



## A Quarterly Publication of the MX-5 Club of NSW

### CAPTAIN'S REPORT

I trust that everyone had a safe and enjoyable New Year's break and hope that you are well and rested because we have a reasonably full programme for 1995. We have our usual day runs, weekend trips and motorkhanas.

As you are aware, Terry Edgtton has been elected as my assistant for the year. Hopefully it will be the old story of two heads are better than one! Terry has already been a great help in organising the Jenolan Caves run. If you have any bright ideas for the betterment of the Club runs please pass them onto myself or Terry.

To date, we have had two very successful runs but unfortunately, the motorkhana had to be postponed due to wet weather. Revised dates are listed in this newsletter.

Convoy issues have been raised at some of the recent meetings and it is pleasing to note that the standard of convoy driving seems to have improved immeasurably since last year. However, work is still needed on a few points. One major point that came to light at the last General Meeting was road manners and particularly, tail-gating. Some people are driving too close to the car in front and are also "pushing" slower members of the convoy. Please remember we all have different levels of driving experience and that new members are still learning convoy procedures. In essence, take care with your general road manners not only with other cars on the road but also fellow MX-5ers.

There also seems to be a joke amongst some members regarding overtaking radio cars ... this must stop. We need to keep the radio cars separated because the range of the radios does not always allow conversations from the lead car to the rear car. This means that sometimes we need to relay messages down the convoy from radio to radio.

Some of us like to sleep in on a Sunday morning .... especially since they follow Saturday night. This means that a few runs have not departed on time which has caused headaches for the organisers. To be fair to those who clamber out of bed early, future runs will be departing at the time stated on the flyer. Thus, if you are late, we will not be waiting!

It has been encouraging to see many new faces (both older and recent members) on the runs this year. I hope this keeps up and would also like this opportunity to encourage those members who have not been on a run to come on one soon. We are also looking at some sporting activities, especially Wakefield Park. When these are organised, we will advise you on the flyers.

Looking forward to a successful year and hope to see you on the next run.

George Russ

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# The President's Report

1995 is off to an active start with a high participation in our social activities and club runs. Thirty people attended the President's Barbecue in January (the first time we have had a January function) and a beautiful day was enjoyed by all, including some late night swimming. Over thirty cars attended each of the day runs that have been held this year - the Twilight Run to the northern beaches in February and the long one day run to Jenolan Caves in March.

Your new Committee has met monthly to further improve the enjoyment that can be had for club members, and our General Meetings continue to provide lots of useful information on the MX-5. I was a bit disappointed to see numbers back to only thirty at the last General Meeting instead of the mid forties we have been getting recently. This meeting is an excellent opportunity for you to have your say and also to find out about your car through the "Mixifixes".

It's great to see a very high retention rate of membership renewals and also a good influx of new members to the club. Our membership has grown to just under 150 members.

Included in this magazine is a line drawing from one of our newer members, Russell Wheatley. Russell is quite an artist and I am sure that if you wanted to get any of his drawings, he would be glad to help.

There are a few other points I would like to raise.

\* The Marque Sportscar Racing Association has now accepted the MX-5 as a Division 4 car for the purposes of competition. Members interested in sporting activities can now participate in activities organised by this club. We have also been invited by N1 Autosport to join them for a day at Wakefield Park on the 12th of August.

If you are interested in sporting events outside those within our club, you should talk to George Russ.

\* We like all members to wear their name/membership badges when they attend club activities. If you need a name badge for your non-member partner, please contact Bryan Wu.

\* We encourage you to put the club decal on the driver's side of your windscreen to indicate that you are a club member. It is current policy not to produce club clothing or hats, but a cloth badge (similar to the club logo) in either red or blue background is available to attach to clothing or caps of your own choice. They are \$5.00 each.

Looking forward to seeing you at the many functions that we have organised for the rest of 1995.

