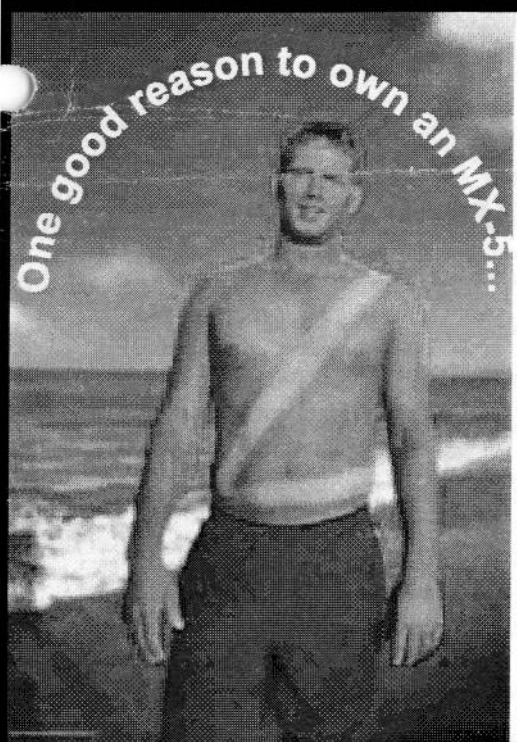
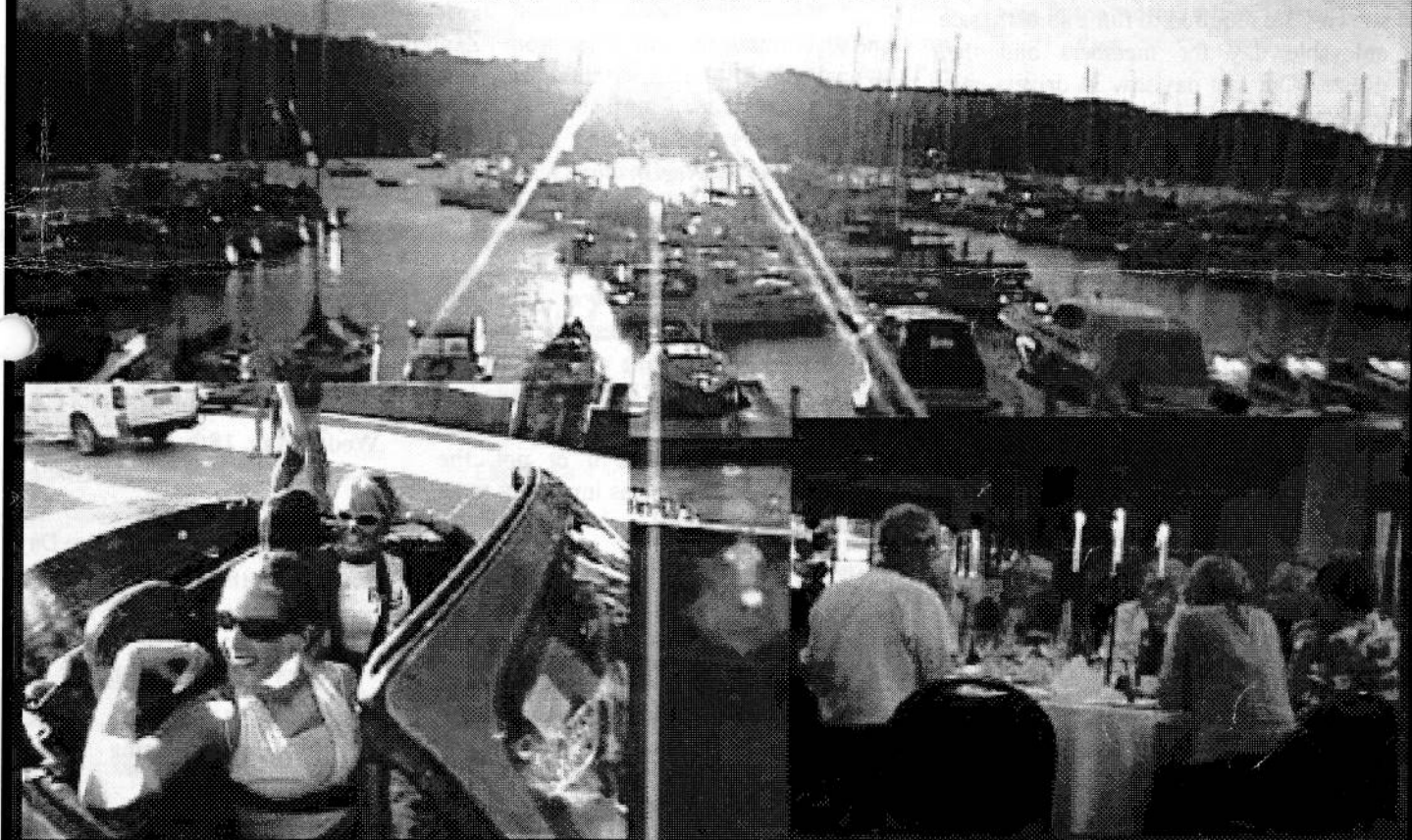




Club Talk

Autumn 2001 : Volume 11, No 1

The Sun Always Shines On The MX-5 Pittwater Run



What's Inside...

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Patsy Gets 2 Runs for the Price of 1
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Note: This picture was used in a press release by Mazda in the USA to promote the benefits of owning a Miata. Would you buy one??!!

Club Talk is a Quarterly Publication of the MX-5 Club of NSW Inc

COMPETITION REPORT

Again our thanks are extended to David as Competition Secretary for the past 18 months and not to mention his assistant - Simone. As they say, behind every good man there's a better woman!!

Wakefield Park Practice Days - Update

These days are going from strength to strength and as such more planning and workers are required to run a smooth, safe, enjoyable day for members and their guests. Our last day saw 34 drivers enjoy a great day on the track and learn the lines from Ed Chivers' Training lecture.

To continue these events a few changes have come into place regarding the organisation of the day. These are to help streamline both the running of the day and more importantly, the safety of the outing.

