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As I write this, I have just returned from a 6 day, 2,000 km run in my 5.

This drive took Kerry and I from our home in Greenwich, up to the Hunter, then up the coast up to Coffs Harbour, across to Glenn Innes then Armidale, then back to Nelson Bay via Thunderbolts Way and then back home again.

While we did some freeway work, I did try and find twisty little back roads and the majority of our trip was on these smaller roads. Having a portable sat-nav unit certainly helped and allowed me to see what was coming up ahead so I could see the through-roads from the dead ends (although we did hit a few of these too).

Many of my work colleagues can't understand why I didn't take my Mercedes instead of the 5, but I guess they just don't get it.

My Mercedes is a magnificent car. Very powerful and extremely luxurious, but it just wouldn't have been the same. If I was only interested in getting somewhere, and then staying for a few days then go back home, the Merc would have been perfect, but I really wanted this holiday to be about driving, and fun driving at that.

The MX-5 was a perfect choice.

I see quite a number of MX-5's commuting every day, and that's fine, but you can't really enjoy driving a 5 unless you get out of the city and drive it along some nice twisty roads. The sounds and smells of nature, the freedom of the open road, that's what the MX-5 was made for. The purity of driving for pleasure not necessity. Drive it enthusiastically around some bends, use the brakes, floor the throttle and do a quick gearchange and feel the smile spreading across your face without you even thinking about it.

I haven't had more than 2 weeks off work for about 10 years. Having your own business can make it very difficult to get away, but even though I sort of worked from home (with plenty of time off too) for the first week, I was determined to do something that would re-charge my flagging batteries, and having only 5 or 6 days to do it in, I could think of nothing better than driving my 5, with the roof down and the throttle buried (figuratively speaking, that is). That the 5 did indeed re-charge my batteries and re-invigorate me for another long spell behind the desk is a testament to how much fun it really is.



The only thing that could have made it better, would be the company of some more MX-5's with which to share the roads with and the great people that usually drive them.

I think many of us forget how good it is to drive your 5 out on open roads. We are all just too busy to go out on a run with the club on a Sunday morning. Our 5's are just used for short trips, or the boring commute in peak hour traffic.

Come and join us on some runs. They are more fun that you can remember for those who have joined us in the past, and more fun than you think for those that have never come on a run.

It's easy to follow 20 odd cars around lightly trafficked roads and we always have an experienced tail sweeper to prevent anyone getting lost. We even supply detailed run sheets for you to keep so you can enjoy the runs in your own free time later on.

I've been on many runs, and have rarely ever seen a glum face. You'll meet new people, and you know what, they're all just like us too.

We've got a great sense of humour and we don't only talk about MX-5's either.

Take a Sunday and join us for a run. I can guarantee you'll enjoy yourself. We usually have a run on the first or third Sundays of most months, but these can change due to public holidays and other events. Check the downloads section of the website for monthly updates.

For those who really want to put pedal to the metal, join us for a great day on the track at Wakefield Park near Goulburn. We have training and racing days one day in most months. Check our Motorsport section for details. A month or so ago, we held a Triple Treat day for our members and visitors. This is the hill-climb circuit, short track and then the full track after lunch. Everyone seemed to enjoy it immensely and I'm sure we'll have another one soon.

If you've never been on the track before, an experienced instructor (usually one of our better Production Sports race drivers) will take you around for a few laps, then you take them around for a few laps. They'll give you some expert tuition, then it's up to you to find out how another more experienced guy can lap 5 seconds faster than you.

It's a lot of fun. It doesn't matter if your car is bog standard or highly modified, there's a class for you and you'll be put in a group of drivers with similar lap times to you.

It's all very, very safe and we do not condone any head to head racing. You are racing against the clock, not other cars.

In a few weeks time, on the 17th April, the MX-5 Club of NSW together with the Z Car Club will be hosting a round of the NSW Supersprint Series.

Any member with a CAMS L52 license or higher is very welcome to enter. All the detail are in the Motorsports section of our website (www.mx5.com.au). The MX-5 Club is proud to say that we have won the State Supersprint Shield 4 out of the last 5 years. If you don't have a CAMS license, and would like one, as our club is a fully affiliated member of CAMS, we can issue with one at any track day. Indeed our Competition Secretary, Mike Hicks, is chairing the Supersprint Committee of CAMS.

