



A Quarterly Publication of the MX-5 Club of NSW

Rear View MIRROR

A look back at our favourite runs

1994 Club Captain's Report

This year has seen many successful social drives where there have been between 22 and 31 cars in attendance. In total, there have been 65 different cars that have attended the runs and motokhanas, as well as guests from the MX-5 Clubs of SA and WA and the Datsun Sports Drivers Association. Considering that our financial membership is approaching 140, this means that about 45% of our members have taken their cars out of their garages to join us for a Club drive. Although this is an excellent attendance figure, I would like to see it higher next year, but what concerns me is that 26 cars have only been on the one run. This means that more than one third of attendees come on a run but do not return for another run. I realise that some of these are guests, but I also think that as a club, we need to ask why people are only coming to one event and how we can rectify this situation. New members and guests, who are potential new members, are introduced at the beginning of each run so we all should be trying to make them feel welcome as we need new member for the long term survival of the Club.

The weekend runs have been well attended, with 28 cars travelling to Camberra and 27 to the Hunter Valley. In fact the Hunter Valley was so well attended that we had the embarrassing situation of having to accommodate three couples in another motel!

We held two motokhanas and a concours this year. These are "fun days" so we hope to see more participants next year. Thanks must go to Graham and Jean Cook for their time and effort in organising the concours.

These events not only need participants but also officials, so thanks to those people who gave up

their time to officiate which helped make these days happen.

The introduction of the two-way radios has been a tremendous help in communicating throughout the runs, but they are still only a back up to our convoy procedures. Convoy driving is still an issue that needs to be addressed, and will be addressed in the new year, especially with the large number of cars that we are getting on each run. Remember that the good name of the Club, and Mazda, is at stake each time that we venture onto the roads each run is a social outing, not a race. Our thanks should go to Rolf Edler for his expertise in arranging the longer radio aerials and their fitting to each car. Also a special mention and big thanks to the radio operators throughout the year, particularly my wife Colleen, Ruth Simpson, Jean Cook and Faye Heeks, because I know that on some runs the radio operations became a chore and took away some of the fun of the day.

I would like to thank all those people who have assisted in organising runs this year. They are Mike Walkden-Brown, Graham & Jean Cook, Peter & Ruth Simpson, Paul & Faye Heeks, Chris Campbell and Trudy McCutcheon. It would be remiss of me not to thank Colleen for her assistance throughout the year, but more importantly to thank her for the understanding and patience she has shown in being the Captain's wife. This was especially the case when we had to organise weekend runs or back to back runs. Being my first year as Club Captain I would like to thank Peter Simpson and Graham Cook for their assistance and guidance throughout the year.

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regular features

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The President's Report

At the start of this year, working under our new constitution, your newly elected committee set some broad objectives to provide a greater range of activities and benefits to the club members, to achieve a higher participation of members and to increase membership.

I can report that the committee has achieved all of these objectives and as a result we feel that the club today provides a better interaction point for all MX-5 owners to better understand and enjoy their car, with people of like interests.

The club has achieved membership growth in excess of 40% in the last year and attendances at the various functions are up by a similar amount and include all age groups, singles, married, and a pretty equal male/female distribution.

Your committee has worked very hard through the year, including a three hour committee meeting every month. We believe that the new constitution has brought about effective committee management of the club allowing General Meetings to be used more to inform members of Mx-5 issues that will interest them. Coupled with less frequent General Meetings, and a change of venue, attendances have grown from less than 20 to over 40.

Whilst I would like to thank all committee members for the assistance given to me during this last year, I would like to make special mention of the efforts of George Russ. George Russ has been a driving force in improving attendances at runs, promotional activities and increasing membership.

I would also like to thank Graham Cook and Paul Heeks for their contribution. Graham and Paul will be standing down from committee (Graham is now based in Hong Kong for the next couple of years and Paul will continue to help on the NatMeet Sub-Committee). They have both contributed to committee over several years and Graham was also our Captain for one year. Bryan Wu, who was responsible for getting our publications working on a regular basis, has stood aside from Editorship,

transferring these responsibilities to Justin Ooi. Bryan will still remain on committee.

