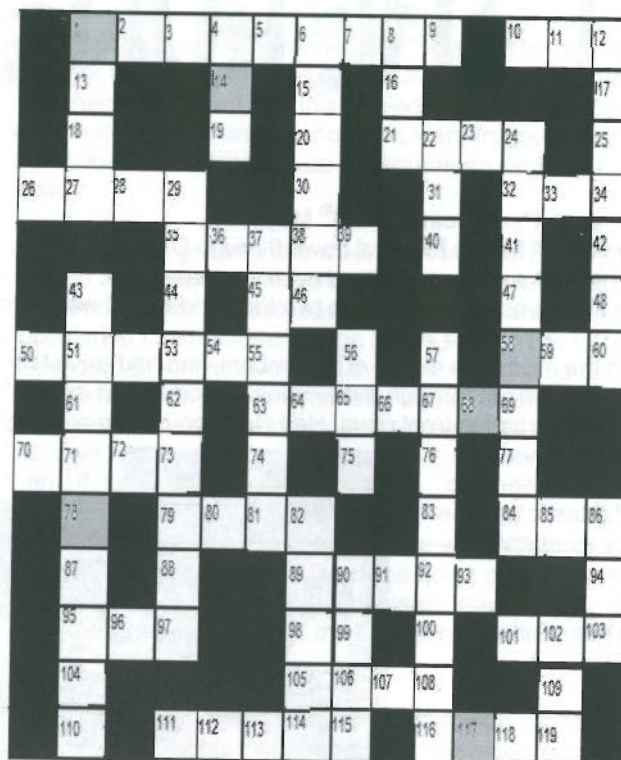
Val Stewart.

MX-5 MILESTONES

1979 -Bob Hall blackboard scrawl of affordable, Open-bodied sports car to Mazda Managing Director Kenichi Yamamoto.	Late 1987 -First in-house prototype, dubbed S-1 completed. Road testing begins.
1982 - Historical analysis of American sports car scene completed by Mazda North America (MANA). Shows a market for Bob's sketch.	February, 1989 -MX-5 makes its international debut at the Chicago Motor Show.
1983 - Front-engine/rear-drive layout is considered for project P729, along with mid-engine/rear-drive. Initial design begins.	April 19, 1989 -Production begins.
Late 1983 - After consider initial designs, Mazda goes with front-engine/rear drive layout.	May 1989 - Sales begin in America where it's badged MX-5 Miata.
August, 1984 -First full-sized model completed.	July 4, 1989 -MX-5 is officially launched in the USA
November 1984 -International Automotive Design commissioned to build a working prototype of P729.	September, 1989 -Sales begin in Europe and Japan.
September 17, 1985 -IAD completes work. Designer Mark Jordan drives the prototype and reports it "felt very pleasing".	October 11, 1989 - Australia gets the MX-5.
October 1985 -Managing Director Masataka Matsui takes P729 for a drive through Santa Barbara. Public interest in the unbadged car is huge.	January 1990 -MX-5 wins its first berth in the <i>Wheels</i> Top 10, and has been parked there since.
December 1985 -MANA completes second model.	February 1990 -MX-5 wins the 1989 <i>Wheels</i> Car of the Year award.
March 1986 - Serious consideration given to making the P729 a production model. MANA responds by refining the second model.	December 1991 -200,000 th MX-5 rolls off the Hiroshima production line.
September 1986 - Third and final full size model completed at MANA. Sent to Hiroshima for approval.	November 1993 -1.8 litre engine replaces 1.6.
January 1987 -Production approved.	November 1996 -400,000 th MX-5 is built, eclipsing the MGB as the best selling sports car of all time.
March 1987 -Mazda Japan 'tidies up' final model and builds fibreglass version.	Sometime in 1998 - The all-new MX-5 launched.