Come and join us. Even if it is only for one of our general meetings or Tech Talks.

I look forward to it.

Further to my former wish of having a bunch of MX-5's joining me on a good country run, Kerry and I have just come back from the Easter Weekend Away run, based at Mudgee.

The weather was gloriously perfect and the roads empty and ours for the taking. And take we did!

We had some great runs, not all of them fast, and soaked in the ambience of a great brown land, bellbirds squeaking and smells infiltrating our nostrils. We ate, we drank and we laughed. Boy did we laugh.

Roger has a report on this later in this edition, so I don't want to steal his thunder, but it really is a great experience to spend a few days with like-minded people. You make many new friends and the only bad part is the leaving.

Happy zoom zooming.....

A Very Warm MX-5 Welcome to our New Members.



Paul and Sandra Williams, Debbie Hewgill, Charles and Irene Chan, Leo and Joy Saly, John Brandt, John Bugh, Bob Duncan, Amanda Reich, Verne Johnson, Ken Liston, Greg Neilson, Lance McGrath, Hilary and Denise Stones

ROD MENZEL LIFE MEMBER



At this years President's BBQ Rod Menzel was awarded life membership of our club, only the sixth person to receive this honour. This award was bestowed on Rod for his contributions to the club in making our Wakefield Park Track Days so enjoyable and successful.

In the late 90s and the early part of this decade Rod was part of the club's pioneering group that enjoyed competing at open supersprints and the club's track days. In the late 90s the track days commenced with 15 to 20 cars that were hand timed by a bunch of dedicated wives and partners who sat in the control tower pushing stop watch buttons to record the lap times. As the success of these days spread it became abundantly clear that we needed a better method to time the cars. Some gentle prodding by his fellow competitors encouraged Rod to develop a software programme that could be run on the clubs laptop computer for the purpose of timing.

Hence the birth of RTM Timing Systems. Since that time the club has used an evolving RTM system. Initially it was run only at our own club track days with approximately 30 competitors. As word spread amongst our club about the fun and enjoyment competitors experienced at these days so the number of entrants began to increase to the point in 2004 where 52 entrants attended our last Sunday event. RTM timing allows our members to know there recorded lap times immediately they return to the pits. This is almost unheard of at open supersprint events.

For the past two years the RTM timing has been the cornerstone to the success of State Championship Supersprint Rounds conducted by our club in conjunction with the Z Car Club at Wakefield Park.

Approximately two years ago Rod and his wife Zan purchased a property approximately 15 kilometres from Gloucester. After selling their Sydney home, they moved north to embrace a new lifestyle. It also allowed Rod time to once again attend our track days something he had not been able to do whilst working in Sydney. In addition to setting up the timing equipment Rod has played a very active role in the running of our Wakefield Park events.

The picture shows Rod receiving his Life Membership Award from President George.

INC PRE - RELEASE

Kerry and I were lucky enough to be invited to a pre-release viewing of the new MX-5.

Mazda Australia flew us down to Melbourne, along with all the other state presidents and their wives, for a special secret viewing, along with a hundred or so of Melbourne's glitterati.

There were some well-known actors and actresses from some of the more popular Australian television shows there, along with Michael Klim and his lovely lady.

The night started off with a fashion show and finally, the new MX-5 appeared to much applause.

The crowd all went in for a closer look, then 2 minutes later, most of them dispersed. It seemed about the only people who were really interested were the MX-5 presidents.

We poured over the car discussing various points. The Mazda MX-5 product manager for Australia joined us and pointed out various things to us and answered most of our questions.

I asked him why the 26 year old boat anchor we currently have for an engine had a 7,000 RPM redline, and the you-beaut, brand new, high tech engine only had a red-line of 6,500. He asked what I thought it should be, and I said 8,000 RPM. After all, it is a sportscar. He looked quite shocked! When asked when the 2.3L version of this engine will go into the new 5, he said "What 2.3L engine?"

I said the one fitted to the SP23, and he just gave me a blank look as to say that this doesn't exist.

He said the new engine was very torquey and that it pulled really well from down low.

You can read the specifications of the car elsewhere, but these are a few of my own observations.

Firstly the looks.