We should all be pleased to see the increase of younger members into the club in the last year and the way that all age groups are able to communicate together. It is essential that our younger members be represented on committee to ensure that it in turn represents the membership. I believe that this will happen in the next year.

During the year we also had a change to our club logo together with decals to identify club members to caps and cloth badges to identify members. We also purchased an additional computer to cope with the split responsibilities of Editorship and Treasury/Membership.

George, Bryan and Ruth will all submit to you their report in regard to their areas of responsibility within the club.

I believe the inaugural National Meeting in Adelaide at Easter helped to bring our members together as nothing ever before as have the weekend runs developed relationships. Our club has the responsibility for organising the '96 Natmeet and while some preliminary organisation has been done, we will need to get down to some serious business after the election of our new committee and subsequently the Natmeet sub-committee.

Wishing you a very merry Christmas and happy motoring in the new year.

Peter Simpson
President



Well, I've got through the first issue without stepping on too many toes. In fact, there has even been a fair amount of positive feedback about the re-vamped Club Talk (must have been all those blank cheques I slipped into the mail-out). Not only have we had positive feedback but also article contributions from various club members. Thanks to Ron and Anne Lyons, Rolf Edler, Leanne Chow and Tony Buon for their input this period.

Starting this issue, we intend publishing a bumper 12-page newsletter every quarter. Apart from the regular features introduced last issue, club talk is hoping for greater reader input - maybe articles about interesting experiences in your Miata, or a review of your favourite stretch of bitumen. In addition, we hope to set up a page of classifieds to help members exchange services, spare parts, skills etc (maybe even a personals column eh! Darren?!) Any other ideas please call.... (w) 978-3501 (m) 015-204-872 (h) 680-2560

Cheers

Justin Ooi

But Seriously...

Some seriously strange things are happening in today's society - our social framework must be degenerating badly when one can't even drive around Sydney without fear of verbal and physical harassment.

Several club members have reported unfortunate incidents where they have been harassed just because they are enjoying the pleasures of top-down motoring. Incidents have ranged from just verbal abuse and sexual harassment to objects being thrown into vehicles and even attempted entry into vehicles. Following are some actual incidents which club members have had the misfortune to experience.

Firstly, while one of our club members was waiting at a set of traffic lights, some youths attempted to remove items such as wiper blades, the antenna and rear vision mirrors from the car. They also attempted

to enter the car. To avoid this, the member had to risk driving through a red light to avoid any confrontation.

Another member has had a full can of beer hurled into his vehicle.

One member, while driving down the expressway was deliberately run off the road by a four wheel drive while the driver was shouting abuse.

There have also been several instances where female members driving alone have had people attempt to 'join' them in the passenger seat.

This article's purpose is just to make aware to all members of what has happened to fellow MX5ers. Admittedly, many of the incidents have been location dependant (occurring in areas where MX-5s and other visually catching cars are few and far between) but care should be taken at all times. Keep those doors locked and even windows and roof up if you are driving alone at night through less desirable streets.

Ed..

Just a short note from Bryan and Jing (Cathy) Wu...

We would like to thank our friends from the MX-5 Club for their good wishes on our wedding celebration in August. Special thanks to Peter and Ruth Simpson, George and Colleen Russ, Colin and Elaine Caldwell and Lea Findley for their help to make our wedding a very special day. (Gee, this is becoming a regular occurrence..we should start a sweep to see who's next to tie the knot..Ed)

NATMEET '96

The count-down is on - there are only 16 months to go! Here is some preliminary information to wet your appetite - those who were at Adelaide in '94 will tell you "this is not an event to be missed".

Location: Narrabundah, Canberra

Time: Check in - Sunday p.m. March 31st
Check out - Friday a.m. April 5th
(This is the week before Easter '96)

We have made bookings for 60 of the 70 units available at the Sundown Village Motel. Each unit has two rooms, a bedroom and a lounge/kitchen which can also sleep two extra people.

