

The Sound of Wedding Bells Ring Out



Wedding bells were in the air on Saturday 10th August 1996. Leanne Chow (accompanied by her father in top photo) and Peter Stanton were married at 2:30pm at St Dunstan's church at Denistone followed by a reception at Boronia Grove at Epping. Leanne was conveyed to the wedding in Peter Simpon's white MX-5 (top photo).

Later that day Chris Campbell and Michele Cartwright (centre couple in above photo) were married at Hurstville and afterwards partied at the Novotel at Brighton. Our illustrious leader President, George Russ (far right in above photo) was best man, and Peter Simpson drove the bridal car...this time in his Ford Fairlane. **CT**

Jamberoo Run Ends in Tragedy

George Russ

In the July run to Jamberoo Recreation Park had a real dampener placed upon it when Colin Caldwell decided to see how many bones he could break when he fell off the chair lift. Colin only managed to break one actual bone but this was his pelvis and he did break it in three places.

According to witnesses, Colin, with video camera in hand, was busy filming the surroundings while riding the chair lift to the top of the luge run. He turned to face the front and saw the intermediate chair lift station. Thinking that he had reached a station at which he could alight at he hurriedly tried to get off. While getting off he slipped and tripped the emergency stop.

Unfortunately for Colin the chair he was riding stopped just past the station while he was hanging on to its bottom rail about 5 metres above the ground. After a few minutes of hanging on he lost his grip and fell and landed heavily on the side of the hill.

Colin was rushed to the local hospital and then transferred to the Royal North Shore Hospital where he spent many painful weeks in traction.

Colin is now home and walking around unaided. In fact, he is now well enough to take short drives in his beloved MX5.

Many club members visited Colin and sent their best wishes whilst he was in hospital. On Colin's behalf I would like to thank-you for your thoughts. Each time I visited he would be buzzing with news from Club members. I know it all helped with his speedy recovery.

Doctors believe that Colin will not have any long term problems resulting from the fall as long he continues his exercises. **CT**

The President's Word

George Russ

It's amazing how quickly time flies. Here we are again at the AGM. This year will see quite a few changes on the committee. Some of the old timers have decided that it is time to move on and let some new blood onto the committee, and some have sold their car and therefore are not eligible to hold office.

In all, six positions will change hands. On a personal note, I will not be seeking re-election as the Club President. After two years as Captain and one as President it is time to do some real work...and also time to let some fresh ideas into the Club. Don't despair... I

It has been a great year for the Club. Membership stands at 165, we hosted Natmeet 96, and the magazine is back on track.

am not going to run and hide! Since we have such a large change in committee members I will seek re-election to the committee in a minor role, which I think is important for the continuity of the committee (that's assuming you want me back).

It has been a great year for the Club. Membership presently stands at 165, we have hosted Natmeet 96, the magazine is back on track because of Steve's hard work and most functions have been well attended. I am sure this will carry through for the remainder of the year, to 1997 and beyond.

As usual there are all the crew to thank for the help throughout the year. The committee members, many of them in their first year of office, have put in a sterling effort...the Natmeet committee, especially Peter and Ruth...and all those who have organised runs. You have all made my year as President much easier and enjoyable. Thanks.

Our Club Championship Shield is safely
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The Club Welcomes

Alan Henderson
Virginia Henderson
Christopher Johnson
louise Palmier
Stephen Thatcher
Julie Thatcher
Andrew Dolling
Peter Duguid
John McDonald
Wayne Fuller
Nathan Campbell

This Is Your Captain Speaking

Tony Buon

I hope you have enjoyed our MX-5 Runs and social drives this year. As I previously stated, one of my aims this year was to encourage many more members to take part in and help organise runs. To date this has been very successful and many people have come forward to organise their first run. If you are interested in being involved in organising a run next year please speak to someone on the committee new. Also if you are a bit unsure about doing it by yourself - possibly you should consider co-leading a run.

We had a pretty good turn-up to the runs;

If you are interested in being involved in organising a run next year please speak to someone on the new committee.