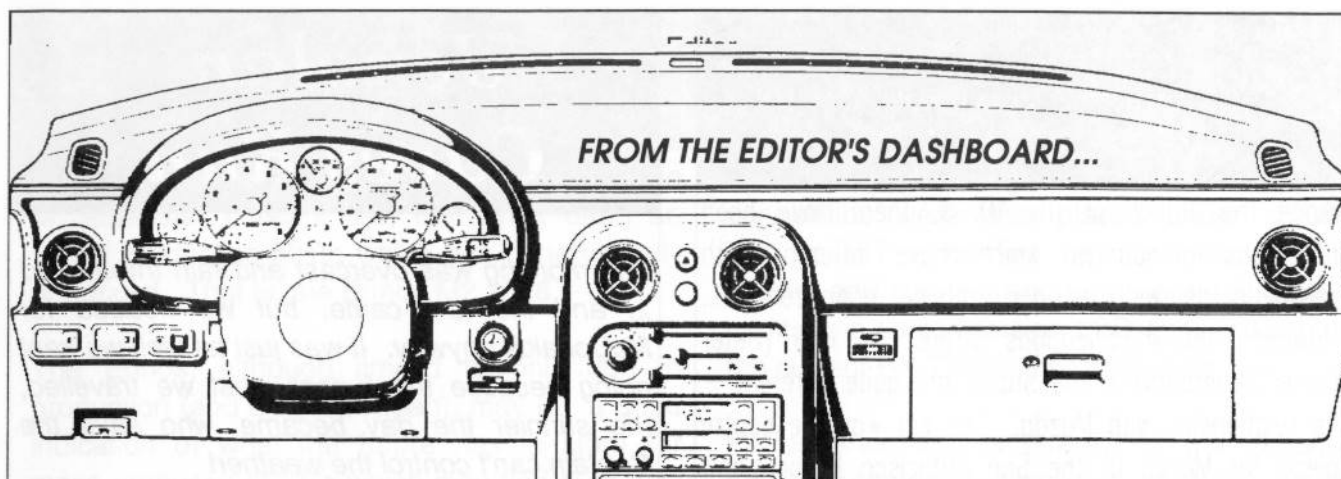
Happy Motoring,

*Peter Simpson*

## Slashed Hood - Stolen Momo!

INSURANCE CLAIM ?  
There is an alternative....

*If you are trying to avoid the loss of your No Claim Bonus it might be worth talking to ROMAN AUTO-TEK who can provide a professional job on replacing cut panels within the hood (at a cost), as well as a nearly identical momo wheel for \$250.00.*



We've just hit the Autumn issue of the Club Talk newsletter and this may also be the Autumn of my life as your editor (please no tears). Work commitments have already resulted in delayed publications and allowed errors to creep in. Therefore, depending on my coming workload, I may be slowly passing the reins on to Terry Edgton. We'll try to make the transition as smooth as possible and don't worry, I'll still be contributing articles so you won't miss out on my wit and charm (I can hear your gasps and chokes from here!)

Enough of the tear jerking news ... this March quarter has brought many changes to the Club and to the MX-5 as we know it. On the home front, there has been a change of committee for the new year as well as a great interest in the runs from members, both new and old. We have a couple of exciting runs in the future such as the Port Stephens weekend run, and the "Old vs New" convoy with the MG club. In addition, the number of new members is steadily increasing as our "Club greeting cards" left on windscreens seem to be doing the trick.

Looking at things from a wider perspective, our little Miata is being to feel the competition snapping at its heels (or should I say mudflaps) as other major motoring manufacturers join the "rag top" trade. Currently, Renault and Peugeot have released topless cars on the domestic market. In addition, the MGF, Fiat Barchetta and BMW speedsters aren't too far away on the international scene. These would be the major players, with other manufacturers possibly jumping on the band wagon later. So what does this all mean for the Miata?

As reported earlier in a news flash in the February flyer, Mazda displayed the M Speedster concept car at several motor shows around the world, probably to steal the thunder away from the MGF etc (details of this later in the newsletter). Initial rumour was that this was to be the next MX-5. However, after discussions with some people "in the know", general consensus was that the M Speedster was JUST a concept car. Traditionally, Mazda has been a reactive (as opposed to proactive) company, and thus will wait to feel the impact of the competition before revising the MX-5. This impact may not be far away however, as many competing ragtops will be introduced internationally very soon. We may not have to wait very long before seeing a fire breathing Miata which will chew up the opposition (personally I'd like to see a 2.5 litre quad cam VTEC twin turbo pumping through a six speed gearbox and riding on 17 inch rims!!!!). Wishful Thinking?!