Registrations - One of the tasks that delays the timely start of the day's activities is the processing of entries placed the morning of the event. To encourage people to enter as early as possible, the following fee structure is now in place:

EARLYBIRD - for entry details and payment received 14 days or more prior to an event the entry fee will be \$100.

LATE RATE - Where entry details and/or payment is received within 14 days of an event, the entry fee will be \$120.

Please note that in all cases a non-refundable deposit of \$20 is included in the entry fee and will be retained if cancellation is received within 7 days of

an event. There is considerable administrative effort involved in organising and running these Practice Days, and your efforts in placing early entries would be greatly appreciated.

Fax your entry to 9144 6776 or email club.sec@mx5.com.au ASAP, complete with payment. If paying by credit card, the Club requires a signature.

Entry Forms are available from Zan Menzel (ph: 9144 6776 or club.sec@mx5.com.au).

Confirmation of Registration - the week before the event a confirmation leaflet will be posted to all registrants. Please read this before you come to the track. If any details are incorrect or you have any questions - do follow these up with us immediately. The details requested in the entry form need to be fully completed to assist in running the day and issuing correct results. Believe it or not, the COLOUR of your car is as important to us as it is to you!

Costs - Driver or Co-Driver \$100; Passenger - \$10; Wakefield Park Licence \$27.50 (12 mths); Lunch - \$10. (Note: If you hold a current CAMS Level 2 or above licence you are not required to purchase a WP licence).

Volunteers - Any member or guest wishing to volunteer their services for the day would be most welcome. As a sign of our appreciation we will provide you with lunch at no charge.

(Continued on page 3)

Coming Events

Update your organisers and diaries!

Wednesday, 14th March
Committee Meeting

Sunday, 18th March
Mt Tomah Club Run

Sunday, 18th March
ACT - Jervis Bay Picnic

Saturday, 7th April
ACT - Coffee & Lies

Sunday, 8th April
Informal Run

Wednesday, 11th April
Committee Meeting

Easter - 13th - 16th April
Coffs Harbour with Qld Club

Wednesday, 18th April
GENERAL MEETING

Monday, 23rd April
Wakefield Park Practice Day

Saturday, 5th May
Social Event

Saturday, 5th May
ACT - Coffee & Lies

Wednesday, 16th May
Committee Meeting

Sunday, 20th May
Illawarra Club Run

Sunday, 20th May
ACT - Cooma Run

Welcome New Members

A Very Warm Welcome to our Latest Members

Vincent Lau	Jarrold Miller	Edward Sirca
Daina Lawlor	Kenneth Thomas	Anne-Marie Duncan
Kendra Herron	Jacky Ng	Christopher Shaw
Sophia Calabrese	Brian Scott	George Gulczynski
Oscar Pascua	Debbie Scott	Denyse Fisher
Warwick Pitt	Chiang Lim	Nicholas Fisher
Patrick Cairns	Annette Hicks	Kym Lange
Bill Dougall	Paul Brajuha	James Collins
Valerie Stewart	Joe McNamara	Harry Sarkissian

Membership Statistics

Last Member No issued	852
Lowest current Member No	13
Total members at end Feb 01	395
of which 88 are overdue	
Total financial members	317
Total resignations received	457
Currently we have	
-females members	118
-males members	277
-associates members	17
-company members	2
-full member	220
-honorary member	1
-joint member	153
-life members	2

President's Report



This edition of Club Talk may well be reaching you a little late this time, and I seem to be responsible for the delay! I just have not had the time to sit down and write this report. We all complain about being so busy all the time, but sometimes I have to sit back and figure out exactly what I am doing. I looked back at the last year and then I realised why. The activities of the Club are so varied now, that there is almost always something to choose from. The extra social run each month seems to have been really well attended. These are casual runs, and were not meant to be organised runs or even to be lead by the committee. Anyone who is

there at the meeting point is free to show off his or her favourite roads. If you have a free Sunday coming up and want to go someplace, please decide on a day and a meeting point and let us know.

The next Sunday casual run in April, we will be having two visitors from separate Miata Clubs in the States. One lady, from the Puget Sound Chapter, played host to Sue Forrest and myself when we visited there last year and another member from Virginia who picked us up from our website. Having visited, and been visited by other clubs, I can only

say how enjoyable it is. Obviously the spirit of the club is in the people, and when we get together for any event, anywhere in the world we enjoy each others company. I want everyone to make a special effort to show our visitors why we think this is the best place in the world to live. *(Your Shout Jean!!...Rod)*

The competition side of the club has really expanded in the last 2 years. I spent last Sunday at Wakefield Park watching the Konica V8s. The Production Sports was part of the lead up to the big race. It certainly was quite a different atmosphere from our own club track days. There were 5 MX-5s participating and put on a good show for all the spectators.

I have been President for almost 2 years now. It is time for me to step aside and allow someone else to take over. I want all of you to think about joining the committee. We have had a few resignations this year for various reasons, some of whom have been replaced, and others not. I am beginning to feel as if I am working people a little too hard. Unfortunately the bigger we get, the more work has to be done behind the scenes. It would seem everyone is happy with the direction the club is taking, but I do not want to stay on any longer. I am committed to the group, and will remain on the committee till my 3 year term is up and will help the new President who ever it turns out to be. It is time for you to get involved. It does take time and effort, but the rewards are unmeasurable. To stand up in front of all the members and see the smiles on their faces, and to watch them all having a good time makes all the work worthwhile. Please think about nominating for a position on the next committee.

See you at the next event.