It is all ground floor accommodation with your car parked no more than 20m away from your door. The site has excellent security, its own tennis court, swimming pool and restaurant. The committee will determine the total costs for the week and should have this figure available by February '95. Your application, together with a preliminary, fully refundable deposit of \$100 per person will be required by March '95. We expect a further payment to be made in August '95, and the final amount in February '96.

Preliminary planning is for wide variety of social, sporting and motoring activities, including a convoy to the 'top of Australia', another to Bateman's Bay (including a cruise on the Clyde River), sprints and motorkhana at the new Wakefield Park track, a Concourse of course and drives and lake cruises around Canberra.

It would be nice to be able to take over the whole of Sundown Village and we have to make this decision by March '95. We are trying to get some idea of numbers as early as possible and **we would appreciate it if you could call Peter Simpson NOW to let him know if you are likely to be attending.** We are expecting large contingents from interstate MX-5 clubs so don't delay in letting us know your intentions.

Fun in the Sun!!

When the Queensland Club's September newsletter advertised a Noosa Beach Car Classic weekend on October 8th, we thought this was too good to be true. This was a chance to MX-it with our northern friends.

Ron and I interrupted our Queensland holiday and we met up with the group at Eduardo's on the Beach - a magic spot just out of reach of the waves with truly great food.

Ron got a chance to try out Loch Stewart's modifications to the MX5's breathing. And he was blown away by the vast improvements such a simple change could make.

Loch's 50 year passion for performance cars and 30 years with Ferrari really showed. 7,000 revs in second gear, and then a missile launch into third at 170 kph. Respect for the Law soon prevailed, so Ron kept Loch's silver bullet under 200 all the way back to Noosa.

Ron was sold. There was a lot of talk about performance on the Dyno, but all Ron wanted to know was when the next production for 1600s would be available.

And the club company was great as well. The members made us very welcome. So welcome that we were sorry we couldn't join them for the Sunday drive. Still, the sun and the sand of Noosa was too tempting.

The problem now is which of our cars gets the new lungs?! Reo Speedwagon or Ikigai.

Anne Lyons
Founder Member (#078)

George Russ Awarded the President's Shield

The President's Shield - a new perpetual trophy to be awarded to a club member for 'Extraordinary Service' to the club during the year, was presented to Club Captain George Russ at the Christmas Dinner / Presentation Night.

Peter Simpson cited many instances where George had contributed to the club growth and success of the club in 1994. Many hours and extra effort had been spent by George on behalf of the club. The decision was a popular one and loudly acclaimed by all present.

George was also presented with a miniature replica of the Shield as a memento.

CONCOURS '96

Our first effort at running a Concours was very successful. Combined with a social run to the Norman Lindsay Gallery & Museum in the Blue Mountains, 31 cars, all sparkling like never before, made the 3/4 hour run and formed up in the grounds of the gallery.

Based on the guidelines used at the '94 NatMeet Concours, but with some modifications, judging was completed in 2 hours, while everyone had a chance to socialise and tour the gallery.

The overall standard of the cars was very high and it was obvious that many people had put a lot of work into preparing their cars.

The organisers received valuable feedback from both judges and competitors which will bring about some further modifications to the guidelines and judging at our Concours in '95 - and that will all be part of getting our act together for the big NatMeet Concours in '96.

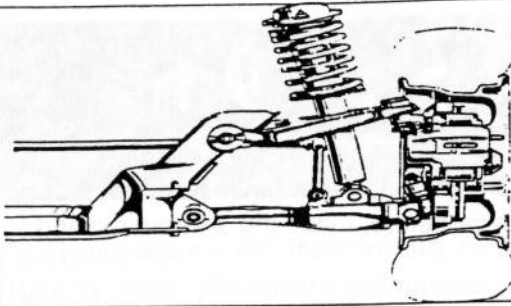
A big thank you to all the judges, organisers and entrants for making this a successful day.