It looks better in the metal than it does in photos. It is instantly recognizable as an MX-5, which is really what the designers brief was to aim for, yet it looks far more masculine and purposeful. The flared guards and the lengthening of the wheelbase dramatically emphasise this more powerful stance. The front is angry looking, yet just that little bit friendly too. While the headlights look a bit like and old Nissan NX coupe in photos, in real life it bears no resemblance. The twin projector lights look fantastic under the clear covers, and that look of sunken headlights you see in photos is not so apparent in real life.

The interior looks to be 2 or 3 classes above the current model, and is getting very close to the quality of a Z4, and better than the old Mercedes SLK. The piano black trim on the dashboard does look very classy, and the design of this trim piece could lend itself well to other finishes for later models or the accessory market. While the centre stack looks reminiscent of the old NAs, the details and proportions are very different. The quality and design of the switch gear is a big improvement also but one of the best things is the fact that the major stereo controls are now on the steering wheel, where they belong. If you have never owned a car with steering wheel mounted controls, you won't believe how convenient it is to be able to adjust the sound system

without having to take your hands off the wheel. Whether the cruise controls, also on the steering wheel, make it here, is not sure yet, but I believe that all cars will come with leather seats, in either black or tan although I'm sure other colours will also be offered.

The interior is also more spacious than before with extra legroom and width in the cabin. The steering wheel is finally, also adjustable. I was told that a certain well-known motoring journalist, who is 6'3" tall, had to actually move the seat forward from its most rearward position.

The newly designed roof is also very nice, and very clever too. You can see that the designers were really trying hard when working out this new roof.

While it looks very similar to the current roof, it is, in fact, quite different.



As there is no spare, the tyres fitted are run-flat tyres designed to allow you to travel at around 80k's for some distance before getting repaired. There is also a warning on the dash if the tyre pressures are low. Pity you can't just pump them up from inside the car though.

Sure, I would have liked a 300hp monster engine, but really, I think Mazda have done a great job.

While being all new, it doesn't turn its back on its traditional market, and now with the addition of a paddle shift 6-speed auto option, I think they're onto a winner in the new MX-5.

The car is still very light at only 10kg more than the out-going model, I believe the new engine is very torquey, and with the big improvement to the interior, it will not only get repeat customers but attract a raft of new comers to the MX-5 fold as well.

Hopefully, we'll get one to try at a club run, and maybe even at Wakefield, where we can really test its mettle.



The section that goes over the passengers is actually rigid, and only the rear part of the roof is actually soft (apart from the glass rear window, of course). The roof folds with a Z action and the rigid front part of the roof actually ends up sitting on top of the lowered roof

and is a built in tonneau cover for the folded roof. Very neat and clean. Another big advantage of the new roof, is that when lowered, it actually locks down in place so it doesn't rattle around when going over bumps. In order to raise the roof (and this can still be done from inside the car) you just pull a latch first, then raise the roof up. It's actually easier to pull up or lower down than the current model as the part you have to lift is now right behind the seats, rather than at the back of the roof well, and certainly looks a lot neater

the current model when down. Another improvement is that there is only one centre mounted handle to lock the roof in the upwards position instead of the current 2 latches.

Directly behind the console and between the seats is a storage compartment for 10 CDs, and behind each seat is a lidded cubby hole, which could fit a small amp in each.

The boot is very similar to previous versions, but as there is no spare (not even a space saver), it is much deeper than the current model.



During September last year I was lucky enough to go on a run with the San Diego Miata Club. The SDMC was one of the earliest clubs formed in the US and was a breakaway from SoCalM, (Southern California Miata Club) which consists now of mostly Los Angeles members.

Quite a few years ago when I was Club Captain, we had a visit from some members from San Diego, who had found us through Miata Ring. A group of us entertained them for dinner one night and we have kept in touch occasionally since then. Last year when I was planning my trip back to Canada for a family wedding I contacted them for information about a stop over in LA. They immediately invited me to stay with them and they organised a couple of events over the Labor Day weekend. Ed and Michelle Langmaid are like me and have attended Miata Club events all over the world! They attended a huge event in Europe last year, which was also attended by William Jacobson, whom those of you who were at Natmeet last year will remember. Just think of Rocky Raccoon!