(Continued from page 2)

The Rev-Heads Calendar

Day	Date	Event	Track	Series
Sat/Sun	Feb 24-25	Round 1	Wakefield Pk	Production Sports Konica V8 Supercars
Sat/Sun	Mar 24-25	Round 2	Eastern Ck	Production Sports State Championship
Sun	Mar 25	Round 1	Oran Pk South	SuperSprint Championship
Sat/Sun	Apr 21-22	Round 3	Wakefield Pk	Production Sports Wakefield Pk Cup
Mon	April 23		Wakefield Pk	MX-5 Club Practice Day
Sat	May 5	Round 2	Oran Pk South	SuperSprint State Championship
Sat/Sun	May 5-6	Round 4	Wakefield Pk	Production Sports Pro Car
Sat/Sun	May 19-20	State Championship	Wakefield Pk	
Mon	June 11 (TBC)		Wakefield Pk	MX-5 Club Practice Day
Sat/Sun	Jun 23-24	Round 5	Eastern Ck	Production Sports Konica V8 Supercars
on	Jul 15	Round 3	Eastern Ck	SuperSprint State Championship
Sat/Sun	Jul 21-22	Round 6	Oran Pk GP	Production Sports State Championship
Sat	Aug 4	Round 4	Oran Pk GP	SuperSprint State Championship
Mon	August 13		Wakefield Pk	MX-5 Club Practice Day
Sat/Sun	Aug 18-19	Le Mans Series	Wakefield Pk	Hopwood 100
Sun	Aug 26	Round 5	Wakefield Pk	SuperSprint State Championship
Sun	Sep 9	Round 6	Oran Pk South	SuperSprint State Championship
Sat/Sun	Sep 15-16	Round 7	Oran Pk GP	Production Sports (*Track to Confirm)
Sat	Sep 29	Round 7	Oran Pk GP	SuperSprint State Championship
Sun	Oct 14	Round 8	Eastern Ck	SuperSprint State Championship
Mon	October 15		Wakefield Pk	MX-5 Club Practice Day
Sat/Sun	Oct 20-21	Kids Hospital Day	Eastern Ck	
Sat/Sun	Nov 17-18	Round 8	Eastern Ck	Prod Sports 1-Hour Sports Car Race
Mon	December 10		Wakefield Pk	MX-5 Club Practice Day

INFORMAL RUN 4th February

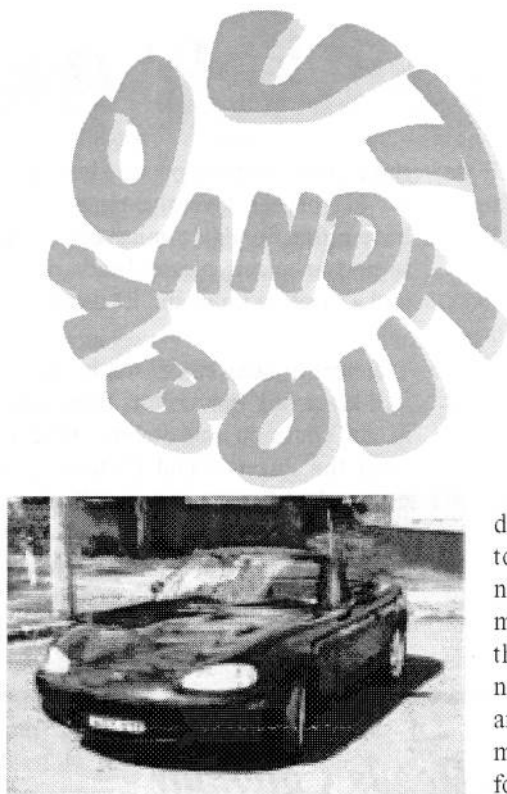
- My First Run by New Club Member...
Roman Clare

It was a beautiful Sunday morning, the sun was shining and the birds were singing as I woke up to the thought of finally being able to embark on my first club run since joining at the end of last year. As I finally gave in to being awake I managed to lift my head out from under the pillow and take a glance at the time to see how much more I would be able to sleep in before I had to finally get up, 10:14 the clock radio blinked at me. It took me a further minute to realise that the run departed at 11:00, less than an hour from now and from a suburb rather far away from my own! In the space of five minutes I was up, out the door and driving down the road with street directory open trying to figure out exactly where I had to be and which way I was going to get there!

As luck (and a little flexing of the right foot) would have it, I managed to arrive at the meeting point (Phil and Narelle's House) at exactly 11:00, just in time to sign my name (sign? no one mentioned anything about signing!), get introduced to a whole bunch of people (which I must admit I promptly forgot all the names of by the time I was introduced to the tenth person), look at the morning tea that had been prepared and promptly go back outside ready to go (well I did come for the drive not the food right!).

Just before the run headed off I thought I really should find out the run destination. On inquiring I was informed that the cultural cruise was heading to a Blue Mountains suburb of Falconbridge. Most people would find nothing unusual about that destination, me on the other hand found it rather amusing considering the mad rush I went through to get here on time only to have the run drive me all the way back past my suburb and up to Falconbridge a mere 15 minutes away from my house! (and a good hour of extra sleep I could have had!) Never being one to complain about getting to drive my MX anywhere (especially with the top down!), I had a final laugh to myself about the irony of it all, hopped in and joined the line of MX-5's heading down the street and around the corner.

As we all drove through the summers day, it was great to look up at the line of 6 or so MX's in front of me and then grab a view of 4 more trailing behind my own, all with



their tops down. However, it was the looks that graced the faces of the passing motorists that really got me, sure I'm used to getting a little more attention now as I cruise around by myself, but today's small convoy of these little convertibles on the road was attracting more attention in the form of smiles and pointing fingers from others than I had experienced before!

After a leisurely cruise and only a couple of minor regrouping stops the route became a little more challenging as we hit the base of the mountains and began winding our way up. The group of three that I had attached myself to the back of flowed through the corners like only an MX-5 could, with the minimum of fuss and an ever increasing grin on my face. I'm not too sure where the rest of the group that were behind me ended up (maybe they couldn't keep up?!) but there was only one red MX behind me with a rather mean looking baby seat.. err.. I mean roll bar.. that was left at the end of the winding mountain run.

It wasn't long after that, that we reached our destination, the home and studios of the Australian artist Norman Lindsay and the scene set for the movie Sirens. A leisurely stroll through a house containing paintings, sketches and model ships provided us with a small insight into the mind of the man that created the children's fantasy world of 'The Magic Pudding'. Then a wander into the grounds containing sculptures

and various forms of animal life that did their best to make some club members jump! Whilst some of us marveled at the quality of the sculptures that were aplent throughout the grounds, others sat on the benches and wondered if they were sitting in the same seat that Elle sat in.

As my first club event began to draw to a close and I sat chatting a little with the new people I had just met that shared a passion for the same little convertible that I drove, I got told a few interesting things to help me out with how the club normally runs. Like, there are normally more organised runs with run sheets and there is a track day coming up soon and new members are supposed to write an article about their first run for the club magazine... I'll see you all soon, don't forget to wave!