*Justin Ooi*

#### \*\*\*\* MOTORKHANA #1 \*\*\*\*

The first motokhana was rained out and has been postponed to later in the year. New dates are as follows:

**Motorkhana #1B June 4th**

**Motorkhana #2 August 6th**

**Motorkhana #3 November 5th**



## Yet another Miata Update....

Since the launch of the MX-5, there have been numerous companies which have offered both aesthetic as well as performance enhancements. However, the modifications offered by PFS (Peter Farrel Supercars) in the States are quite different – its relationship with Mazda. The car was the centre piece for Mazda at the San Francisco Motor Show and also wears Mazda Factory Plates when it hits the road. These little clues indicate Mazda's serious interest in upgrading the current Miata.

The car is very different to that offered by other after market manufacturers. Essentially, because of using the usual fibreglass add-ons, PFS has used handmade all steel replacement panels. The car gains some serious bulges, giving it the Coca Cola bottle look. Front-end treatment is very similar to that of the current RX-7, with huge extra air ducts on either side of an already massive centre mouth. Small fixed projector lights are mounted behind flush glass (similar to the 300ZX look). The show car sat on massive 16x8 inch rims shod with 225/50 tyres on the front and 245/45s on the rear.

Performance increases are essentially attributed to a Sebring supercharger and a booming 2.5 inch exhaust system. Other modifications include a large intercooler and a revised fuel delivery system. The claimed 0-100km/h figures of 6.5 seconds are very believable given the output of around 185 bhp. Quarter miles of under 15 seconds aren't too sloppy either.

The current flurry of factory or pseudo factory modified Miatas (Eunos M2, M Speedster and the PFS east) has fuelled speculation that Mazda will soon release an evolutionary (rather than a revolutionary) Miata. However, Mazda did record a pretty hefty financial loss this year and it is hard to see them injecting precious funds into an already successful and still well selling classic. Who knows?  
Ed.

## Jenolan Caves Run

*The morning was overcast and rain threatened ... and the rain came, but we headed for McDonalds anyway. It was just as well we kept going because the further west we travelled, the sunnier the day became...who says the Captain can't control the weather!*

*We had 26 MX-5s and one Commodore (carrying pregnant Wu's) in our convoy as we struggled over the mountains to our morning tea stop at Little Hartley. Along the way, we collected three more cars which gave us a total of 29 for the day.*

*After feeding our faces on pancakes, scones, apple pie and tea or coffee, we rolled into our cars for the enjoyable run down to Jenolan. As usual, the bottom car park was full, so we headed up the hill to the top carpark. It was OK walking down from here but everyone's fitness level was noted on the climb back in the afternoon. MX-5 Club gym classes will be conducted in the near future ... what an unfit bunch we seem to be, but that is quite understandable because I would rather drive my MX-5 than walk!*

*There was a strange man in a uniform directing operations in the car park. I soon discovered that this man was to be our guide for our personal caves tour and what a character he turned out to be. I am sure that his anecdotes were enjoyed (though perhaps not all true) and as an aside, the actual educational material was informative. Who could forget that stalagmites hang from the roof and stalagmites grow from the floor of the caves.*

*After lunch, the convoy returned to Sydney via the scenic, if not slow, Bells Line of Road. At Richmond, the group disbanded and we all went home to recover from a long but enjoyable autumn day in the mountains.*

*George Russ*

# Miata Update

Although much talk to date has been about the M Speedster concept car, there has been an actual production Miata which has gone virtually unnoticed. That is, the Eunos M2 1028.

The Eunos, although limited to only 300 in production (and only for Japan), may be a good indication of what the future has in store for mass produced MX-5's which may find their way to our shores.

Essentially, the M2 1028 is a trimmer and racier derivative of the 1.8 MX-5. The major changes include significant weight reduction, tuned intake and exhaust system, improved aerodynamics and boosting the power output to almost 103 KW.

The weight reduction, which has resulted in the 1.8 weighing about the same as the original 1.6 has played a major role in optimising the car's performance. The car now lacks all creature comforts (not that the standard MX is laden with serious gimmicks anyway). No power steering, no air conditioning, no CD or radio, and no motor operated amenities such as windows or mirrors. In addition, the soft top was also scrapped (replaced by a lightweight hardtop).

In relation to safety, a 10 point aluminium roll cage was strategically installed and reinforced I-beams were positioned between the door panels. In the work place, the driver's environment includes rally type gauges, seats, steering wheel, and gear lever.

The Miata's already near perfect handling capabilities were also placed under scrutiny. The result? - beefed up suspension, stiffer shocks and springs, and larger anti roll bars. In addition, a limited torsion LSD (similar to that in the current RX-7) was also employed.