- Bridges Of Sydney Run (19 cars)
- Riverside Oaks Seafood Lunch Run (20 cars)
- Reptile Park (17 cars)
- Zig Zag Railway (12 cars)
- Dural / Motorkhana Run (15 cars)
- Jambaroo (oops) 25 cars
- Pokolbin (Hic) 22 cars
- the 'Mystery Drive' (17 cars)
- Gulgong Weekend (21 cars)

We also participated in the Eastern Creek Classic Rally in January (10 cars) where two of our members collected concours prizes.

Special recognition must go to our tour leaders for this year, Caitlin, Steve and Melanie, Mike, Ed and Patsy, Jeff, George and Colleen. Organising a run takes a lot of work and the support of these members was fantastic. Thanks.

One of my other aims this year was to introduce some variety into the runs, with a mix of catered, picnic and activity type runs. This seemed to have worked well with a lot of different members

(Continued on page 4)



From the Editor's Dashboard...

Well what an eventful time it's been for the club since I sat down to write my column. We've had major injuries to members, members marrying each other, a new committee, and the singing up of our first club sponsor. Yes that's right, this issue of Club Talk marks a milestone in our publishing history. JUST MX5, the specialist MX-5 dismantler and service shop at Kirrawee which is owned by Stephen Thatcher, has placed the first full-page advertisement (see page 7) in this issue and all future issues of Club Talk. Stephen offered to donate trophies and other prizes for our club events.

I recommend that you contact James (the manager of JUST MX5) next time you are looking for parts for your MX-5. He is most helpful their parts are of good quality and their prices are very reasonable when compared to Mazda's prices.

The cover of this issue shows photos from the weddings of two pairs of club

members. Now a wedding is normally seen as a happy occasion, however, these ones, and come to think of it Bryan and Cathy's wedding last year, is very bad for the club because they have been major drain on club and committee membership. As result of these weddings we have lost three members, and lost two committee members because they had to sell respective their cars. Maybe the new committee should look at putting a prenuptial agreement clause in the constitution stating that marriage and a family is not an acceptable excuse to sell your MX-5.

Thanks must go to those who made this issue possible, namely Sylvia Tikellis, Bobbie Winger and Robbie Smallhorn for their contributions; Linda Wadsworth (my assistant at work) for designing the JUST MX5 advertisement; and, Melanie for her usual typing and proof-reading.

More rivetting comment next issue. **CT**

Dash Lights

Edited By Steve Remington

Quotable Quote

Committee member, Jean Cook, recounts the time when she was stopped at red traffic light and a couple of men in a car stopped next to her MX-5 and yelled out: "Hey! Did you get that with you super cheque.". Jean said she was most annoyed about this because she is actually some year from retiring.

MX-5 Trivia

Q: Who designed the "miata" script logo?

A: It was Chief project designer Shunji Tanaka, whose hobby is calligraphy. He is the person who made the final aesthetic determinations on the Miata's lines. A real artist!

Holy Flaming MX-5s Batman

Television news was showing a clip of the European Football Championship final. After England lost the soccer hooligans decided to go on a riot. The next shot on screen showed a white MX-5 burning away. It looked well alright, so I hope that they write it off. I also hope that they castrate the miscreants who inflicted this punishment on this defenceless car. Our Condolences to the owner.

Membership Competition

Remember the competition to win your 1997 membership that George worked so hard to put that together? Well I can now announce that the Club has saved \$50 because NOT ONE ENTRY was received. (George felt like awarding it to himself for the time and effort but eventually decided against it!)

Credit Card Merchant

The committee has made an application to our bank (ANZ) to become a credit card merchant. We have obtained informal approval for this but the details were not received to allow members to pay the 1997 subscriptions by credit card. As from next year you will be able to pay for regalia, subscriptions and most run related expenses using your Visa Card or Mastercard. We hope this makes easier for our members.

Coming Events

Club events scheduled for the next three months.

Pencil them in your diary so you don't forget!

Sunday 17 November '96 - Club Concour de Elegance. Osborne Oval, Kangaroo Valley. Actual organised run will be on the way home. Participants are to make their own way to the venue. Details provided in next flier (Leader: Jean Cook).

Saturday 30 November '96 - Club presentation night and Christmas party. Silverwater Club, Silverwater. Bush dance theme (Organiser: Sylvia Tikellis).