***Special thanks to Narelle and Phil
for their hospitality and a great
morning tea!*****

PITTWATER SOCIAL DRIVE AND DINNER (Or, 'My First Fabulous Foray!')

Having watched the weather on the news every night for a week, and checked the newspapers daily, also, I was assured that Saturday, 17th February, 2001, was going to be fine and clear. I was absolutely over the moon – this meant that my first MX-5 Club outing would be great fun. So, with car washed and polished, off we set for The Spit, where we were to mass before taking off the evening. At St Leonards we caught up with two other MX-5s heading in the same direction, and assumed (rightly, as it turned out) they were also headed for The Spit, so a bit of a run through Neutral Bay, Cremorne and down the hill, in convoy, got the adrenalin going.

I found it very exciting, watching all the other MX-5s arrive, an array of models and colours. I felt very proud to be a member. We met many people, (I think there were about 40 cars participating in the Run on this occasion). We were issued with our Run Sheets, had a short discourse, and then we were to be off. The main thing I remembered, was that one need not worry, the last MX-5 would have its lights on (please

(Continued on page 5)

remember this point).

It wasn't quite "drivers join your cars, and start your engines", as, at say Bathurst or Oran Park, but there was quite a buzz as we all moved off – in convoy, like a line of little Matchbox cars – the sort my brother used to own – and we were away. I, being the trust navigator, was diligent in repeating all the directions many times to my driver husband, Graham, until I am sure he was quite sick of hearing that it was soonkm to 'such and such a turn' etc. (Extra points to him for being so understanding that this was, in fact, our first Run!). The directions were very clear, but I am still looking for the 200m of unsealed road – my idea of unsealed road and that of the organisers is perhaps slightly different – I think also there were some people who went straight ahead up the dirt road to the Nursery, and had to retrace their steps!

The route taken to our destination was absolutely beautiful – motoring through Ku-ring-gai Chaise, down into Akuna Bay, through Church Point, leisurely enjoying the scenery and the fact that:

- a) it wasn't too hot,
- b) it wasn't raining, and
- c) the 7 Series BMW behind us couldn't keep up!

There was only one small point which slightly bothered me, however. The car in front of us drove the entire route with its lights on! Now, I am sure we didn't take any wrong turnings or the like, nor were we slackers in putting our foot to the floor, but had we, somehow, got behind the last car?! Not so, apparently, and I was greatly relieved to find other cars arrive into the carpark at Royal Prince Alfred Yacht Club after us. (Perhaps they all took some wrong turnings?)

The destination, meal, and company were excellent on this Run, and for me, quite memorable, as Graham and I have met so many lovely people. We will return!!

My congratulations to the organisers, Ed and Patsy, and please, let there be lots more outings of this calibre!

Over and out, **Patsy** (from Emu Plains*)
Beckett (Heritage Series PHB 170)

(*Not to be confused with other Patsy's in the club!)

Hunter Valley Weekend – Interested??

For all those who have asked for a Hunter Valley Weekend, here it is. Pack the Paracetamol, we're heading for the vineyards, join us as we drive to Cessnock on the Friday night, launching pad for our bus tour of the vineyards on the Saturday, including a lunch stop, returning to our motel for Saturday night dinner. No worries about driving after tasting the lovely products for which the Pokolbin area is very well known.

If you enjoyed the Batemans Bay weekend, you should love this! A little more expensive perhaps because it is almost impossible to get accommodation in the area, for Saturday night only especially as the popularity of the region grows.

When? Friday 15th June and Saturday 16th, there might even be a "run" home on Sunday 17th

More details to follow in future issues of Club Events but as I really need to make reservations and pay deposits I would be very grateful if you could let me know as soon as you read this, whether you are interested. Approximate costs are as follows, Room (double or share twin) \$222 for two nights, dinner (3 course) \$28/person, bus tour \$25/person + small tasting charge at some vineyards (a recent "innovation") Saturday lunch \$15/person. The bus tour runs for about six and a half hours, including the lunch stop.

INTERESTED? Call Jeff on (02) 9968 1103 or email: captain@mx5.com.au A.S.A.P.

Available from Laurie Tesoriero (02 9868 1426)

REGALIA	Polo Shirts (Navy, White, Yellow)	\$30.00
	Hats/Caps (6 styles)	\$15.00
	Cooler Bag with Club Logo	\$22.00
	(includes wine/bottle opener and picnic glasses)	
	Patches (Green & Red)	\$6.00
	10 th Anniversary Pins	\$10.00
	Club Pins	\$8.00
	Anorak Driving Jackets with Club logo	\$70.00
	(Red, Navy, Blue or Green)	
	NB: postage may be applicable	
	Club Promotional Video (to be collected)	\$5.00
<i>Available from Zan Menzel (02 9144 6776)</i>		
	CB Radio	\$104.00
	Name Badges	\$9.00

BE FAST - One Only.

A 10th Anniversary MX-5 with soft & hard top. 22,135Ks, 6speed, Manual, Year 1999. Blue in Colour, Looks and Drives like New. Reg N° AGO 790. This is Number 5938, only 7,500 build for world market. It comes with free NRMA Report plus 2 year Brookvale Mazda Warranty.
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Brookvale Mazda

Cnr Pittwater & Carter Roads, Brookvale.

TEAMX5 - Production Sports Car Racing Round 1 By Ed Chivers

Three club members competed in Round 1 of the Production Sports Car Racing Championship, run at Wakefield Park on 23rd-24th February. This was a support category to the Konica V8 Supercars and Porsche Cup racing.

Wow, what a difference to normal Championship days - this was big-time racing - massive trucks, professional crews, crowds, channel 10 coverage, TV helicopter, chicks in skimpy outfits carrying banners, the works!

David (Raddatz) and Zane (Al-Said) drove magnificently. Especially as it was Zane's first race and only David's second race.

For much of the time we had four MX-5's dicing together, in all four races. We got some great commentary, on the close dicing and the spectacle we made as a group. For example, several times, three of us were abreast going into turn 12, with David doing amazing lunges down the inside - it was breathtaking - talk about big balls!. Even the Prod Sports veterans said they'd not seen anything quite

like that before. We also had spectators especially coming to see us in the pits afterwards, with David, Zane and myself being asked for our autographs (mostly by young boys - not a chick to be seen - Zane misses out again.....!).