Performance figures offered by the Japanese media seemed ludicrously inflated. Quoted figures of 0-100 km/h of around 5 seconds are quite unrealistic. Independent but unofficial tests clocked times of around the mid to high 6s. This figure seems a lot more believable given the power to weight ratio.

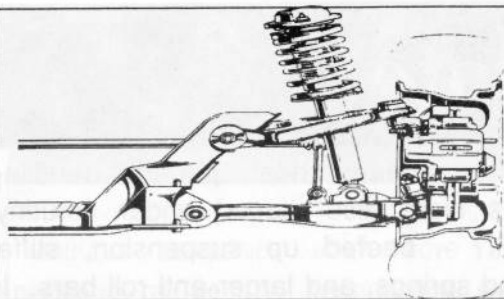
Power gains were not clearly detailed in the article from the February 1995 edition of Sportscar International. However, photos in the article clearly show a completely new airbox / airmeter setup.

Aesthetic changes are minor - lightweight rear vision mirrors, revised boot lid and lip spoiler, and a set of rather unattractive alloys.

The moral of the story? Start ripping out anything not bolted down in your MX-5 - including your soft top! Just check that weather report before that big day out!

Information sourced from the February 1995 edition of Sportscar International.....Ed.





# THE SHOCKING TRUTH

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

## THE NEXT GENERATION of the MIATA . . . .

As mentioned in my editorial, Mazda has previewed the M Speedster as other major car manufacturers up the ante in the affordable (!) convertible stakes.

Penned by the guys at Mazda's South Carolina facility, the M Speedster has a more aggressive stance and a distinct "American flavour". The car was appropriately unveiled at the Chicago motor show (around 6 years after the original hit the spotlight in the same city).

Aesthetic changes include:

- The inclusion of two large (WRX like) driving lights in the front air dam. These are housed in two large "cheeks" on either side of the relatively unchanged mouth.
- Secondly, the large headlights housed in the pop-ups were replaced with four smaller projector type units. Thus, the pop-ups need only raise half as much.
- Guards are slightly flared to accommodate the 215/50 tyres worn on 15 inch rims.
- The original doors have been replaced with ones which are similar in shape to those on the current RX-7.
- The more radical changes (which are probably unlikely to make production) include sleek rear vision mirrors mounted high on a shortened windscreen.
- Moulded cowlings have been added behind the seats, not only for aesthetic reasons, but also to store your favourite racing helmet.

- Finally, the rear bumper has been changed subtly and now also incorporates a bottom spoiler.

Internal changes include black leather racing seats stitched in red, four point racing harness, and a couple of leather bound and carbon fibre clad bits.

No official word about the internals, but speculation is amuck about a supercharged 1.8 litre including a Lysholm compressor. Sound familiar? Sounds like a mini Eunos Miller cycle in Wolf's clothing.

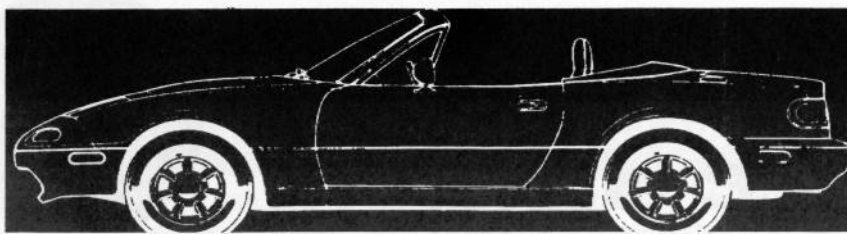
Which came first - the chicken or the egg?

Most of the aesthetic changes (as well as some of the internal possibilities) have been offered for quite a while by after market bolt-on manufacturers. For example, a headlight fairing kit is offered by Samurai Tuning, Millen can provide a very similar side skirts and rear spoiler, and the fairings behind the seats are produced by everyone under the sun (admittedly, original prototypes of the MX-5 did incorporate these cowlings). And don't those rims look like a set of Oscars from our local Bob Jane dealer?

Most of the information, as well as the photo of the M Speedster were sourced from the April 1995 edition of Motor. Grab an issue now as it features a couple of other photos.....ED







# GOING TOPLESS

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

George Russ, our illustrious Captain, has taken the plunge and is the next to come under the intense interrogation of the Going Topless Crew. Join us as we take an interesting ride through the life of one of the Club's most active and devoted members.