Ed and Michelle were the perfect hosts, and met me at the airport sans luggage at that time due to a security alert at LAX. At that point I did not hold out much hope of ever seeing my possessions again, but we went on a quick tour of the downtown area and returned to airport for the next flight and there it was, much to my surprise and delight! They had organised a full itinerary for me and we saw everything, from the sailing ship moored in the harbour which was where Russell Crowe filmed Master & Commander, to the aircraft carrier moored in the harbour, the pandas at the San Diego zoo, lunch at an Irish Pub and a harbour cruise! We had dinner in the Mexican market with gigantic margaritas, and visited La Jolla, the home of Dr Seuss, who wrote the Cat in The Hat series of Children's books (and



them! The New South Wales MX5 Club managed to impress as much as they impressed me in San Diego. Some of you may remember Sue had organised a local equivalent of Natmeet and on the last night of the event, Jack presented her with a brand new SEI! That event was attended by John Hewitt, from Washington State who is well known to us in Australia, having spent a year as an exchange teacher in Adelaide, and has escorted tour groups here, and is now back again, this time in Geelong!

recently the movie). They even organised a run for me.

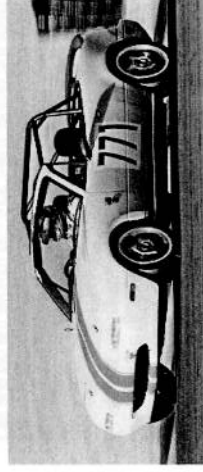
It was Sunday evening after a very hot day so they drove me somewhere up the mountains where it was much cooler. I cannot remember all the details, but they did tell me it was close to the border with Arizona, and it was one of their favourite runs. It started off on the freeways of San Diego, but gradually the roads became narrower the higher we went. The view at the end was magnificent; we were able to see all the way towards San Diego and the ocean! We then drove all the way back to the ocean, where we had a lovely sunset dinner in Coronado. There were about 18 cars on the run and most of them stayed on and had dinner with us. They included Mark Booth who is well known in Miata circles and of course "Voodoo Bob" Krueger. Those of you in the know are well aware of Voodoo Bob's contributions to the world of "knobs" and rubber chickens. I am now the proud wearer of a "Voodoo" watch, which replaces the now dead Del Valley Miata Club watch from another trip and visit 8 years ago! The evening before I left, Ed & Michelle hosted a bbq where I was able to get to know some of the group from the night before. There I met up with Sue and Jack Hinckle. Some of you may remember them from a visit to us in October. We took them on a "lap of Sydney" at night, with fish and chips on Balmoral Beach and coffee and desert at Dee Why

beach! The New South Wales MX5 Club managed to impress them as much as they impressed me in San Diego. Some of you may remember Sue had organised a local equivalent of Natmeet and on the last night of the event, Jack presented her with a brand new SEI! That event was attended by John Hewitt, from Washington State who is well known to us in Australia, having spent a year as an exchange teacher in Adelaide, and has escorted tour groups here, and is now back again, this time in Geelong!

Competition report

Welcome to the 2005 Competition Year, although by the time you read this the first quarter of the year will have already slipped by. I'm sure that it is going to be another exciting year with five club track days at Wakefield Park, six State Championship race meetings for the Production Sports Car guys and eight rounds of the State Supersprint championship including round 2 that will be hosted by our club on 17th April at Wakefield Park. At the end of this report is a 2005 calendar showing club track days, state championship supersprints, hillclimbs and race meetings.

Our first event for 2005 was the Wakefield Park "triple treat" on Monday 21st February. A strong Monday field of thirty-eight starters included twenty-two club members and sixteen visitors. A welcome visitor on the day was Luigi Bonanno the dealer principal from the AMR Automotive Group who is the club's main sponsor. In the morning competitors



alternated between the hillclimb and the short circuit and in the afternoon everybody ran on the main circuit.

Fastest time on the hillclimb was recorded by Robin Thomson in his Honda S2000 in a time of 55.00 seconds, second was Peter Dayman in a WRX, 56.21 with President George Benedek third in 57.29. On the short circuit Chris Tonna was victorious with a time of 40.71 seconds, Darren Wood was second in his "SP", 41.78, with Robin Thompson third 42.14.