All competitors will get a copy of their score sheet to compare against the average for each class, which is as follows:

Category	Exterior	Interior	Other	Age/Km	Total	Mod	Cust	Total
Orig. 1600	75	75	50	27	227			
Ltd. 1600	76	76	51	21	224			
Orig. 1800	81	86	56	8	230			
Mod. 1600	76	76	52	33	237	29		266
Cust. 1600	74	75	51	36	235		32	267
Maximum Points	90	90	70	40	290	40	40	370

Congratulations to the placegetters who were:

Best Overall		Steve Remington
Original 1600	1st	Anne Lyons
	R/u	Sylvia Tikelis
Original 1800	1st	Tony & Caitlin Buon
	R/u	Jean Cook
Limited Edition	1st	Paul Heeks
	R/u	Garry Doughty
Modified	1st	Steve Remington
	R/u	Bryan Wu
Peoples Choice		Darren Worth
Best Ladies Car		Anne Lyons



THE SHOCKING TRUTH

**A Compilation of interesting facts
and trivia about the MX-5**

O-kay all you 'Techies' out there, one of our new members, Tony Buon has written a very interesting article on obtaining information and photos of MX-5's via modem link. Information may be accessed locally or even globally! We're offering a free pocket protector, thick rimmed glasses and brown slip-on shoes with zippers down the side to any member who can work out how to access it. Take it away Tony...

Tony Buon (Member Number 277)

Here is some information on connecting your MX-5 to the information superhighway! All you need is a computer, access to CIS or Internet, a modem (software) and a telephone line...

1. For those with access to Compuserve Pacific; Go to the CARS Forum and section 15 is MIATA VILLE (lots of messaging and plenty of files, including the Internet mailing list for those who can't connect to Internet.

2. On America Online, there is also a Miata Forum

3. On the INTERNET, you can subscribe to a LARGE mailing

To subscribe:

send mail to listserv@jhunix.hcf.jhu.edu

"subscribe miata first_name last_name" in the message body

To send and mail list:

send mail to miata@jhunix.hcf.jhu.edu

To unsubscribe:

"unsubscribe miata" in the message body

To change to a weekly digest:

send mail to listserv@jhunix.hcf.jhu.edu

"set miata mail weekly" in the message body

To change to a monthly digest:

send mail to listserv@jhunix.hcf.jhu.edu

"set miata mail monthly" in the message body

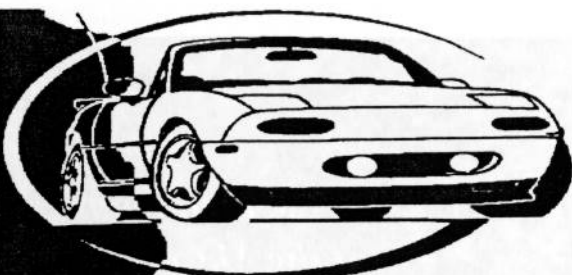
4. For those with access to the World Wide Web, you can reach a browser at:
<http://nyx10.cs.du.edu:8001/~gfischma/home.html>

5. At least, two club members are currently on line - me on:
tbuon@laurel.ocs.edu.au (OR) CIS: 100026,1645

and Allen Chang on:

CIS: 100036,631

So, is anyone out there (besides myself) feeling seriously inadequate and insecure about their mental capacity after reading (I use the term loosely) the article? But seriously, If the MENSA MX-5 Members out there could actually access the information, we would be most grateful if you could pass on any interesting snippets to the Club (preferably a hard copy version for us lay people).....Ed.



In the last issue, the Miata's breathing problems were discussed at length with emphasis on air box modifications. To compliment that article, the exhaust system now comes under scrutiny. The source of the information that follows comes from a recent issue of **Fast Fours and Rotaries** as well as some much appreciated input from **Paul Brell of BD4's Motorsport**.

Essentially, there are three main areas of the Miata's exhaust system which may be changed. These bolt on performance bits include the extractors/headers, the catalytic convertor and finally the plumbing from the catalytic convertor back (which includes the muffler and of course, the ever important 'big mother' exhaust tip at the end).