**Q. What made you buy the MX-5?**

**A.** A friend of mine took me for a ride in his 69 Mercedes Sports which got me excited about motoring without a roof. Then Trudy McCutcheon bought her MX and Chris Campbell bought his. After driving both their cars, I was hooked.

**Q. What did you drive before the MX-5?**

**A.** A mixed bag really. My first car, which was given to me by an elderly family friend, was an unregistered 1964 VW sedan. A very faithful car and definitely the right price. After that, I had a panel van, V8 ute, Mini Clubman Mini Cooper S and a Commodore. (I can understand the panel van and the ute, but how did you fit the mattress into the Minis ... Ed)

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

**A.** Probably no-one. That way, I could drive how I like and not get into trouble. (You like sleeping on the couch, do you George?.... Ed)

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

**A.** I can sum that up in one word .... FUN.

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

**A.** The small motor. It needs more grunt.

**Q. What's your favourite stretch of road in Australia or internationally?**

**A.** That's a hard one. It depends on my mood. My favourite type of road is a winding back road where you can get a wriggle on. Something similar to the road through Tharwa to the Cotter Dam in Canberra. I loved the back roads and laneways in Ireland. Although they are not fast, they are extremely picturesque.

**Q. The MX-5 has already been hailed as a classic by many critics. Do you think it will develop the same cult following as the MGB?**

**A.** Yes, and to a large extent, I think it already has ... although Frank Johnson may disagree! (To those not in the know, Frank is a spy within our ranks with a passion for English cars that rattle and blow smoke ... Ed)

This utterly enthralling interview continues on page 9



# 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/services. A nominal fee, calculated on the size of the advert is charged as shown below. Alternatively, members may use it as a Question/Answer medium for FREE.**  
**Please ring Justin on (w) 978-3501 (m) 015-204-872 (h) 680-2560**

## ROMANCE ON A RAINY DAY!

A wet Friday in January - could it be? Oh No! A flat battery. Call NRMA - "there you are Mrs Potts, let it run for 20 minutes and you'll be fine". OK! Let it run for 30 minutes, jump in and drive away late for appointment. Park car.

Return to car. Oh No! NOT AGAIN!

Contact local (friendly) mechanic. Ask him to ring Mazda Dealer for battery. "No, no, it will cost you an arm and a leg - I'll chase one up for you" - completely ignoring my protests that it is a special type of battery. One hour later, he admits defeat, hands me the phone and tells me to ring myself. (It is still pouring with rain).

I rang Hornsby Mazda and spoke to Graeme Stewart one of the principals. "Not a problem" says he "where are you?" I explained that the car was in Central Avenue, Thornleigh. "I'll be there within half an hour" he said.

He was as good as his word. Even though it was still raining hard he replaced the battery, smiling and chatting all the time; then with a cheerful wave of the hand - off he went - my modern "white knight".

If any of you club members out there have the opportunity to patronize Hornsby Mazda, I am sure you will be as pleased with their service as we are.

Dorothy and Roger Potts

## "And you can stick your mobile phone right.....\*@!!"

Though not adverse to groping my passengers thigh, it is not always the politically correct approach, and I never have been one for grabbing myself, so, where in Bob Hall's name should I stick it?

The foot wells just don't seem to be the place with the thought of inadvertently dialling my mother with a twitch of my knee being a source of recurring nightmares.

There must be some mounting kit to replace the particularly badly designed coin holders (what? ... you are supposed to put ash in the thing?) or maybe you can adapt the cleverly designed cassette rack made for 4 tapes in cases, one out of it's case standing and another laying on top if you can manage to get it in just the right place.

Then there is the hands-free mic. Short of installing a cone of silence is there anywhere to mount it keeping wind noise to a minimum? Dashboard, headrest, windscreen frame?

And while we are at it what about the aerial? An MX-5 with an aerial mounted on the top of the windscreen leaves me looking around for the kid with baggy pants who is controlling it, does anyone know of a discreet boo, mounted aerial?