On Saturday I wasn't on form, neither was my car. It was hot (mid 30's), I drove like a rice granny and the car was overheating.

On Sunday I improved but had further problems with the car - now it was missing and well down on power. Then to cap it off, just when I was doing OK, on the last corner of the last lap I got pushed off the track by an out of control car without brakes - into a gravel trap and finished last! No injuries, just dented pride and dented door.

Several Club members drove down on Sunday to see us, our combined

Out on the TRACK

thanks go to them. Your support was much appreciated.

We all had a great weekend - it was a bundle of fun for us all.

For me, it especially nice to see David and Zane really getting into it and enjoying themselves. The grins on their faces looked pretty permanent.

Photos courtesy of DH Photo, Campbelltown. <http://dh-photo.com>



David Mick & Ed - "Bloody Hell - maybe Red ones Do Go Faster"



David going backwards - "No worries Zane, I'll cover the rear"

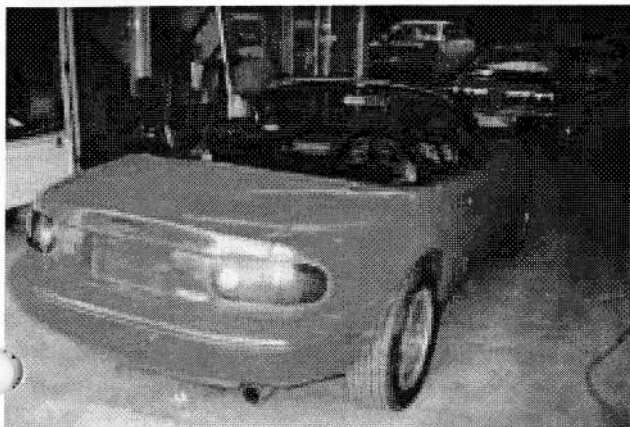


2000 SuperSprint Champions at the CAMS BBQ in Lane Cove. l to r Roger Sant, Nick Martinenko, Ed Chivers & David Raddatz

THE MAKING OF A RACE CAR

By Zane AL-Said

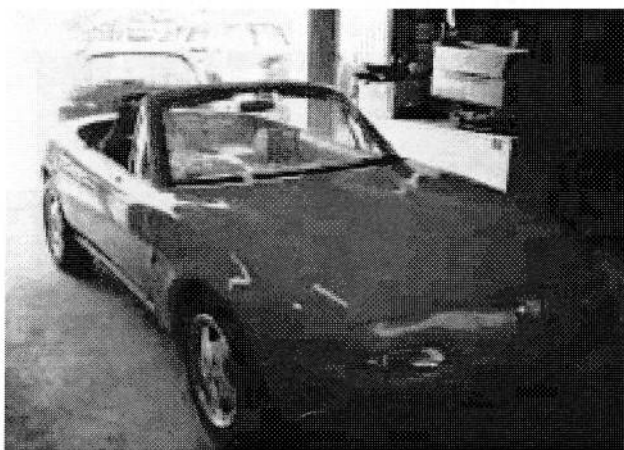
Sunday 09:30, 24 December 2000:
The message said "Zane...I got the car you want...come and buy it or I'll cut it up into little bits...bye".



It was the type of message I should have expected considering the calibre of people I'd been courting in pursuit of an import vehicle.

Negotiations were brief i.e. he told me the price and reiterated the threat unless I agreed to that price.

Sometime later that day I became the proud owner of an MX-5 that could only be identified as "orangy" and was suspect of a broken differential. I made that assumption after discovering that the rear wheels would not turn...



As a Japanese model it was devoid of any identifiers regarding build date or capacity. I now know that it's a 1.6L however its year of manufacture is still only a guess (approximately 1990).

A brief history may help to explain what had bred such desperation.

The original intention was to buy a ready-made race car the same as several others from our club had done. Further inquiries revealed that none were

available nor would there be as the main source were no longer preparing them.

Natural progression dictated that I approach the current owners and "make them an offer". If I had a dollar for every NO answer I'd have \$4.50.

Consequently the least favourable path soon became the only viable one. Build one from scratch.

Manual labour has never agreed with me... however determination to damage something other than my road car at the track became a driving force.

Finding a cheap import soon revealed itself to be as enjoyable as a cavity search...I think...

The list of suspects included;

- Most Mazda dealers in Sydney
- Most Mazda wreckers in NSW
- Every NSW vehicle import dealership
- Mates of mates
- Mates of strangers
- Strangers of mates
- Dubious Internet vehicle brokers and advertisements (and their mates)

The task was made even more difficult due to the change in import laws (see Note 1). Some people would quote the new law as their reason for not being able to assist whilst others would agree to the request but quote ridiculously inflated prices.



This course of action lasted three weeks before I decided to approach the authorities regarding the prohibition.

I drafted a letter to the Department of Transport and Road Safety, which detailed the reasons for wanting to import an MX-5 and how the new law had disadvantaged me. Copies were also posted to the Confederation of Australian Motor Sport

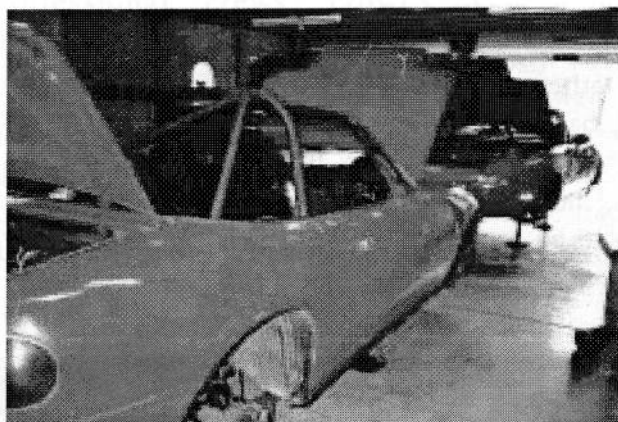
(Continued on page 8)

(Continued from page 7)

(CAMS) and the Ombudsman's office.