Sunday 15 December '96 - Christmas Breakfast Run. Dooralong Valley. Remember to decorate your MX-5

appropriately. (Leaders: Peter and Ruth Simpson).

Saturday 30 January '97 - Drive-In Movie and Social Night. (Organiser: Sylvia Tikellis).

Dates for the rest of the events in 1997 to be determined by the new committee. **CT**

An MX-5 Person

Edited By Steve Remington

It's been mentioned that there are "MX-5 People" and then there are people who just happen to drive MX-5s. Some of the ways you can tell the latter:

1. When behind them leaving an intersection, you almost ram their rear bumper because they're in 3rd gear before you ever left 1st.
2. When behind them in a curve, they upset your balance by forcing you to brake when you should be accelerating.
3. Their back windows are scratched and turning brown.
4. They've never heard of the MX-5 Club of NSW and / or NatMeet, and aren't interested when you tell them.
5. They don't regularly wave at other MX-5s.
6. They're considering trading in their MX-5 for a Z3.
7. They put less than 6,000 per year on their MX-5 (After all you bought the car to drive it, didn't you?).

So if you come across someone like this have pity on them for they have no idea that an MX-5 is not just a car its a way of life. CT

Smash Repairs

Robbie Smallhorn

A letter was received from one of our members outlining her experiences with two smash repairers. I would like to say that the Mazda MX-5 Club of NSW neither recommends or otherwise the services of either of the organisations mentioned below. The opinions expressed are purely those of Robbie Smallhorn. My MX-5 (which is called "Meikai") is 6 years old this month. Way back then, when I joined the Club, I wrote a letter to the Club Magazine relating how a Telecom truck had backed into me and after a long search I found a Panel

Beater whom I hoped would do a careful, delicate repair on my dream car. The was not the case, they were just hopeless, rough and non-caring and consequently my "Meikai" had to visit them about four times before I was satisfied. They broke my alarm indicator globe, forgot to replace a whole set of bolts under the front of the car and dented in the back panel when removing the battery.

I asked in my letter if anyone knew a panel beater / Smash Repairs whom they could recommend. Answers came back to the Club Magazines the result of which were stories much like mine. Not one recommendation to be had.

Well now, after several years, I would like to recommend a Company who are absolutely outstanding in this field and would treat and care for our beautiful cars as they should be treated. The owner is quite "over the top" as far as his work is concerned and treats cars in his care as if they were his own.

I also have a Celica and he recently did some work on this and also on cars belonging to friends and on each occasion they came back looking brand new.

I sound as if I'm working on a commission but I am now driving my MX-5 knowing that it if receives a little "ding", that nightmare will never happen to me again. So let me give you the chap's name and address and you may be able to pass it onto any members who need this kind of work done.

The company is:

Tip Top Smash Repairs
1 Bruce Street, Crows Nest
Proprietor: Peter McKechnie
Phone: (02) 9955 7941 CT

Urban Myth or Truth?

From Tony Buon

You won't believe this? Have you ever wondered why people would drive their MX-5 on a beautiful day with the top raised? This story might go some of the way to answer the question. It comes from a Mazda dealer in Fort Washington, USA and was

reprinted on the Internet.

The dealer got a call from a man who owned a Miata MX-5 and was considering trading it in. He wanted to know about how much it would be worth. After given the approximate value, the man asked how much it would have been worth if it were a convertible. The dealer explained to the man that ALL MX-5 Miatas were convertibles. The man then confidently told the dealer that, no, that wasn't true. He bought his Miata used three years ago and it's definitely a hardtop. The dealer finally convinced the man and was met with a long silence. Finally the man exclaimed "You mean to tell me that I've been driving this car for three years and didn't know it was a convertible?"

Truth really is stranger than fiction. CT

The President Continues

(Continued from page 2)

in its home at Mazda NSW. Phil Clark has kindly offered to mind it until we take it to Perth again in 1988...it will seem a pity to take it that far only to carry it home again!

On a general note, the roadster revival is on. It seems every time we pick up a motor magazine some new soft top car is on the market. Let's make sure they remember it was the MX-5 that started it all...