Mark O'Connor

## 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**

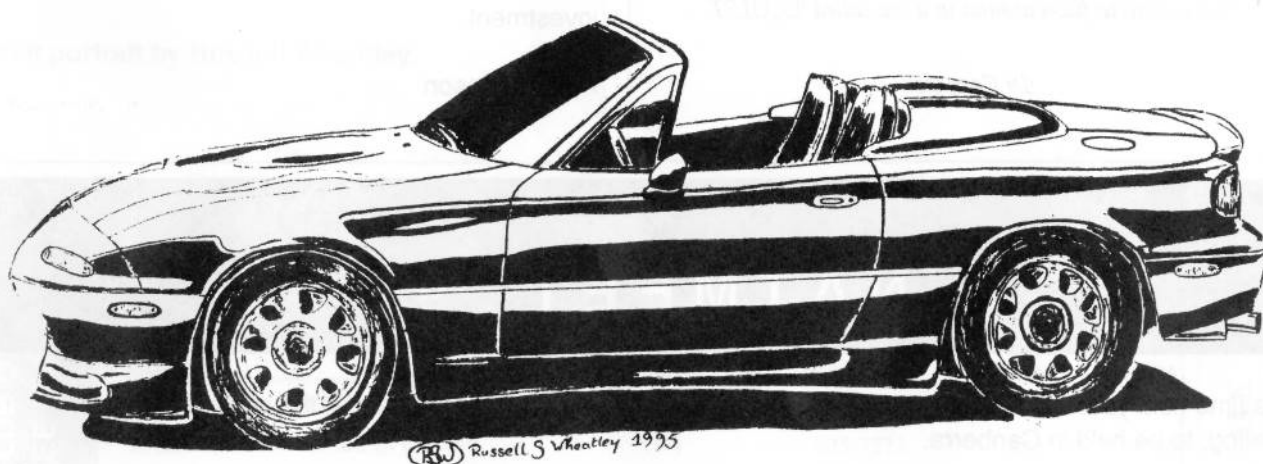
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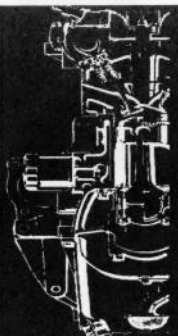


## *George Russ goes Topless Continued...*

- Q.** If you were asked to design the next MX-5, what would you change, add, retain?  
**A.** How can you change something that is perfect? As I said before, my biggest gripe is the power, so definitely a bigger engine. The V6 from the Astina would be a good start. I wouldn't tamper with the rest too much because I like the classic sports car design with the front engine, rear wheel drive concept. On second thoughts, I would add more colours, red, red and red and probably also delete some like white, blue, yellow, black, silver and green. (Well done George, you've just lost Darren, Dave, Paul, Jean, William & Paula as friends in one swift sentence!)
- Q.** What would be your ultimate car?  
**A.** Another tough question. As much as I enjoy motoring, I don't have any great passion to own a Ferrari or the like. I can't see the value in spending copious amounts of money on a car. At the moment, I am happy with my MX.
- Q.** Do you think any of the new and/or soon to be introduced ragtops will entice you away from the MX-5?  
**A.** No. Firstly, our bank manager will not let us restore our house and have new cars. Secondly, the MX-5 and Club have become such a large part of my life...and I can't see that changing. Can you imagine the Club Captain turning up for a run in a Fiat?
- Q.** How many bottles of wine can you fit in your car?  
**A.** Are you trying you say something about my (and my wife's) liking for red wine? Did I ever tell you that my Uncle George died from cirrhosis of the liver? Anyway, back to the question....I have been told by reliable sources that it is 6 dozen although I have only managed one dozen in the boot, two dozen on the floor (with Colleen's feet on the dashboard), and one dozen on the rear shelf. Last time we went to the Hunter, we took Chris Campbell with his trailer. Now there is a way to drive an MX and still carry heaps of grog. (Might have to resurrect the old Panel Van for those Hunter trips ... Ed)



*Another masterpiece from the gallery of Russell Wheatley.....*



# MX-5 Ray

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

*It is 1962, time to rid the Morris Minor too,  
Finished medical school, must move to stage two.  
Saw this topless cute MG Midget at Houseman's Quarters,  
Gleaming bright red and goint, no gone - hurry, better.  
But alas as yet no dough, only a dotting Mum and Dad.  
Also remember, Mum though every hellish driver had  
In a topless ended up earlish headless.  
So put the top up - so Mum approved nonetheless.*

*Down came the top, down also poured the showers,  
Pull up, open boot, assemble roof, slide windows.  
By then, nipples showed through wet tops.  
But they were mine - if only they were somebody else's  
Life was meant to be easy, so traded up to an Alpine.  
White's uncool, repainted metal-blue to make hearts pine.*