Immediate support came in the form of a call from the Ombudsman only a few days later. At this point I felt confident that I would be granted some type of exemption to import a vehicle.

Several weeks later I received a letter from DOTRS. Needless to say, at least the effort had been made at the highest level.



For several weeks thereafter I'd follow up with sources that indicated they might have something at a later date. All the while, time was running short for the start of the new season.

It was during another one of Nick Martinenko's colourful tales regarding dubious trades people that hope presented itself.

Nick had recently experienced the joys of "Negotiations in the Middle East" when attempting to source a part for his race car. This news had obvious appeal as I speak the language and understand the ways of my ancestors...

Furthermore, the establishment in question had a cache of MX-5's in various states of undress/disrepair.

Despite Nick's reluctance to

return to the scene of the crime, we arrived at the venue sometime early December 2000. The requirement was simple, any model MX-5 with full working running gear and a straight chassis. Panel damage was permissible whilst cosmetic extra's were not. A rough price was also discussed. This last point proved to be the official definition of obsolescence.

Our departure from the site in the same physical structure we had arrived seemed to bring much relief to comrade Martinenko whilst I, once again, had another possible saviour.

A void of two weeks ensued before I received the message transcribed earlier. Thus, my desperation explained.

Purchasing the vehicle appeared to be most of the battle won as it's preparation since then has been relatively pain free (apart from my wallet).

Shortly after purchasing the vehicle I placed a call to Lou Iezzi. Lou has been involved in Motor Sport for over 10 years and whilst I know that he will cringe at the reference I



now refer to him as my race engineer. He's a genius.

We agreed to a partnership that would see him prepare my vehicle for entry into the 2001 Production Sports Series.

The partnership has been extremely successful. Lou says buy this from this guy and I do. Then he says, go get that from that guy and I do. Pure genius!

Additionally, the wealth of knowledge available amongst our club members has been invaluable. Ed Chivers, David Raddatz, Nick and Matilda were all able to provide the type of advice that ensured my endeavour would ultimately be successful. (see Note 2).

Fortunately, Lou's efforts have yielded my very first race car just in time for Round 1 of the Production Sports Car Series at

(Continued on page 15)



Inside Your MX-5

With grateful acknowledgment to the Miata Magazine of America

WASHING

First off, make it a habit to wash your car at least once per week. Washing a car isn't really rocket science—more paint jobs are damaged by owners not washing a car often enough than by using the wrong methods. However, the Miata has a few special needs that we like to cover. Below is the absolute fanatical way of washing a Miata. Apply as many of them as you can, but don't feel guilty if you can't do them all. That is, don't let this thorough method discourage you. Even a simple rinse is better than ignoring your car. So, from start to finish, here is how we like to do the detail deed.

Place your Miata in a shady spot. Make sure that the body surface is not warm to the touch; this prevents the water from drying too quickly and spotting. Get the mitten full of sudsy water and work from the top down, wetting and wiping one quarter of the car at a time. Rinse immediately, because soap drying on the paint can cause permanent spotting.

Work from the top portions of the car to the lower areas where there is most dirt. Don't forget your headlights. Dip your mitten into your bucket after each fender or panel is wiped down and slosh the mitten around to float the dirt out of its fibres. If you have any tar or bugs to remove, do it now. Use one of the over the counter products or a mixture of 25% kerosene and 75% water on a cotton terry cloth rag. (These areas will need to be re-waxed.) For hardened bug and bird dropping stains, try gentle rubbing with a paste of baking soda and water.

Pay attention to any part of your car that is painted body-colour. Hit it with the mitt to get the grime off. This includes the folded-over edges of your fender openings, inside the mouth of the Miata, etc. This requires some deep knee bends – don't be lazy!

Before drying, take the nozzle off your hose end and hold the open end close to the body surface at a shallow angle (almost flat to the surface.) By using a medium water flow, the surface tension of the water will pull almost all the water off a well waxed surface, leaving few droplets behind! It is the gazillion tiny drops that a nozzle makes which creates the need to chamois a car off.

DRYING

Move the car if the sun has moved and taken your shade. Use a chamois, or some well-laundered large bath towels. Start with the glass area first, before they spot. On the soft rear window, simply blot the water so as not to scratch the surface. Do not rub hard while drying the car—this will scratch the paint.

Wipe down the door jambs and under the trunk lid (unless these areas require serious cleaning). If you do this at each washing you will never have to deal with permanent stains in these areas. Never, under any circumstances use a "drive through" car wash for your Miata (or any other car if you can avoid it). Even the "brushless" types that use fabric "leaves" can scratch your car's finish and will definitely damage your Miata's convertible top. Even with a hard top in place, don't do it. Use the do-it-yourself spray washes if you need to, but don't let the rinse water air dry on your car—chamois the car dry. Some gas stations have added new automatic washes that are spray-only types. These are okay if you have your hardtop on but the high pressure spray won't be very kind to your soft top.

GLASS CLEANING

For small road debris that gets caught in your glass (it does; take a look), use a razor blade held at a very shallow angle to the windshield (nearly flat against the glass) and gently scrape any pieces off. Be careful not to scratch the glass or to cut yourself.

While washing your car you can use some Bon Ami household cleaner on the glass (but NOT the plastic rear window). Do this before washing your painted surfaces, and rinse well when finished. Don't use any other brand of household cleaner; it might contain heavy abrasives or bleach.

Use a name brand glass cleaner or try one of these: Mix one part white vinegar to two parts water in a spray bottle. Use crumpled newspaper to wipe the glass clean. See below for rear window care.

WAXING THE PAINT

Wax your car every six months or when water no longer beads on the surface. Alternatively, your paint needs wax when a clean terry cloth towel squeaks when rubbed with thumb pressure against your clean paint. Oxidised paint: - if you have light oxidation, use Meguiar's Medallion wax which has special non-abrasive chemical cleaners incorporated into its formula.