CROSSWORD PUZZLE



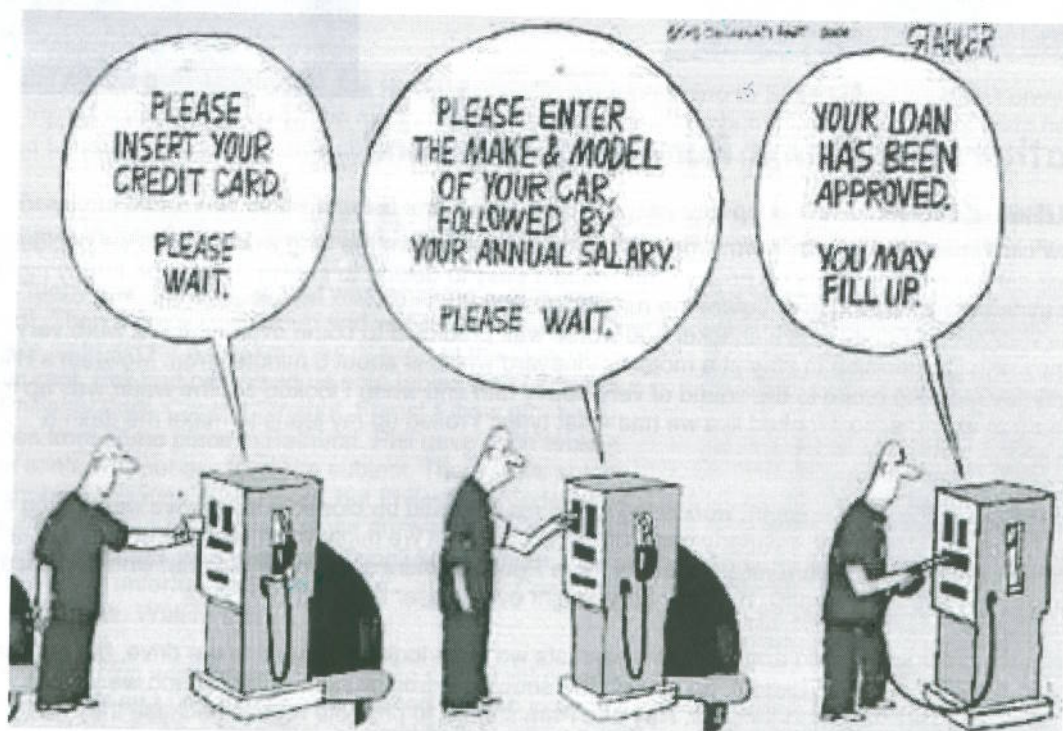
Across

1. Musical Instrument
10. Affirmative
21. To snatch
26. Portable Ice Box
32. Form of expression
35. Go on in
45. Thing
50. Headstall for a horse
55. Instead of a Navman
63. First man and Woman 2 words
70. --- stick
79. To slim down
84. Measure of weight (100 mph)
89. Demolish
95. Mans name
98. That is to say (abbrev)
101. Consume(secondhand)
103. He fiddled while Rome burned
111. It goes round and round.
116. Ignition starter.

Down

1. --- in July (abbrev)
4. Sump ---
6. Racing Gear
9. To hanpeck
12. Retractable roof
22. Outer edge
24. Another name for celtar
29. Day before today
37. To rant
43. Racetrack
56. Holds water
57. Mx-5 NSW President
62. Piece of string
86. Before (marriage)
90. To pull in
102. International distress signal

Shaded letters



WE'VE GOT THE RUNS

Pearl Beach Run Report

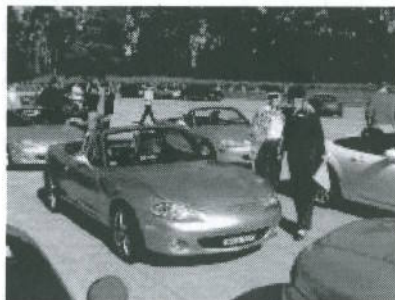
Well what another fantastic day we had for the run to Pearl Beach on 20th May.

The sun was out and it was a lovely 23 degrees for 27 MX-5s to travel down through Galston Gorge, through the back country of Arcadia and onto the Berowra Punt for the short trip across the Hawkesbury River. We managed to get all the MX-5s across the river in two trips and then it was onto the Old Pacific Highway.

We had been warned that there were Police on the road from one of our members who had travelled down from Gosford to join us, so it was a very cautious run through the twisties. Probably just as well as a bush turkey decided to make a sprint across the road in front of us. Had we been driving quicker, he would have been on the dinner plate for the next meal!

The drive from the Woy Woy turn off to Pearl Beach seems to take a long time but once there the views are fantastic and the food in the café, although a little slow, was very good and everyone had a good time socialising with each other.

The next run on the June Long Weekend to Bathurst via O'Connell will be over by the time you read this.



Bathurst & Cowra Run-Long Weekend June 2007

How convenient it was that 'Kermit' needed a service just before the long weekend, so we decided to book him in to MX 5 Mania on Friday. This made it easy to decide to stay in Sydney on Friday night so we avoided a 2 ½ hour drive before the run on Saturday.