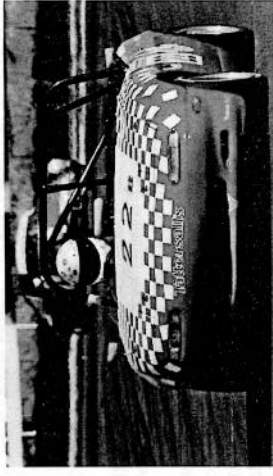


On the main circuit Chris Tonna recorded the fastest time of the day, 1.10.48, Robin Thompson was second, 1.11.42 with Darren Wood third in 1.12.00. Overall winner on the day was Robin Thompson followed by George Benedek with Peter McAulay third.

Chris Tonna and Darren Wood did not feature in the overall results, as they did not compete in the hillclimb.

The day was voted a success by all competitors and will become a permanent event on our competition calendar. Best lap times and progressive point-scores by class for the club championship are shown at the end of this report. Our next club track day is scheduled for Sunday the 29th of

May, note that this was originally scheduled for Monday the 23rd but has been moved because of the popularity of the Sunday meetings. We will revert to our normal supersprint and regularity format for this event.

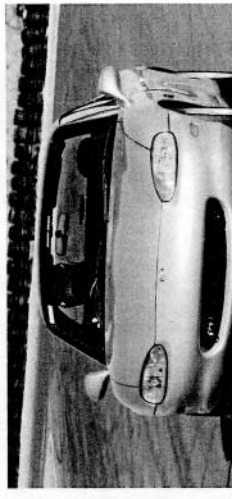


The first round of the NSW Supersprint Championship was conducted at Eastern Creek on Sunday the 6th of March. A contingent of fourteen MX-5 Club members competed including Chris Gough, Darren Wood, Ian Vickers, John Burgess and Bradley Cecil who were competing in their first championship supersprint. Class winners on the day were Michael Bowden 1 a, Chris Gough 2a, Rodd Clarke 2 b, Darren Wood 2 d, Matilda Mravicevic 3 b, and Brian Anderson 4 b. Brian also finished a brilliant third outright with an excellent time of 1.45.27. Matilda was quickest of the Type 2 cars and Darren Wood was quickest of the Type 2 cars.

After round 1 the MX-5 Club leads the Club point-score with 27 points to last year's winners NSWRRRC and MGCC Newcastle on 14 points.

Round 2 of the championship is at Wakefield Park on Sunday 17th April to be conducted by our club in conjunction with the Z Car Club. Thank you to all those members who have volunteered to work as officials on that day. Being our "home circuit" we are also expecting a continuation of Eastern Creek success.

First round of the PSRAA and CAMS race championships were held at Wakefield Park on the 12th and 13th March.



Three races were conducted over the weekend. In Class C Brian Anderson recorded three wins, new member Gerry Murphy and Chris Tonna battled over third and fourth with Gerry just shading Chris. In Class D the MX5Mania duo of David Raddatz and Nick Martinenko were first and second respectively. Next round of this Championship is at Eastern Creek on 9th and 10th of April.

Till Wakefield Park on the 17th of April drive safely and enjoy your MX-5.

Mike Hicks - Competition Secretary.

This seems to have become much more lengthy than I had planned. It also seems to be a bit rambling and all over the place, but what I really wanted to tell all of you is that if you enjoy the runs with us, you will enjoy them anywhere in the world. You will get to see a variety of back roads in more than one page in a club magazine; it would be an entire book!

If any of you are travelling overseas and have a day free, try and make contact with a Club before you go. They may well be eager to meet up with you and show you their favourite roads!

Jean Cook,
Life Member.

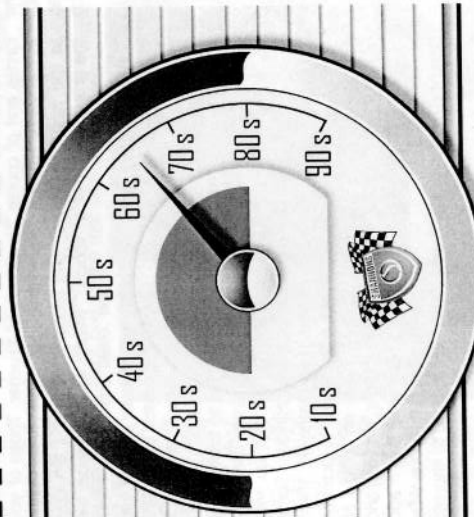


have caught up with MX5 Clubs, they have all been so friendly, helpful and eager to show me all the best MX5 roads in their area. It has been a pleasure to meet new people who have since become friends!