An alternative for more severely oxidised paint is to use a very mild "cleaner" product such as Meguiar's #9 Swirl Remover. If this does not clean up your paint, try Meguiar's #2 cleaner followed by the #9 product. An alternative to the #9 product is the Meguiar's #7 Show Car Glaze before waxing, which is a completely non-abrasive polish. Whichever cleaning method you choose, follow with a coat of Meguiar's #26 Yellow Wax. See the "Serious Stuff" on damaged paint repair if things have gotten really bad. Normal Paint: - use Meguiar's #26 Yellow Wax, #16 Paste Wax, or the new Meguiar's Medallion product on your Miata's paint. Other waxes with which we have had good experience are Zymol and the old standby, Simonize (non-cleaner types). Use a toothbrush to remove the dried residue

(Continued on page 11)

A Twinkle in The Eye

Now that the MX-5 comes fitted with Fog-lights as standard, it might be timely to point out that their use is not always legal.

Newcomers to the rank of Sports Car drivers will already be aware that they are sitting closer to the ground than they might be used to and that the glare from fog-lights, affects them much more than when driving a "normal" car. The number of people driving cars with fog-lights switched on, seems to be growing and so far, it would seem that the authorities are doing nothing about this growing problem.

Back to the legality. Page 15 of the RTA Vehicle Standards Information Sheet #12 (page 15) states that "The front fog light must:

- a) show **white** or **yellow** light,
- b) be a low-beam light,
- c) be capable of being switched-on and "**OFF**" independently of any headlights,
- d) be fitted so that the light from it does not reflect off the vehicle into the drivers eyes and
- e) **only be used in inclement weather."**

Note the last point.

In my opinion, this is not stated clearly enough and should include words to the effect that they should only be used when fog is present which I believe is the intent of the point.

It might also be noted that use of headlights in such conditions is usually useless and that fog-lights should be used alone, the reason they are mounted low, is to shine under the fog, **headlights** in foggy situations add to the danger by reflecting glare back into the drivers face as anyone who has, like me, lived in areas where fog is frequent, can testify.

Please, if you are the owner of a New 2001 MX-5, use the fog lights **only** for driving in fog.

I seem to have taken off on a road safety theme, so I'll continue...

The Government seems baffled by the large road toll over the Christmas Holiday Period and as usual is blaming SPEED and FATIGUE.

I wonder if they are missing the mark? Could it possibly be that instead of fatigue, the problem could be drivers losing concentration and falling asleep because they are driving too slowly? Not fatigue but boredom caused by freeway driving.

Many of the accidents of the Christmas period involved only one car and I suppose that if the occupants were killed and many of them were, we will never know what caused them to simply run off the road but it seems to me, that we used to travel long distances between cities, on roads which required some concentration on the part of the driver and we used to do it at speeds much higher than we are restricted to now. In my opinion, if the speed limits were raised, drivers might pay more attention to the job of driving. I would substitute "**Lack of skill**" for SPEED.

It might also help if the requirement for getting a drivers licence went beyond having to answer a couple of questions and perform a "hill-start"!

Teach new drivers, more "car control" techniques, how to control slides, cadence braking etc. or even, make it compulsory for all drivers to undergo a one day Driver Education course, similar to the one which new MX-5 buyers receive free from Mazda. I'm sure that all members who have taken the course would agree that they learned things about their car and their own driving habits that have helped them since doing the course.

Just my opinion but I'm wondering what the next Draconian step will be in the search for safety, it's time to admit that we as a nation, do not drive very well and do something about it.

Club stuff? OK, the "Silly Season is over, we've had the Christmas Party and Presidents BBQ, both were very enjoyable, now it's back to the monthly outings, I hope you enjoy what we have planned for you.

Bumper sticker of the year? "Hang up, you're driving a car, not a phone booth!"

Jeff Gehrig

Keeping in Touch with the Outside World...

WWW.WEBSITE

www.apsilon.com/poll

Club member, Matt Hall, is running a survey at this site to test the waters of aftermarket distributor for accessories.

Miata Club of America (MCA)

It would appear that the "Miata Club of America" is no more, the "Club" which at least provided Miata/MX-5 owners with the only full colour, glossy English language Magazine in the world, has lost support from MAZDA.

The actual role of the "Club" and what it actually offered members, has been a hot topic of discussion on the Internet for several years.

The future of MIATA Magazine is still sketchy and I suggest that those interested, keep an eye on the Miata related websites, particularly www.miata.net.

Barbara Beach is still hoping to continue publishing the magazine, maybe with a name change, her story can be seen here:

<http://www.enjoya.com/ubb/Forum2/HTML/000022.html>

Reader feedback from Mike Quist, Melbourne...

Hi Laurie,

I read your test of the new MX-5 in the Club Talk magazine with interest, and we're glad you like the car. On the matter of the six speed gearbox and your comments about it being long overdue, you should know that until this model (with the exception of the 10th Anniversary and Heritage Limited Editions models) it was not available to the Australian market. We made the strongest representations to get it at launch of the new model in 1998 but it was specified categorically that it was for "Japan Only". So, just because something is available in Japan does not mean it is available to us here. There are many specification 'battles' fought on an ongoing basis, let me assure you, with MX-5 and other Mazda models. But we do our best.

Mike Quist - Mazda Australia.

(Continued from page 9)

around your name plates and body detail.

WHEEL CLEANING

Your Miata's alloy wheels are painted with a clear coat to keep the aluminium from absorbing stains (as untreated aluminium does). This clear coat is similar to the paint on the car's body and needs special care. We have had great success with just the sheepskin mitten used for the regular wash job, but if your custom wheel has intricate details, you may want to use a spray chemical to help things along.

We have tried many products, and they all work just about the same with a German product P21S, being a bit more effective. Armor All makes a wheel cleaner that works well. All cleaners require some hand wiping for a complete job, at which point your regular wash water and mitten will do almost as well.

Make sure that your wheels are the last thing you wash before laundering your mitten; you won't want to carry any chemicals or brake dust onto your car's body. Use an old toothbrush for the areas around the valve stem, etc.

We DO NOT RECOMMEND THE USE OF DUST SHIELDS that install behind the wheels and keep the wheels clean of brake dust. They also block airflow that is essential to brake cooling, especially on a sports car.

RUBBER TREATMENT

Treat your tyres and weather-stripping (around doors and trunk) with some sort of protectant each time you wash. This is particularly true in Southern California, where the bright sun and smog can tear up a car's rubber in three years.