The weather on Friday was a shocker and worse was predicted to come overnight! We were very happy with the decision to stay at a motel in Vineyard which is about 5 minutes from McGrath's Hill. Saturday morning broke to the sound of very heavy rain and when I looked out the water was up to the bottom of the rims, so it looked like we had 4 flat tyres. I rolled up my jeans to make the dash & splash.

Off we set for the meeting point wondering which roads would be closed and how we were going to fit snorkels and flippers in the already packed MX. We thought we might even be the first to arrive at Macca's. But no, there were already 2 cars there Paul & Sandra and Ted & Victoria, who had escaped the bad weather in Newcastle by staying overnight even closer than us.

So as the crew assembled and we had breakfasts we were looking forward to the drive, but not the conditions. Then Phil & Chez turned up with the showbags from Mazda Australia and we were amazed that they had fitted these in. Ray and Pam started to promote regalia because they had a boot full and obviously didn't want to have to bring it back. Great saleswomanship Pam! As we are new members it was good to get our badges and feel "official".

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By the time we were ready to go there were 20 odd cars. (Actually none of them were odd, it's just that I didn't count them). A good selection of MX 5's were assembled from NA through to NC.

Then the word came through that the Bells line of road was closed, so plan B was quickly decided on. Jean said that she knew the local roads, so she would lead off. However, in Richmond we 'lost' Jean and several others in a "roundabout" way, but after a regroup just out of town we were all back together and ready to head up the Blue Mountains. The weather had momentarily cleared and some took their roofs down, but this proved just a little too optimistic as the rain closed in again. The roads were water logged and the potholes were frequent, but hardy souls in MX 5's would never let a bit of water dissuade them from an adventure, so we took it steady.

By the time we got over the mountains to Little Hartley we needed a pit stop evidenced by the long lines to the (single) men's and ladies loos. The women were considering commandeering the men's toilets. The turnout to Jenolan Caves showed that the road was closed but we went onwards anyway and turned towards Bathurst before the closure. The weather was getting better the further West we went but still no top down, but maybe sunnies on then off, then on then off.



Lunch was at the O'Connell pub where we met our Canberra comrades, in 1 NA and 3 NB's. After the great lunch, the tops started to come down on many whilst others were still a little cautious of the possibility of more rain and not the least, the very cold air. The run into Bathurst was a good downhill one which enabled many of the NA drivers to comment how much easier it was to hassle the NB's & NC's.

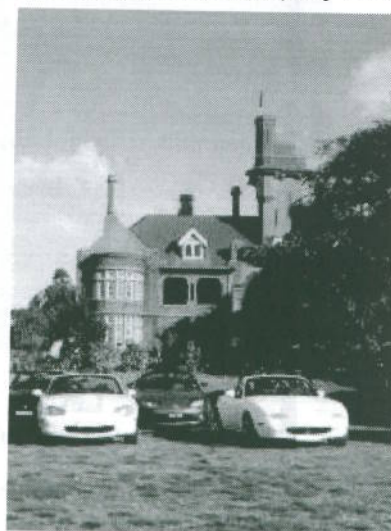
A fine procession of MX 5's lined up on the grid at Mount Panorama and photos were taken, before more tops were taken down and away we went. What a great sight the cars were in their proper environment, on a race track. Of course keeping to the 60 kph was a real tease. On our second lap it was good to see the local constabulary had responded to the danger that we obviously represented by getting a blue GT falcon with speed camera positioned at the bottom of Conrod and how we all smiled politely as we cruised past at 55 km's!



Then we parted company with those hardy souls who were returning to Sydney and we didn't envy their trip back into the storms. The run to Cowra was good, if a little bumpy. All politicians should be forced to travel on country roads in an MX 5 and then we might get some smoother roads!

The Breakout Motel was easily located and it was warm and dry and good. Pre-dinner drinks were organised in Ray & Pam's and Paul & Sandra's room and this was good opportunity to properly meet every one and talk about subjects of common interest, i.e. MX 5's - funny that. (Or at least that was what the blokes were doing). Then a quick freshen up and we got every taxi in Cowra to take us to dinner a few km's out of town at the Quarry restaurant. Phil had organised us onto tables with names like McPhillamy Park, Conrod Straight, Forest Elbow etc. being names from some place in Bathurst. Phil gave each table a trivia contest about our favourite subject. There were some attempts at cheating and bribery, but Phil was a model of integrity and refused to give anyone answers. The drinks were good and the meal was excellent. I don't know who actually won the trivia, but unfortunately it wasn't us. (2 Canberrians & 4 New South Welshman)