*Years rolled to 1991. Saw another red topless beauty;  
Too old to have 'er, but Son No. 1's too ready,  
Quick! put up the top, Dad and son conspired;  
And kind Mum forked out the cash, it transpired.  
Have ravaged Justin's red beauty now and again,  
She never said No, and great she had no brain.  
But I wouldn't possess her - though she's my cup of tea,  
Too yellow to flash around in a red called EGO15T.*

*Dr Cary Ooi*

## ATTENTION TALL DRIVERS!!

- \* Are you over 183 cm tall?
- \* Have you got long legs?
- \* Can't really get comfortable in your driving position, with your knee hitting the steering wheel every time you change gear?

### THERE IS A SOLUTION!

ROMAN AUTO-TEK can provide a spacer to go behind the steering wheel which not only gets rid of the dreaded 'knee jerk' but also gives tall drivers better visibility of the instrument panel. It is altogether a much more comfortable driving position, the only down side is that the indicator and wiper stalks are a little bit further away from the steering wheel.

At a cost of around \$30 it is a worthwhile investment.

Peter Simpson

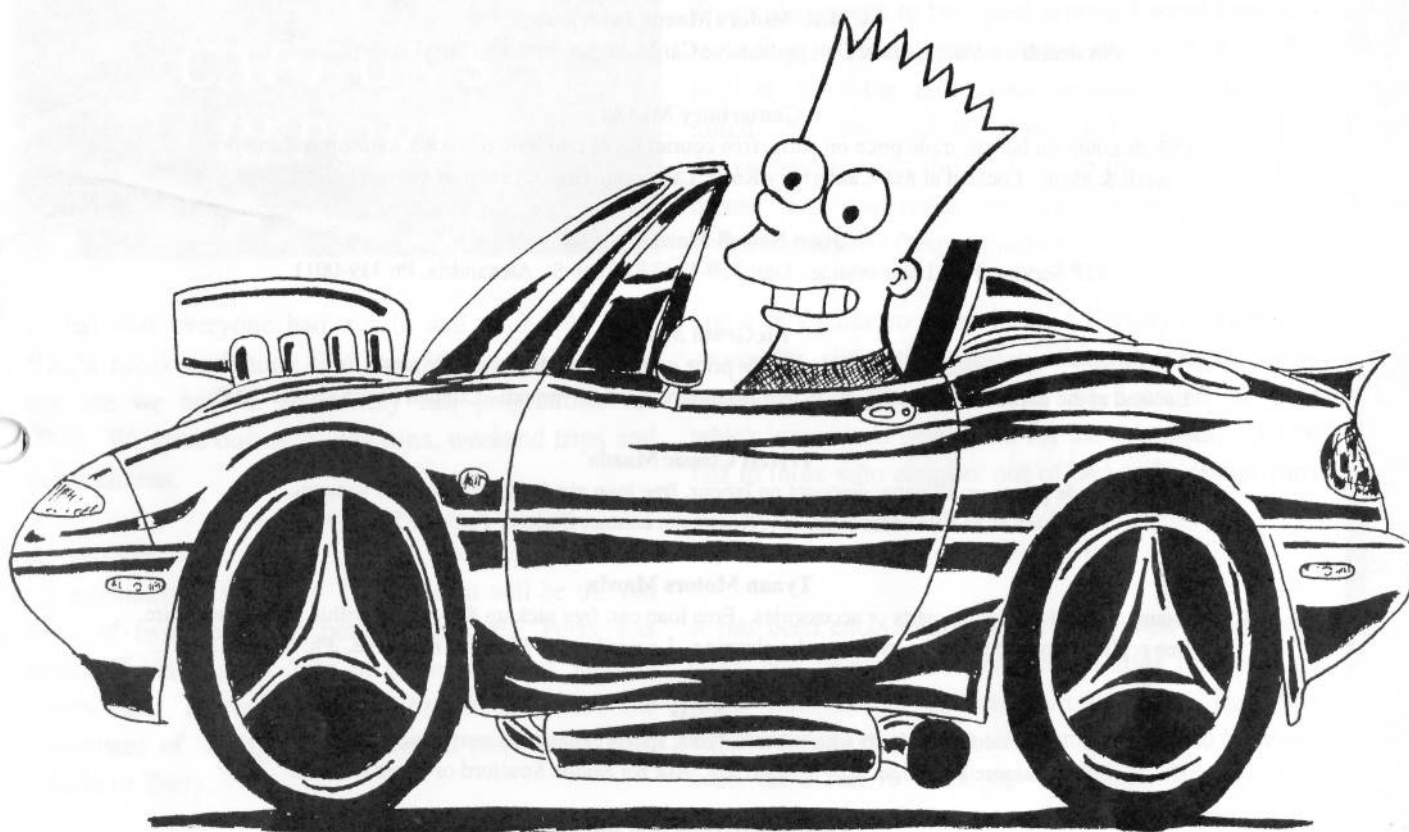
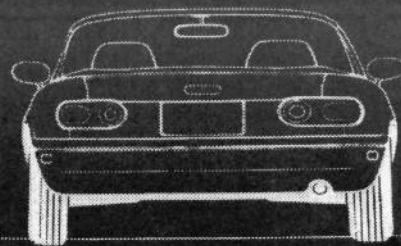
## NATMEET '96