Big is better may be true for some things (no sexual innuendo intended) but when it comes to exhaust systems, one must be careful not to use a big diameter exhaust system just for the fun of it. Too large a bore (for a non-turbo MX-5, you should only be looking at a 2 inch to 2¼ inch system) could result in a loss in power and a bit of a flat spot at the low end.

Stock Miata extractors use a 4-into-1 design which results in good top end power but at the expense of torque. The replacement of the standard extractors with one with a 4-to-2-to-1 design will help improve gas flow but with no negative effects on torque. Other key factors to look at when purchasing an exhaust system and/or headers is to ensure that all weld points are on the outside so there are no restrictions on gasflow.

Finally, the replacement of the standard catalytic convertor with a high flow sports system will also marginally push up your performance figures (without breaking any RTA laws and regulations).

There are already quite a few systems available on the market. This includes one offered by Loch Stewart in Queensland (see last Club Talk), various hideously expensive Japanese versions such as RSR, variously slightly less hideously expensive American systems such as Millen and some very affordable Australian systems which have been 'modelled' on the more pricey lot. Speak to such people as BD4's, AMG, Miatasport and Loch Stewart in Queensland for more details. Don't however expect neck-snapping improvement in your performance - rather just a healthy usable increase in your engine's efficiency (as well as a seriously sweet sound which turns head a mile away)!

COMING * SOON ...

Coffs Harbour - Easter 1995

The MX-5 Club of Queensland have invited us to join them at Easter time at Coffs Harbour. They have some good ideas for events at Coffs Harbour on the Saturday and Sunday and this would be an enjoyable social weekend for those who haven't already planned Easter '95. There are half a dozen people that have already indicated that they are interested but would you please reconfirm your interest directly to George Russ so that he can co-ordinate with the Queensland Club to organise this event.

President's Barbecue - Saturday January 14th, 1995

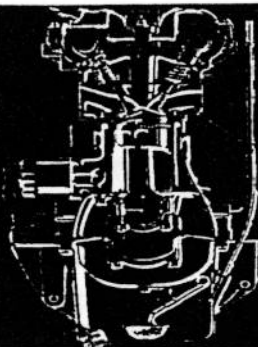
Our first official event for the New Year will be a social get together/BBQ at the Simpsons residence at 12 Fairyland Avenue, Chatswood, beginning at around 3.00 pm. Bring your swimmers if you wish, along with your drinks and meat (salads, bread etc will be supplied) - above all, bring yourself. This was a great day last year and an ideal opportunity for newer members to join in and find out more about the club and more importantly, the people in it.

Please phone Peter or Ruth Simpson on 419-7125 prior to January 9th to let them know that you will be attending. It is important that we know numbers for catering.

1995's First Run...

The tentative details for 1995's first run are as follows. Keep this date free as it promises to be a magic drive (further details later....)

Saturday 18th February - Evening Run starting at 3.00 pm



MX-5

*taking a closer look
at the maintenance
of the Mazda MX-5*

Paul Brell of BD4's Motorsport has kindly compiled a list of DOs and DON'Ts in relation to the maintenance and modification of your MX-5.

1. Bad fuel and running the tank too low will block the fuel filter, resulting in lower fuel pressure. This in turn will cause problem in the injector spray pattern.

2. Running car on high octane fuel stops pinging and piston knocks.

3. Distributor timing can be set at factory default or may be increased for more acceleration off the line.

4. Washing the engine can corrode up leads and spark plugs, resulting in high resistance and possible flat spots.

5. Fuel filter should be changed more regularly than the service manual suggests (approximately every 20,000 km)

6. Dirty air filters will result in restricted air flow as it makes the air:fuel ratio incorrect.

7. Cold air ducts or scoops as well as high flow air filters (eg Unifilter and K&N) help remove engine fault spots.

8. The heat shield on the secondary pipes often works loose and breaks, causing rattles.

9. Gearbox noise from thrust bearing is common (like having a canary in your engine). The right gearbox oil helps in gear changes.

10. Installation of strut braces tighten up the front end which reduces body roll.

11. Lower body torsion bars in the rear end helps maintain high speed stability.

12. Metal brake pads and high boiling point brake fluid improve stopping power. Braided brake lines help in keeping the brake pedal firm.