This is our time of the year...roof down and enjoy the sunshine. We have still a good line up of activities before Christmas so I hope to see you all then. Happy Mxing. CT

Your Captain Continues

(Continued from page 2)

indicating a preference for different types of events. This is something that the incoming committee should take note of.

We still have other exciting events to look forward to this year including our Concours (with our ACT members) and a special Christmas run in December.

Hope to see you on the road soon. CT



On A Sunday Drive



Normally the "On A Sunday Drive" column recounts the events on one of our Sunday social runs. In this issue, however, Sylvia Tikellis, our Social Secretary, recounts what happened on the first of Saturday Ten Pin Bowling nights.

It was Saturday August 31st. A cold, wet and dreary evening. A repeat of a night not so long before that had made us succumb to its might. But tonight was our night...our night to prove just what bad bowlers we could be.

Leaving most of our precious little smarties at home warm, and safe, we all turned up in anything we could muster to get through this miserable weather and reach our final destination 'Bowl Australia'.

No! Surely there must be some dreadful

mistake. Who did you say turned up one hour early? Sue and friends in tow!

When the shock of Sue's early arrival wore off, all fourteen of us cheerfully made our selection of coloured bowling balls, put on our latest fashion accessory 'the bowling shoe' and headed over to the lanes to try and figure out how we could begin this game.

During the course of the night we discovered some ex-league players and one bowler complete with a style of his own:- a quick run up to the foul line, a dead halt, followed with a thump. He's dropped the ball, rolled down the lane and collected a strike. Still to this day Russell, we're all scratching our heads wondering how in this world you achieved such a good score.

In the meantime all the professional, smart aleck bowlers had beaten the

slower ones to our next conquest, the dinner. The novices joining them a little while later, arrived to find them singing - '99 empty bottles of beer on the floor' to no-body in particular. They were hinting to us on what we had missed out.

To our surprise, when the meals arrived, the size of one serving was enough to feed 4 people. Jean asked for a 'doggie bag', to take home for her cat, this being after she had attempted to eat all the spare ribs they had in their kitchen.

Bowling was a laugh, the food was delicious and the drinks flowed. Young and old mixed well, with the final result being we all had a BALL.

We then put on our wellies and headed on home. We are now all looking forward to doing this again and hopefully we will see you at the next outing. *CT*

A Visit To The Mazda Factory

Bobbie Winger

In April, 1995, Bill and I were lucky (and solvent) enough to enjoy a two week vacation in Japan. One of the highlights of our trip was a visit to the Mazda (or Matsuda as it is known in Japan) factory in Hiroshima.

The train to Mukainada Station and the Mazda factory takes about 5 minutes from downtown Hiroshima. The factory is another five minute walk from the station. Only two other people were on the English language tour that day--a German engineer who had been working in Japan and his girlfriend. The day we visited, Tuesday, April 25, Mazda was celebrating production of their 30,000,000th vehicle. As we sat in the lobby and waited for the tour to start, we admired samples of cars from the early 1960s to today--unfortunately no MX-5s. We were also entertained by an orchestra and various dignitaries making speeches in Japanese about this magnificent achievement.

The Mazda factory covers acres and acres and has one of the largest private road bridges in the world, spanning the

river between the original plant site and main office and the new plant site. We had a tour of the museum, which displays many historic Mazda vehicles, as well as concept cars and audio-visual displays. There is also a full size display, based on the RX-7, of how a car moves from sketches to production line. We finally got to see part of the factory and the finish production line. Unfortunately, you are not allowed to take pictures of the line which was the most interesting part of the tour.

The line is fascinating as all different models come along in mixed order--it's been run this way since the early 1960s. Big parts bins move on rails beside the production line. Computer monitors tell each station what car is coming, and special lift racks deliver bins of parts for each car. Robots do especially neat work, like spreading silicon seal evenly around the edges of 6 different types of windshield, even "wiping their fingers" clean of little drips of seal after each pass. We saw MX-5s (Eunos Roadster in Japan) coming along the line,

including a navy blue colour with a red interior.

Bill was most impressed with a "trouble-shooter" who appeared after a call at one station. He rode up on a bicycle with his tool box, hopped off, and fixed a problem on one of the cars on the line. I liked the employee break area--it was a walled cafeteria at the end of one section of the line. The head-high wall surrounding the tables and chairs had elegant 3 metre towers at each corner, and the whole thing was constructed out of empty beer bottles.