Sunday morning was like we had gone to a different country. It was definitely an MX 5 day and we wasted no time in getting those tops down. After breakfast we went to the visitors centre to view the hologram about the Cowra breakout in 1944. That was very good. Then there were some who visited the



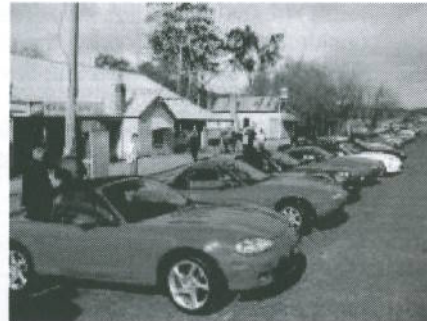
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Japanese Gardens and others who went for a quick run to Woodstock (no not that one) to the markets. Jill and I had a shandy at the Woodstock pub which looked like it was just one step ahead of the demolition crew. Back into town where we hooked up with the crew at the Japanese gardens and off to the Mulyan Garage winery for lunch. Our host James gave us a good run down on the history which included the fact that the cellar door was once a garage housing race cars that raced in AGP's and at Bathurst and Phillip Island. Very appropriate. We had a photo shoot for Mazda Australia and then some went back into town whilst about 10 cars went to a run to Landra Castle about 50 kms out of town.

What a gem this run was! Some very quick bits and more than a few dips and causeways to get the heart going. One of these almost bounced Paul and Sandra out of their car! The homestead was just amazing – I have not seen anything like it in Australia before. The MX's looked great on the front lawn and we got some terrific shots. The run back to Cowra was the highlight of the day for us as we really got buzzing with the tops still down, but coats, beanies and gloves on.

Pre dinner drinks gave more opportunities for discussions on our favourite topic and encouragement from Phil and Mike to take my car to Wakefield. Maybe soon?

So the decision was made that we would eat at the Chinese down the street, but half way across the road a different decision was made to go to the Chinese/ Thai/Malaysian restaurant called Vinces. The walk back to the motel took us past the Railway Hotel that had a band playing and some of our crew was already there, dancing up a storm. Basically the MX 5 members took over the pub and thoroughly enjoyed the music and dancing as though they were 18 year olds. No doubt the pictures taken will be used to incriminate many of us. I thought that I would need a chiropractor in the morning!



Monday morning started out with the sun shining, but unfortunately only for ½ hour. Then it started to rain. Jill and I decided we would go back via Yass, as I wanted to see the Bugatti that my father owned that is at the Binalong motor museum. The run from Cowra to the Hume Highway was great. Others were going to the war museum and then back via the Bells line of road which was now reopened. We arrived back in Jamberoo tired but having thoroughly enjoyed our weekend with the Club.

My thanks to Phil and Cheryl for their organisation of the weekend. From the decision to go West (which turned out to be a brilliant one considering the Sydney weather) to the way everything flowed throughout the weekend it was obvious that considerable thought had been put into the weekend and this showed through everyone's enjoyment. It felt really good to be part of the group and the cars looked fantastic wherever they went, turning more than a few heads. Let's do something like this again soon!

Peter & Jill Feutrill

Stanley & Stewart

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Book Review.....

Mazda MX-5 Miata, the Book of the World's Favourite Sportscar, Brian Long, Veloce Publishing Ltd Dorset, www.veloce.co.uk.

This is the third edition of the Brian Long's book, coinciding with the release of the third generation of the MX5, the NC. And as a bonus, the book includes the content from the first and second editions. That should not put off owners of those editions; rather, it enables the history of this amazing car to be contained in the one edition. For new buyers, here is an opportunity to obtain the complete history of the MX5, from NA to NC, in the one volume.

Now in its second decade of production, Mazda's superb convertible roadster has become by far the world's best-selling sports car. Here, in definitive detail, is the full story of the MX-5 (known as the Miata in the USA and Eunos Roadster in Japan) from inception in the early 1980s to the very latest third generation models. Researched in Japan, this book includes interviews with key people in the MX-5 story. Coverage includes development, launch details, the model's evolution in all the major markets. The book also comes with a Foreword by Takao Kijima, chief engineer of the MX5 Project.

Brian Long received full co-operation from Mazda in preparing this fully updated and revised version the original, definitive work on the MX5.

While it covers the American, Japanese and European markets in great detail, it does not forget Australia, variously referencing "news from the Antipodes" (twice), "Australian update" and "update from down under".