This time next year we expect some 65 cars from around Australia to be present at the second National Meeting, to be held in Canberra.

Most of the preliminary work has been done and the NATMEET '96 Sub Committee will go into full swing from May '95 onwards. Every club member throughout Australia will be getting an invitation to this exciting function and as spaces will be limited, we urge you to commit early to reserve a space. We will be looking for \$100 refundable deposits by the end of May, a further non-refundable deposit later in '95 and the final payment in February, 1996.

Peter Simpson

# TAIL PIPE



*RSW Russell S. Wheatley 1995*

***I DIDN'T DO IT, NOBODY SAW ME DO IT, YOU CAN'T PROVE ANYTHING!***

**A self portrait by Russell Wheatley.**

## MAZDA MX-5 CLUB OF NSW COMMITTEE 1995

* President.....	Peter Simpson	(w)	898-0655	(h)	419-7125
* Vice President.....	Chris Campbell	(w)	241 5888	(h)	368 0690
* 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
* Assistant Captain.....	Terry Edgton	(w)	018 976 238	(h)	639 8206
* Committee.....	Leanne Chow	(w)	978 3513	(h)	868 5861

**CLUB \* TALK**  
is a publication of the **MX-5 Club of NSW**  
**Inc.**



# 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

## **A.M.R. Motors Mazda Service**

Complimentary loan vehicle, 10% discount on labour, free exterior & interior wash & 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.

## **Canterbury Mazda**

15% discount on labour, trade price on parts, free courier service to train or shops, exterior and interior wash & clean. Located at 818 Canterbury Road, Lakemba. Contact John or Darren on 758 2600.

## **John Newell Mazda Service**

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

## **McGrath Mazda**

10% discount on service, trade price on parts, free loan car, car wash.  
Located at the corner of Hume Highway and Boundary Road, Liverpool. Contact Kevin on 821 5000.

## **Trivett Classic Mazda**

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

## **Tynan Motors Mazda**

10% discount on service, repairs, parts or accessories. Free loan car, free pick up & delivery within Sutherland Shire, free registration inspection costs, free valet cleaning. Located at 5/9 Flora St, Kirrawee. Ph: 521 4911

## **AMG**

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

## **Ammon International Pty Ltd**

Professional manufacturers of car leather seats. For the MX-5, two seats in full leather (colour of your choice) will cost only \$975. Price includes full installation and a three year warranty. Located at 14 Telopea Ave, Homebush West. Contact Alex on 746 9433.

## **Burncroft Guest House**

A small guest house set on 20 acres in the Lower Hunter Valley, with views across the valley to Watagan Mountains and Brokenback Range. Hosts are club members, Suzanne and Richard, 10% discount for club members, for reservations & info, phone 049-307-246 or 018-445-088.

## **Curtis Bros Tyres**

Specialists in performance tyres & mags. Discounts to club members. 60 Parramatta Road, Glebe. Contact Peter Curtis on 660 1402.

## **Finishline Car Accessories**

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

## **Ian Luff Dynamic Safety Advance Driving**

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

## **Robco Products Pty Ltd**

Car bra manufacturers. Can be tailor made if your car is customised. 10% discount to club members.  
Located at 49 Shepherd St, Marrickville. Ph 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. Located at 14 Cavell Ave, Rhodes Ph. 743 6822

**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.