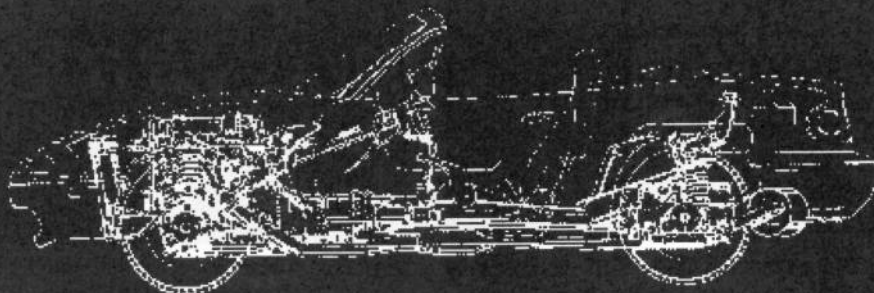
I think our tiny group was a real challenge to our ever helpful tour guide--we asked endless questions and spent three times as long as anyone else staring at the production line. Numerous groups of Japanese school children came and went as we watched each process over and over again within no loss of interest. Our only disappointment was that there was no souvenir shop for us to buy nifty

(Continued on page 6)

Inside Your MX-5

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

Edited By Steve Remington



In this issue of Club Talk the "Inside Your MX-5" column focuses not so much on the "inside" but rather it concentrates on the "outside" of your MX-5. This issue's column will help those who are preparing for the upcoming club Concours d'Elegance by explaining how the competition is judged and sharing the secrets of past concours winners so that you might have a better chance of winning a prize at the concours.

Classifications and Judging

An entry form will be completed by all entrants on the day. On this entry form you will be required to fill in details about your car. For example you will have to enter, category of entry, age, kilometres travelled and any modifications you have made.

Entry categories for the concours are:

- Standard 1600
- Standard 1800
- Limited Editions
- Modified
- Customised

The rules for entry into each category are described below:

- **Standard** means as supplied from the dealer. Any modifications must be with genuine Mazda options / spare parts.
- **Modified** means that the car has been modified by the addition of after-market items or accessories or genuine parts have been replaced with non-standard / performance parts.
- **Customised** means the addition of body panels or major modification to suspension, drive train or colour.
- **Limited Edition** means the Neo Green, Yellow or Red / Tan models.

Judging

Judging will be performed by 12 pairs of judges, each pair judging the same parts on each car. Some of the specific parts being judged during the concours are:

- Under Bonnet and Engine Bay
- Paint Work
- Under Body
- Soft Top
- Wheels and Tyres
- Modifications / Customisations (how well fitted and maintained)

Judges will award points based on both condition and presentation of the specific parts they are judging.

All judging is based on comparison with the condition of a brand new car. An allowance is, however, made for both age of the car and total kilometres driven, so that all cars are ultimately compared on level a footing.

Obviously, cars that are close as possible and / or better than showroom condition will score the most points - but remember the age and distanced travelled allowance does make a difference.

Apart from the official judging, all attendees at the concours will be given a voting slip to vote for what they believe is the best car on display - the people's choice.

Prizes

There are a number of concours prizes that will awarded at the Presentation Night and Christmas Party. Those Prizes are:

- Category Winner and Runner-Up
- People's Choice Winner
- Champion Car

The winners are decided on the following basis:

- The **Category Winner** is the car that scores the highest total points, including the age and distance allowance in their entered category.
- The **Peoples' Choice** Winner is the car that receives the highest number of votes from attendees at the concours day.
- The **Champion Car** is open to all cars in all categories. The winner is the car that has the highest points, including age and distance

allowance, overall. **NB:** Points awarded modifications / customisations are not included in the champion car points scores.

Please note that the decision of the judges will be final.