While the Australian coverage is light on, it should be remembered that in the overall world market, the Australian market is relatively small, reflected in the sales figures provided. The author does give credit to the Mazda Australia developed SP and recognition that its development played a large part in the decision to

market a turbocharged version of the car, the SE, in 2004.

Enthusiasts will welcome the coverage of MX5 which includes all special versions and limited editions. Also included is a chapter on the MX5 "industry", for custom parts for the MX5.

The book contains nearly 600 contemporary colour pictures, and reproductions of advertising and sales brochures from around the world

The Author, Brian Long now has around 40 books to his credit. Coming from an engineering background, he has been an enthusiast for as long as anyone can remember. His passion for sports cars and vintage machinery remains as strong as ever. Born in Coventry, England, he now lives in Chiba City. He is a member of the RJC in Japan, the Guild of Motoring Writers, and the Society of Automotive Historians.

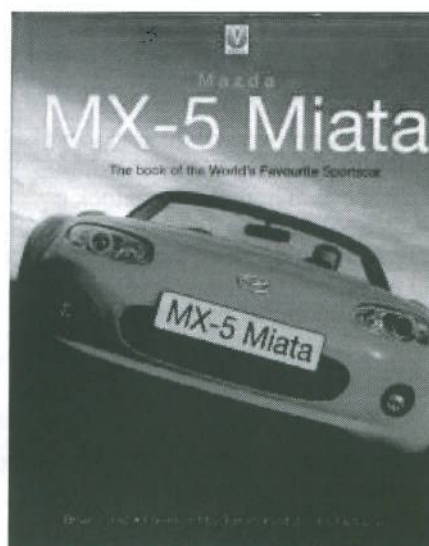
Mazda MX-5 Miata is available from Capricorn Link (Aust) Pty Ltd, 116-118 Mileham Street, South Windsor, NSW 2756, Australia. **\$AUS59.99.**

Telephone 61 2 4577 3555

Fax 61 2 4577 5288

Email books@capricornlink.com.au

www.capricornlink.com.au.



TARGA -2007

Back up Plan



After a mechanical failure of their entered car, a Renault Sport Spider Red Back Racing had a backup plan. The trusty Mazda MX-5 was called into duty. Now this car was only used as an after thought and was not prepared for 'The Ultimate Tarmac Rally' as well as some other cars would have been.

To understand the gravity and true testament to this little car you'd need to understand the event that this car was just called on to perform in. Targa Tasmania covers some 2,100 Klm's of racing on some of the world's most amazing roads. The event takes competitors on a circumnavigation of the island state over 5 days of racing that pushes both drivers and machines to their limits.

So after a lot of administration, scrutineering and stickering the MX-5 was ready to race on day two.

After setting out somewhat behind the rest of the pack, after not having the first 'warm-up' day that other crews had, the team took a deep breath and strapped in. Off the team set for the day and quickly learnt that this car was not setup for tarmac rally, but rather circuit racing. To explain further, circuit racing cars have a stiff setup and very little travel in the suspension.

The first few stages saw a few white-knuckle moments as we shot into the air when traveling through bumps and dips at speed. One such moment saw the little Mazda bounced sideways then back the other before straightening up and carrying on as if nothing had happened. Both driver and navigator looked at each other before the next corner and chose not to discuss any further.

During the rest of the event the little car powered on with only then need for the team to check oil, water and fuel. The occasional chiropractic adjustment was also required by the team from the super stiff suspension.

Day after day, the team put fuel in the car and drove the wheels off it. Then we made it to day 4 and the infamous Ross town stage. A relatively short town stage at just under three kilometres and designed for spectators to get a good view of the vehicles as they pass. The Ross stage is made famous for its railway crossing, which catapults vehicles into the air no matter how slow the obstacle is entered at.

A fantastic crowd pleaser to say the least.

So the team entered the stage at full speed with the car protesting about what was about to be done to it. Notes were read out at full volume indicating any danger ahead and when the 'caution bad jump' was read the team braced for impact. The team crossed the junction without incident, or even anything bad at all and looked at each other with surprise. Notes continued to be read at pace, then it all happened. Watch out for the chicken was the call by the navigator followed but the left turn call. 'Is THIS the jump?' the driver asked, before a reply could be given the team were airborne for what seemed like an eternity, and then 'TREEEEEEEEEEEE!' as the car slipped to the left unscathed.

A quick check of the cars underside revealed a scrap on the chin spoiler, other than that the car made it through just fine, another day complete.