Paul Brell and BD4's have, in the last few years, built an excellent reputation in the maintenance and enhancement of high tech four cylinders. Phone 804-6110 for more details

1995 Committee

The AGM brought about the election of Chris Campbell, Leanne Chow and Terry Edgton as committee members. They will be replacing the retiring members, Paul Heeks, Graham Cook and Mike Walkden-Brown. The office bearers were then elected at the November Committee meeting as listed below.

Outside the committee, Justin Ooi will remain as Editor and Rolf Edler will continue to look after archives and Regalia.

Our special thanks should go to Paul, Graham and Mike for their contributions to the club. Together with the other ex-committee members, they will assist with the organisation of NATMEET '96, except for Graham who will be resident in Hong Kong for the next two years.

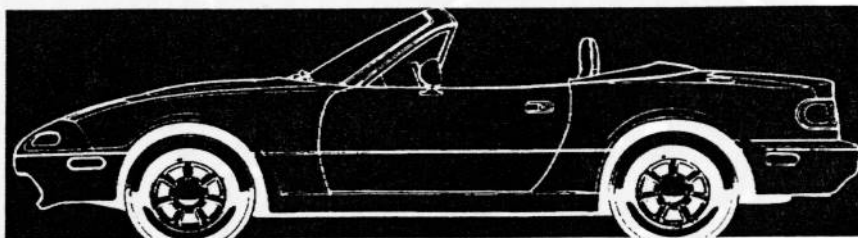
The new committee better represents the various age groups in the club and we encourage all members to bring forward any ideas or problems to the committee members for possible action.

President
Vice President
Secretary
Treasurer
Captain

Peter Simpson
Chris Campbell
Paula Wu
Bryan Wu
George Russ

Social Secretary
Asst. Captain
Asst. Secretary
Asst. Social Secretary; Asst Editor

Ruth Simpson
Terry Edgton
Leanne Chow



GOING TOPLESS

A revealing insight into an MX-5 Club member's life

Jean Cook, an avid member of the MX-5 Club and a serious social animal, was to reveal all as she 'goes topless' exclusively for the Club Talk. However, because of her busy schedule, we were unable to track her down. Rumour is, she'll be front cover material for WHO magazine and so has snubbed us off. Instead, readers will have to settle for the life and times of the club's new assistant secretary, assistant editor, assistant social secretary and assistant assistant, Leanne Chow. Lets hope she needs no assistance in furnishing our probing questions.

Q. What did you drive before the MX-5

A. Before driving the MX-5 I only ever drove boring automatic cars such as Commodores and a Nissan Skyline.
(That's some serious devotion showed by Pete, letting you learn to drive a manual in the MX...ED)

Q. If you had a long serious drive ahead of you, who would you want in the passenger seat

A. Peter, of course, however if for some unknown reason he could not be there, then I would have to say my two year old sister (she is the only one who does not pay out on my driving!)
(Don't lie, you told me you wanted the whole cast of Manpower squeezed in with you with nothing but G-strings on...ED)

Q. What do you like most about the MX-5

A. Besides all the usual things which most people like, I would have to say just good old driving along straight uninhabited roads which lead nowhere.

Q. What do you like least about the MX-5

A. Feeling inferior to all other vehicles on the road especially white vans and Falcon station-wagons.

Q. What's the worst accident you've ever had

A. Colliding with a car which went through a red light, especially seeing as I myself was not in a car.
(Did the car, by any chance, happen to be a white Ford station-wagon or van...ED)

Q. Have you had any proposals of marriage while sitting at the lights?

A. I have only ever had one and it was not from someone who I could imagine waking up with for the rest of my life!
If you know what I mean. I think the beer gut and council singlet were a bit of a turn on though.

Q. What modifications have you done, will you do, to the car?

A. So far, Peter has spent nearly every spare penny on - air box, suspension (4 sets), engine brace, wheels, exhaust, steering wheel and performance tuning. He has a lot of things proposed for the future for the car, and I am sure I will soon find out what this is.