Tips and Tricks

As a winner of both NatMeet and NSW concours championships, the biggest tip I can give people who are preparing their cars is have an eye for detail. I say this because it is easy for most people to wash and polish their car and get it looking shiny. Extra points are gained by doing things like removing the wheels and cleaning the back of them; scrubbing the inside of the wheel arches; removing blinkers, reflectors and tail lights, and cleaning and polishing where they go; removing windscreen wipers and spray-painting them with matt-black paint; and, scrubbing those hard to get at places in the engine bay. In short winning a concourse is hard work but if you're so inclined its worth it. **CT**

A Visit To The Mazda Factory

(Continued from page 5)

Japanese gadgets and accessories for the MX-5.

If you are lucky enough to get to Hiroshima, it is easy to arrange a visit to the factory. The tour takes about one and a half hours. You must call at least one day ahead to book a tour. English language tours are once a day, usually at 1:00pm. Tours are held on weekdays only--no tours on Saturdays, Sundays, National or company holidays. Information and reservations are handled by The General Affairs Department, Mazda Motor Corporation, 3-1 Shinchu, Fuchu-cho, Aki-gun Hiroshima 730-91, Japan. Telephone: 082-286-5700. If you forget all of this, the excellent Tourist Information Office in the Peace Park, Hiroshima, can supply all the details. **CT**

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Waratah Street, Kirrawee**

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Fx: (02) 9542-1684**

NRMA Changes Its Policy

John McCormick

W hose of you who have your MX-5 insured with the NRMA, and who have renewed your policy since the 1 August this year may be aware of the exclusion clause relating to cars on car club runs. Many members have contacted the NRMA for clarification of the clause with respect to cover on social runs but each person received a different answer.

George has written (see copy of letter on right) to the NRMA requesting clarification of the clause on behalf of our members, but as yet there has been no reply.

You will note that the clause gives you the opportunity to notify the NRMA and request that they insure you on club social runs. Until this matter is further clarified we suggest that you make a written disclosure stating that you participate in club social runs before you renew your policy. Peter Simpson has done this and the NRMA has agreed to cover his car while on club social runs.

More details as they come to hand. **CT**

Are You A Boy Racer?

From the Internet

You have probably heard of the term "boy racer". But have you ever wondered what it means to be a boy racer? If you want to find out if you are a boy racer see if you recognise yourself in one or more of the following statements:

- You spend more on MX-5 accessories than on food and rent.
- Your MX-5 no longer looks remotely like it did when you bought it; in fact, others who own the same model are unable to tell what your MX-5 actually is.
- Your MX-5 goes really fast but breaks down a lot due to gadgetry problems.
- You're considering putting neon pink pin stripes on your MX-5.
- You pass on blind corners.
- You owned your MX-5 less than three days before making some modifications. **CT**



23 September 1996

The Manager
NRMA INSURANCE LTD
151 Clarence Street
SYDNEY NSW 2000

Dear Sir

RE: NEW EXCLUSIONS FOR COMPREHENSIVE MOTOR VEHICLE INSURANCE POLICIES

On behalf of our Club members I am seeking written clarification on one of the new exclusions now in force in your company's comprehensive motor vehicle insurance policy.

Namely, *'We may refuse a claim if your vehicle is used for events relating to a motor vehicle club, bash or event unless you have advised us and we have agreed to cover your vehicle'.*

Telephone calls to your office have produced different, conflicting interpretations of the clause.

We have been told that this exclusion pertains to vehicles in EVERY club event. Last month we had a ten pin bowling night... if a member had an accident driving to this function, would this new exclusion mean that they would not be covered?

We run a monthly social drive for all our members. These follow strict convoy rules, are held on public roads, and operate within the usual laws of the road. In the six years of the Club, during an organised event there has never been an accident nor has any member been booked for speeding or any other traffic offence.

I have no problems with any insurance company excluding motor sport events, but fail to understand how EVERY car club event can come under the same banner.

Many members have expressed concerns that after they advise your company about their Club membership their insurance will increase because of the supposed increased risk factor on your behalf.

I would be very interested in the statistics used which brought about this exclusion clause as it would appear that your company sees every car club event as a 'race'.

I look forward to receiving your reply and clarification as many Club members are eagerly awaiting the information.