If some of you think I have got around meeting up with members around the world, then just wait till you hear about John Hewitt's adventures with Miata Clubs! John organises the

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TECH TIPS

I like to change my oil at every 5000km however dealers suggest every 10000km. The life of oil depends greatly on how the vehicle is driven so I will leave that up to you.

Lets begin.

It is best to start with warm oil if possible. Jack the car up so that you can get a drain pan underneath it is also a good idea to put some rags or cardboard underneath as well to save any drips. When you look underneath the car you will see a big plastic pan under the engine behind that, in the centre of the car is a ribbed plate made of aluminium. That is your oil pan and it should be warm to touch not hot because hot oil will burn and cause a huge mess as it runs from your wrist to your armpit. You will see a big bolt sticking out of the edge. That bolt is your drain plug you need to loosen the plug with a 17 or 19 mm wrench you can then unscrew it with your fingers. Use your index finger to keep the plug pushed up against the drain hole while you unscrew it with your thumb and middle finger. Once it is fully screwed, quickly move your hand and the plug out of the way and let the oil stream into the pan. Just be careful because the moment the oil comes out it really comes out so make sure you have a big enough pan on hand. One tip is try not to drop the plug into the pan or you will have to fish it out of the oil.

Now open the bonnet and undo the oil cap, oil will continue to leak out for a couple of minutes after the longer the better. Now we need to remove the filter this can be a nightmare. The filter is hidden down on the side of the engine on the drivers side. Look under the intake manifold you should be able to see it from this spot, it will be either black or grey. If you can not reach it from above, try turning the wheels and accessing it from the wheel arch I find this easier. Wearing a set of rubber gloves will give you a little extra grip and will also help with the mess. If the filter is really hard to undo you can try an oil filter wrench. When the filter does come off it will be full of oil so just have some rags handy for any excess oil. Place the old filter upside down in the pan to drain out as well.

Now we are nearly ready to put the Jack together. So far so good!

UNDER NO CIRCUMSTANCES SHOULD YOU START THE ENGINE WITH NO OIL IN IT. IT MAY SOUND SILLY, BUT A NUMBER OF PEOPLE THINK THAT BY STARTING THE ENGINE AND GIVING IT A BIT OF A REV, THAT ALL THE EXCESS OIL WILL DRAIN OUT.

IF YOU DO START YOUR ENGINE WITHOUT OIL IN IT, YOU WILL QUICKLY DESTROY IT.

We need to pre-oil the filter so we need to fill it up with new clean oil and let it absorb into the filter. Do not go overboard or you will spill it when you put it back on. Now you can screw it back on to the car just apply a little bit of oil to the outer black rubber on the filter. Hand tight is fine no need to use a wrench.

After the old oil is drained out you need to clean the drain plug and put it back on. There is a little metal washer that goes on the plug it is best to replace this washer at oil changes. If you do replace the washer make sure you remove the old one as I have seen some cars with 2-3 washers on them. It is best to put the plug in fairly tight but just remember you need to be able to undo it next time. Get it snug but do not strip it.

Pour approx 3.8 litres of oil into the engine via the fill hole. If you forget to replace the drain plug it will cause a big mess so just double check at this point or you may have a big puddle on the floor. Once you have put approx 3.8litres just check the dipstick.

Then I suggest that you go for a quick drive and check the level on the dipstick again. Well there you go you have managed to conquer our first project.

I hope you enjoyed the tips I have provided should you have any requests please email me and I will see what I can do.