Q. What would be your ultimate car

A. Brand new green RX-7 or Subaru WRX.

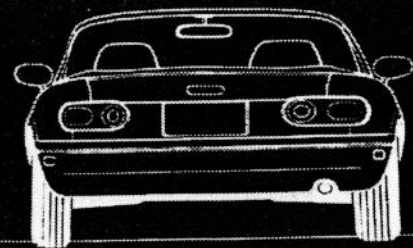
Q. Would you still be with Pete if he drove a Datsun 120Y?

A. Of course I would be with him. But only in spirit.
(Watch out Pete, if she spots someone in a hot MR2, you're in trouble!...ED)

Q. Any plans about fitting a baby capsule in the MX due to the imminent addition?

A. Well there are current plans being drawn up at the moment including taking out the passenger seat and also affixing a dickie seat to the boot. Either way two people will still only fit and if Pete gets his way guess who'll be staying at home?

TAIL PIPE



George Russ proudly displays the inaugural President's Shield he was awarded (while both him and Club President, Peter Simpson flash their pearly whites as if they were trying out for a Macleans Advert.



Faye Heeks lets her hair down and her skirt up while Steve (background left) does his best Jimmy Barnes impression. Stuart, a new Club member, dons the Elton John cap and wig just behind the bopping Faye.

(Continued from Page 1)

1994 Club Captain's Report...

We have tried to increase the community's awareness of the Club. In January, the Club drove in a parade involving the Disney characters for the Centrepont Shopping Centre and in September, we provided three cars for a wedding. We have also had articles in some newspapers and we are now listed in the club directories of many glossy motoring magazines.

Feedback from Club members is very important if the Club Captain, and consequently the Club, is to have a successful year. The knowledge I gained from the run assessment sheets that were returned have been invaluable, as has the constant input from Club members throughout the year. Please keep up this feedback, whether it be positive or negative, as it is extremely helpful in planning future runs. The runs will only continue to flourish if there is a constant flow of thoughts from Club members to the run organisers.

Our challenge for 1995 is to get some of the other 55% of Club members on a run...so if you have never been on a run, or have not been for some time, we would welcome your attendance. Enjoy the festive season but take care on the roads so that we see you safe and well next year.

George Russ (Club Captain)



Your Local MX-5 Service Station



"Your Local MX-5 Service Station" is essentially a noticeboard for members and other interested parties to advertise their goods and their services. A nominal fee, calculated on the size of the advert is charged as shown below. Please ring Justin on (w) 978-3501 (m) 015-204-872 (h) 680-2560

Miatasport Specials

Miata stainless steel scuff plates (was \$195 now \$180)
3 piece rear deck aero cover (was \$595 now \$450)
GAB strut brace (was \$330 now \$310)
Miata badges (was \$25 now \$20)
Red hardtop (was \$2,000 now \$1,800)
Spitfire sparkplugs (was \$85 now \$60)
K & N performance air filters (was \$85 now \$75)
Coming Soon!!!
Polished Racing Fuel Lid and Polished Side Mirrors

Call Scott on 636-6301 or 018-860-693

FOR SALE

Original Miata Car Bra

(Only used twice)
Worth \$500.00
Will part with it for...
\$350.00

Ring Leah on:

(w) 635-6500
(h) 636-4225

FOR SALE

White 1991 MX-5
Rego Number RTO-230
67,000 km
1 year warranty
Alpine CD player
Headers & Exhaust
29,000 ono

Ring Simon Fenwicke
067-729-442
(Armidale)

INVITATION TO ALL OUR FRIENDS...