Day 5 saw the team complete the event in the Mazda without incident. Even after passing over the 2000+ kilometres without so much as an off or a scratch and only a few 'race

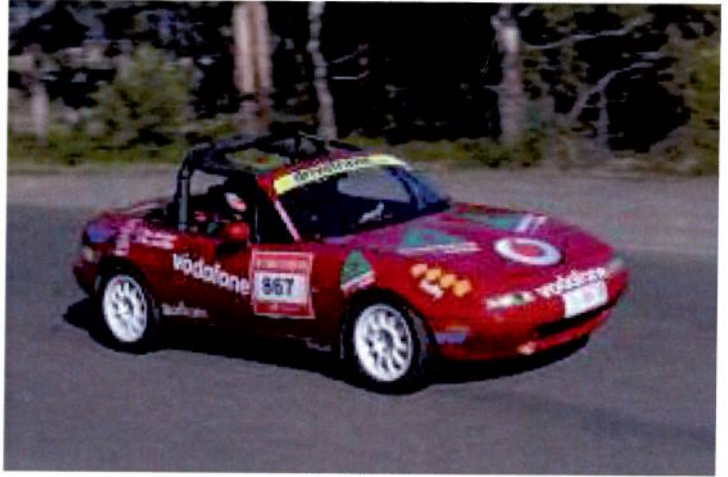
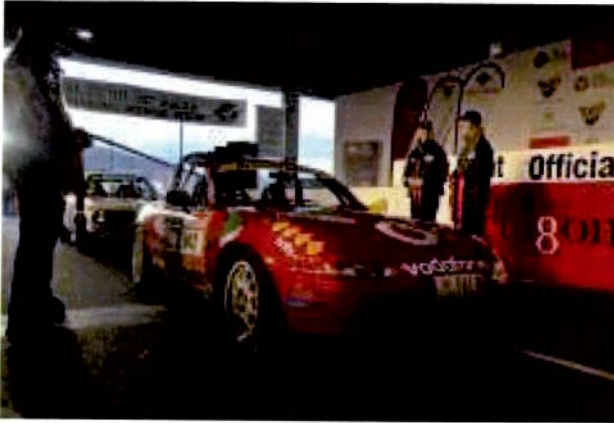
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moments' that become all part of the event and second nature.

This event is a car killer and only rewards the best prepared vehicles. Having been able to simply take the MX5 off the trailer and race it in one of the toughest events in the world serves as testament to what a simple little sports car

that was designed for Sunday drives can do.

Jarrold Miller



Bob, a handsome dude, walked into a sports bar around 9.58pm. He sat down next to a blonde at the bar and stared up at the T.V. The 10.00 pm news was coming on. The news crew was covering a story of a man on a ledge of a large building preparing to jump.

The blonde looked at Bob and said, "Do you think he'll jump?" Bob says, "You know, I bet he'll jump."

The blonde replied, "Well, I bet he won't."

Bob placed a \$20.00 bill on the bar and said, "You're on!" Just as the blonde placed her money on the bar, the guy on the ledge did a swan dive off the building, falling to his death. The blonde was very upset, but willingly handed her \$20 to Bob saying "Fairs fair. Here's your money."

Bob replied, "I can't take your money, I saw this earlier on the 5.00pm news and so I knew he would jump." The blonde replied, "I did too; but I didn't think he'd do it again."

Bob took the money

(my apologies to any blondes who are reading this, but none were harmed during the typing of this joke)

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Penrith Car Care Specialist in Paint & Fabric Protection, Swirl Mark Removal Paint Scratches and Buff & polish. Contact Sam Cilidonio. Phone(02) 4732 5225 Unit5,55/61 York Rd. Penrith	RTM Lap Timing Software Time laps and analyse results 15% Off RTM to members, see website For further information. www.menzelcom.com	<i>Many other companies will offer you a discount if you belong to our club, this can save you serious dollars on specialized items for your Mx-5. Please note that Mazda MX-5 Club of NSW Inc. does not endorse or recommend any product or service provided by the above companies. It is listed as an information service for our members only</i>

COMING EVENTS TO PUT ON YOUR CALENDAR

NATMEET 2008

The Mazda Club of Victoria is hosting NATMEET 2008
and your invited

for details contact: Grant Butler,
Natmeet Chairman. Telephone (03) 5625 4718
Or email: natmeet@mx5vic.org.au

Ladies Driver Education Day Skid Pan

Sunday, July 29th

Entry forms, supplementary regulations & format for the day are now on
the club website.