David Raddatz - MX5 Mania
david@mx5mania.com.au

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Wakefield Park Practice Days 2004/5 Progressive Pointscore Summary

Class	Drvr. Cat.	Driver	Progressive Points as at 23.02.05.	Class	Driver	Time	Date Recorded
1	M	Michael Bowden	10	1	Michael Bowden	1:19.56	31.10.04
	M	Andre Queree	10		Hilary Maitland	1:35.29	31.10.04
	F	Phil Roberts	6	2	Ian Vickers	1:18.13	21.02.05
2	M	Ian Vickers	20	3	Phil Ashdon	1:18.58	21.02.05
	M	Geoff Hempsall	8		Jan Burgess	1:30.36	31.10.04
	M	Dave Rigby	6	4	Bill Dougall	1:18.27	06.12.04
	M	Paul Beerworth	5				
3	M	Phil Ashdon	20	5	Steve Lamont	1:13.57	06.12.04
	M	John Burgess	10				
	M	Richard Davidson	8	6	James Yu	1:14.65	31.10.04
	F	Jan Burgess	8				
	M	Drew Rodwell	6	7	Bill Dougall	1:14.24	31.10.04
	M	Darren Trevour-Wilson	6		Val Stewart	1:15.08	31.10.04
4	M	Bill Dougall	10	8	Jason Hay	1:08.77	31.10.04
5	M	Steve Lamont	20				
	M	Renny Rodan	18	9	David Raddatz	1:09.05	31.10.04
	M	Chris Gough	8		Matilda Mavric	1:09.46	31.10.04
	M	Derek Plante	8				
	M	Rhool Oringo	6				
	M	Stefan Mayer	5				
	M	Steve Bond	4				
6	M	Mike Hicks	26				
	M	James Yu	10				
	M	Robert McBay	10				
	M	Roger O'Grady	8				
7	M	Kevin Addison	26				
	F	Jean Cook	21				
	M	Bill Dougall	10				
	F	Val Stewart	8				
8	M	Darren Wood	24				
	M	George Benedek	23				
	M	Peter McAulay	18				
	M	Jason Hay	10				
	M	Chris Fordum	10				
	M	Carlos Albornoz	6				
	M	Mal Bernhardt	3				
9	F	Matilda Mavric	18				
	M	Chris Tonna	13				
	M	Nick Martinenko	13				
	M	Keith Bridgmont	13				
	M	Robin Thomson	10				
	M	David Raddatz	10				
	M	Zane Al-said	6				
	M	Bradley Cecil	5				
	M	Brice Sildnick	4				
	M	Val Stewart	4				
	F	Inge Sildnik	2				

2005 competition calendar

Date.	Day.	Event.	Venue.	Host Club.
9/10 April	Weekend	CANIS Race 2	Eastern Creek	ARDC
10-Apr	Sunday	Hillclimb R 4	Fairburn Park	SDMA
17th April	Sunday	Round 2 SS	Wakefield Park	MX-5/2 Car Clubs.
13th May	Friday	L25 Practice Day	Eastern Creek	ARDC
15th May	Sunday	Round 3 SS	Oran Park GP	NSWRRC
15-May	Sunday	Hillclimb R 5	Huntleys Hill	WSCC
29th May	Sunday	Track Day	Wakefield Park	Mazda MX-5
4th June	Saturday	Round 4 SS	Eastern Creek	Mini Car Club
12 June.	Sunday	Hillclimb R 6	Mountain View	GSCC
17th June	Friday	L25 Practice Day	Eastern Creek	ARDC
18/19 June	Weekend	CANIS Race 3	Oran Park GP	NSWRRC
3rd July	Sunday	Round 5 SS	Oran Park South	NSWRRC
30/31 July.	Weekend	CANIS Race 4	Oran Park GP	NSWRRC
30/31 July.	Weekend	Hillclimb R 7	Ringwood	MGCC Newcastle
31st July	Sunday	Track Day	Wakefield Park	Mazda MX-5
14th August	Sunday	Round 6 SS	Eastern Creek	ARDC
19th August	Friday	L25 Practice Day	Eastern Creek	ARDC
27/28 August	Weekend	CANIS Race 5	Wakefield Park	Wakefield Park
28 August.	Sunday	Round 7 SS	Oran Park GP	NSWRRC
18-September	Sunday	Hillclimb R 8	Bulahdelah	WAC
24/25 September	Weekend	CANIS Race 6	Eastern Creek	ARDC
14th October	Friday	L25 Practice Day	Eastern Creek	ARDC
15th October	Saturday	Oran Park GP	Oran Park GP	Mini Car Club.
22 October.	Saturday	Hillclimb R 9	King Edward Park	MGCC Newcastle
30th October.	Sunday	Track Day	Wakefield Park	Mazda MX-5
12th December	Monday	Track Day	Wakefield Park	Mazda MX-5