**Peter & Leanne are having
a house warming BBQ.**
(Should get rather warm if the
BBQ is indoors)

Saturday 28.1.94 at 4pm
25/23 Taranto Rd,
Marsfield 2122
(ph) 868-5861

BYO Meat & Alcohol

WANTED

Limited Edition MX-5

Preferably Green
but also interested
in the Yellow Series

Ring Wendy

(h) 456-4121
(w) 988-3144

FOR SALE

**BRAND NEW AIR
CONDITIONING**
FITTED TO YOUR MX-5 AT
NEAR COST PRICE

Ring Darren for further
Details

(m) 018-611-346

FOR SALE

MX-5 CLUB OF NSW
LICENSE PLATE COVERS
FOR 6 DIGIT
BLACK AND WHITE OR
BLACK AND YELLOW
PLATES

Phone George Russ for
Details

(h) 660-3407
(w) 369-4501

A note to all advertisers...

Please send a cheque made out to...
MX-5 Club of NSW to the following address.
MX-5 Club of NSW
PO Box 267
North Sydney, NSW 2059

IMPORTANT ANNOUNCEMENT !!

Peter Stanton and Leanne Chow are expecting their first child!! Plans are currently underway to fit a baby capsule in the MX-5 (possibly in the boot, with air holes drilled into the boot lid). What's the bet they name the poor sucker MaX or MaXine?

ADVERTISING RATES

Size	Dimensions		Base Rate
Maxi	135 mm x 190 mm or equivalent	(approx 1/2 A4)	\$50.00
Midi	95 mm X 135 mm or equivalent	(approx 1/4 A4)	\$25.00
Mini	70mm X 95 mm or equivalent	(approx 1/8 A4)	\$12.50
Micro	50 mm X 70 mm or equivalent	(approx 1/16 A4)	\$6.00

Members Only...

The following companies have agreed to offer special services and discounts to MAZDA MX-5 Club Members. Please note that you must produce proof of membership by showing your current Club Membership Card

Ammon International Pty Ltd

Ammon International are professional manufacturers of Car Leather seats. For the MX-5, two seats in full leather (your choice of colour) will cost only \$975. Price includes full installation and a three year warranty. Ammon is located at 14 Telopea Ave, Homebush West Contact Alex Chien on 746-9433.

A.M.R. Motors Mazda Service

Complimentary loan vehicle, 10% discount on labour, free exterior and interior wash and clean. AMR Service is located at 370 Parramatta Road, Petersham, Contact Dominic or Robert on 569-2844

A.M.R. Motors Mazda Insurance

For details on Mazda's new Comprehensive Car Insurance, contact Darryl on 569-2844.

John Newell Mazda Service

VIP Service, Free Loan vehicle. Unit 3, 9-13 O'Riordan St, Alexandria. Ph 319-0011

Trivett Classic Mazda

Trade prices on all parts, discount on labour, free loan car and free car wash and vacuum. Located at 364 Princess Highway, Rockdale, contact Carlo or Peter on 599 3399.

Finishline Car Accessories

Discounts on MX-5 accessories, free courier delivery
PO Box 272, Caulfield South, Victoria 3152 (Call Barry Helfenbaum on 03-527-6924)

AMG

10% discount on body kits, wheels, tyres, sports exhausts and suspension parts
500 Glenmore Rd, Edgecliff Ph 327-6508. Ask for Simon Stratford or Brian Connell.

Ian Luff Dynamic Safety Advance Driving

\$25 discount on car control courses. For details, phone 820-2030

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, phone 049-307-246

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

Sleek, sensuous and utterly irresistible. Stand next to her and you quiver with a kind of frission

Today Newspaper

**And
I
Quote
"..."**

Mazda MX-5 Club of NSW 1994 Committee

* President.....	Peter Simpson	(w)	898-0655	(h)	419-7125
* Vice President.....	Paul Heeks	(w)	533-5411	(h)	544-1361
* Secretary.....	Paula Wu	(w)	018-866-481	(h)	451-9985
* Treasurer.....	Bryan Wu	(w)	925-7271	(h)	451-9985
* Captain.....	Bruce (George) Russ	(w)	369-4499	(h)	660-3407
* Social Secretary.....	Ruth Simpson	(w)	n/a	(h)	419-7125
* Committee Member.....	Mike Walkden-Brown	(w)	412-2697	(h)	938-6375
* Competition Secretary.....	Graham Cook	(w)	899-6811	(h)	047-355-465

CLUB * TALK

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