Yours sincerely,

Bruce Russ
President
Mazda MX-5 Club of NSW Inc

Hard Top Posts

For those that were wondering whether or not the screws to replace the posts on the back deck of

your car (you know, those little chrome doohickeys that are there whether you have a hardtop or not) are available. The answer is yes. You can get them from your local dealer. The part number is NA01-R1-382A and the cost was \$4.60 each. I think that's a cheap improvement, making the deck look even. **CT**

Mazda MX-5 Club of NSW
C/- Bruce Russ
321 Young Street
ANNANDALE NSW 2038

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.

For Sale

White Mazda MX-5 (1.6 litre). First registered 10 / 92. Travelled only 55,000km. Features factory air conditioning, hard top, new tyres, 12 months registration, always garaged, excellent condition. **Price: \$30,500**

If you are interested contact Adam or Mark on:

(041) 2289212 [Mobile]
(02) 98711848 [Work]

Parts For Sale

The following MX-5 Parts are for sale:

Full Car Bra.....\$50.00
Hardtop Storage Cover (Unused)\$60.00
Cockpit Cover (Material Breathes).....\$50.00
Black Grille Insert.....\$20.00
Original Mazda Antenna.....\$20.00
Storage Bins With Cold Storage Insert . \$60.00

If you are interested contact Adam or Mark on:
(041) 2289212 [Mobile] (02) 98711848 [Work]

Number Plates

The following customised NSW number plate set (black and white, large back - small front format) is for sale:

MXS

Yes you read right. The plates are "Em-Ex-Es". An enormous amount of bureaucratic red tape had to be slashed to get these plates. **Price: \$Best Offer.**

If you are interested contact Harry Haralambides on:
(02) 95597700 [Work] , (041) 1195175 [Mobile] or email
odyssey@wisenet.net.au

Number Plates

The following customised NSW number plate set (black and yellow, large back - large front format) is for sale:

MX5 0

That's "Em-Ex-Five-Space-Zero". **Price: \$Best Offer.**

If you are interested contact Harry Haralambides on:
(02) 95597700 [Work] , (041) 1195175 [Mobile] or email
odyssey@wisenet.net.au

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. Place your order Paula Wu by phoning (02) 451-9985.



Out of the Boot of an MX-5

The following items of Club Regalia are available for sale out of the boot of Peter Stanton's car at each club run.

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

Watch this ad in future issues for new items of regalia

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 to 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.

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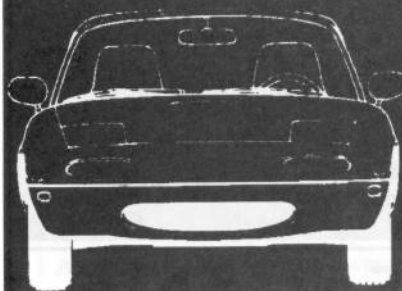
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Sylvia Tikellis
(02) 6273101 (BH)
(015) 709819 (AH)

Club Talk Advertising Rates

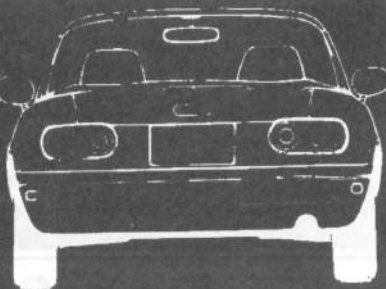
Size	Base Rate
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The above Base Rates apply to commercial advertisements. A 50% discount on the Base Rates applies to club members who are placing an advertisement for personal purposes (eg selling your standard wheels after buying new alloy wheels).



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

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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)

McGrath Mazda

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parts, free loan car, free car wash.

Cnr Hume Highway & Boundary Road

Liverpool

Ph: (02) 821-5000

Contact: Kevin

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

Tynan Motors Mazda

10% discount on service, repairs parts and accessories. Free loan car, free pick up and delivery within Sutherland Shire, free registration inspection, free valet cleaning.

5/9 Flora Street

Kirrawee

Ph: (02) 521-4911

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 an service for our members only.

Contacting The Committee

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Committee - Jean Cook

Home - (02) 9833-4321

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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 you MX-5 experience more enjoyable - join and participate. To keep the club meaningful, we need your support. To become a member send you name, address, and phone number to:

Mazda MX-5 Club of NSW
PO Box 267
North Sydney NSW 2059