MEMBERS ONLY

Special Discounts offered exclusively to club members by sponsors and friends of the club

Al Palmer Repairs Penrith Pty Ltd

Al is a MX-5 Club member, his company offers a wide range of services for your beloved MX-5, 20% discount to club members.
Contact Al (02)4721 5060 Lot 12 Robertson Place, South Penrith

AMG

10% discount on body kits, wheels, tyres, sports exhausts and suspension parts.
500 Glenmore Rd, Edgecliff Call Brian Connell (02) 9327 6508

Ammon Leather

Special rates for MX-5 Club Members.
2 seats in full leather for your MX-5 (any colour) will cost only \$800. Price includes full installation and a three year warranty.
14 Telopea Avenue, Homebush West Contact Frank Wang (02) 9746 9433

A.M.R. Motors Mazda Service

Complimentary loan vehicle, 10% discount on labour, free exterior wash and interior clean.
370 Parramatta Road, Petersham Contact John Healey (02) 9569 2844

Eurocars Northside Mazda

Trade prices on parts and accessories, monthly parts specials.
15% discount on labour for service, complimentary car wash and vacuum, courtesy transport to nearest transportation station.
43-45 Hotham Road Artarmon Service: Patrick Campbell (02) 9439 2722 Parts: Bruce Roberts (02) 9439 2733

G H Mouldings

Woodgrain or trimomic black dash trim, installed on site \$395. 24K gold plating car emblems - whole car \$195, top \$100 extra.
Ph: (02) 9882 2156

Ian Luff Motivation Australia

Discount packages available for Defensive Car Control, Skid Tuition and CAMS courses.
Contact Ian Luff or his staff on (02) 9829 5399, or fax (02)9829 5400 or www.ianluff.com.au

Hornsby Mazda

10% discount on genuine parts & labour. Mobile service van for on site servicing Monday to Friday. Hire vehicle for \$10/ day (plus GST) fuel & comprehensive insurance or reimbursement of rail travel ticket. Service also available on Saturday 7:30 to 12:00 Will tailor a service package to your needs. 64-72 Pacific Highway, Waitara Sales (02) 9372 3000 Parts (02) 9372 3092 Service (02) 9372 3098 Service Manager - Brian Sprouster

John Newell Mazda Service

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

301 Botany Rd. Waterloo 2017 Ph: (02) 9319 0011
Fax: (02) 9319 0200 www.johnnewell.com.au or waterloo@johnnewell.com.au Contact Phillip Adler

MX5 Mania

We supply Roll Bars for NA and NB MX-5's, Batteries, Racing Supplies, Rims, Tyres & a lot more.
Contact Simone (02) 9482 3238 or mx5mania@optusnet.com

Paddington Phones

10% Discount, stores at: Neutral Bay Ph: 02 99041511, Surry Hills Ph: 02 9281 8044 or Menai Ph: 02 9541 2266
Product Sales & Marketing Manager - Peter Mason Ph: 02 9316 9999

Penrith Car Care

Specialists in Paint & Fabric Protection, Swirl Mark Removal, Paint Scratches and Buff & Polish.
Phone (02) 4732 5225 Unit 5, 55/61 York Road, Penrith. Contact Sam Clidonio.

Robco Products Pty Ltd

Car Bra manufacturers. Car Bras can be tailor made if your car is customised. 10% discount to club members.
49 Shepard Street, Marrickville Contact Sandra (02) 9560 5393

Rockdale Mazda

Trade prices on all parts, discount on labour, free loan car and free car wash and vacuum.
Cnr. Allen and Amcliffe Sts, Arncliffe Ph: (02) 8577 4888
Fax: (02) 9599 8121 Service Manager - John Mansweto

Roman Auto-Tek Pty Ltd

Momo Steering Wheels, Recaro seating, alloy road wheels, gear knobs and other accessories. 10% discount to club members.
14 Cavell Avenue, Rhodes Ph: (02) 9743 6822

Many other companies will offer you a discount if you belong to our club, this can save you serious dollars on specialised items for your MX-5. Please note that the Mazda MX-5 Club of NSW Inc. does not endorse or recommend any product or service provided by the above companies. It is listed as an information service for our members only.