The cheapest way is to apply pure glycerin (available at pharmacies) or silicone to those areas. There are many silicone-based protectants on the market, the most memorable one being Armor All. Other's include STP's Son of a Gun, Meguiar's #40, etc. All of them tested out to be the same as far as longevity goes. Many detailers cut these products with 50% water to reduce their "shine" and stretch their supply. This works well.

Keep one rag dedicated to putting protectant on tyres, another for the interior. Once a rag is 'seasoned', it will not absorb as much protectant. The end result is that you use less protectant, thus saving money. The interior rag can serve as a quick 'clean-em-up' dust magnet rag for the interior when you do not have time for a complete spray down.

There are a few tyre treatments on the market, which sprays on with a foamy consistency. As its name implies, you do not have to wipe it down. While all of them work well, it is a slightly expensive way to clean tyres. A problem with them is that any over spray onto the wheels will act as a real dust magnet when you apply the brakes. Your tyres might look great for a week, but your wheels will get messy faster. The spray on foam tyre treatment made by Armor All is the least greasy and lasted longer than others we tested. The old standby is the 50/50 water and Armor All (or similar) mix—this works

(Continued on page 13)

MAZDA'S RX-8 Four Door Sports Car

Here at *John Newell Mazda* we've already earmarked a very large showroom space for a new model which we hope will arrive in just over 24 months (not that anyone's counting!)

It all depends on Mazda's Board of Directors giving it the final 'green light' but given the amount of work that has been done already, the announcement of the name at the Detroit Motor Show and the buzz in global automotive circles it looks certain to be a 'goer.'

Of course we are referring to the much heralded RX-8 four door sports car which was seen as the RX-Evolv at the Sydney Motor Show before Christmas.

But the RX-8 has taken a few more steps towards the production line although for the most part it is the same as what we saw here.

OK, so you might be all MX-5 soft top people, but who could say 'no' to one of these mind blowing rotaries if it was parked in your driveway right now? And what a perfect 'second car.'

The RX-8 concept car was unveiled in Detroit by Mazda President Mark Fields, who said that with its four-door freestyle door system, four-passenger comfort and 200kw RENESIS rotary engine, Mazda RX-8 is destined to be the next big thing in sports cars.

"I wouldn't be surprised if you see this car - or something very close -- on some of the world's most scenic, most fun-to-drive highways in the not-so-distant future," he said.

Highlights of the RX-8 include:

- Mazda's all new powerful, lightweight and compact RENESIS rotary engine
- Central mid-ship engine layout and 50:50 front/rear weight distribution that dramatically enhance control and handling
- Freestyle door system, with front-hinged and rear-hinged doors and no center pillar, that makes getting into and out of the rear seats faster and more easily
- Comfortable seating for four adults
- A unique interior design that mixes the traditional with new contemporary material that appears to "wrap around" the passengers

The RX-8 has a compact body, while providing enough interior room to seat four adults. The use of a compact rotary engine allows for the low bonnet, short overhangs, and an overall sports car look while providing interior room on par with a sports sedan.

Mazda is the only car manufacturer in the world that offers a pure rotary internal combustion engine. The RENESIS rotary engine represents the potential that Mazda believes lies within this unique powerplant.

Phil Martens, Managing Director in charge of Product Strategy, Design and Product and Powertrain Development said the RX-8 started with the rotary engine.

"The RENESIS engine is naturally aspirated, and it is 30% lighter and more compact than the turbocharged rotary engine (13B-REW) in the current RX-7 which, although no longer sold in Australia, is still in production for the Japanese market.

"The engine's weight, size, low centre of gravity, and positioning in the vehicle give the car excellent maneuverability and high-end performance. With its side intake and exhaust ports, the RENESIS rotary engine also enhances fuel economy and reduces emissions," he said.

The central mid-ship powertrain layout positions the engine behind the front axle, even closer to the center of the car than with Mazda's typical front mid-ship rotary engine layout. The engine will have power levels up to 200kw at 9,000 RPM, Martens said, and will meet demanding European emission requirements.

In the meantime if we can help you with a new Premacy or Tribute while you wait for the RX-8, give us a call - Here at *John Newell Mazda*

well at an economical price.

INTERIOR

We suggest wiping down the interior with one of the cotton towels with which you dried the car, assuming it is still damp and relatively clean. If you have a spot or residue on your vinyl, use a mild soap and water mixture, making sure that you rinse the area well. Use a Q-Tip (cotton bud) around the switches and knobs of the dashboard.

Your carpet needs to be vacuumed with a strong machine, not the Dustbuster variety. There is a lot of sand and small rocks hiding down in the pile of your carpet, and it acts like sandpaper on the fibres. If you have a place to store it, get a three horsepower shop vacuum and use the crevice tool to get behind and under the seats.

If you develop any carpet stains, first try to rinse them out with a little bit of water on a rag or sponge. If the stain is stubborn, use a quality carpet stain remover. This also works well for stains on the Miata's cloth seats. One carpet cleaning method that is very successful is to use an old Windex bottle filled with your cleaning solution recipe and spray it onto spots during your vacuuming stage. If you wet down a spot heavily and then use a dry-vac to pull the solution right up, you have essentially created a professional carpet cleaning machine. Be sure to mix up your cleaner with an overkill of water in the recipe so no soap is left in your carpet after you've vacuumed up the solution and the stain. Soap on carpet fibres become a dirt magnet.

CONVERTIBLE TOP

Many owners with more than 100,000 miles on their Miatas have great looking tops. When asked what they used on it, they all said, "nothing." There may be some wisdom there. If you'd like, use the 50/50 Armor All mix from before on the top. Most of these protectants are water soluble, which means they will wash down on your paintwork when it rains. This won't hurt your paint, but it is a consideration. The 50/50 mix will wash down less. Mazda has made a strong statement about not using penetrating vinyl protectants on the top for various reasons, most probably due to the wash down effect as well as the chemical nature of most protectants. We have never seen any damage caused by these protectant products (Armor All etc), but you may prefer to use them in the 50/50 diluted state if at all.

Mazda does not have a specific product that they do recommend for use on the top. From our experience, the best thing to put on your top is Meguiar's #40, if you are looking for a recommendation. You might

want to save the 50/50 Armor All mix for your tyres.

Make sure the top is always completely dry before lowering. And put that boot cover on—the sun's UV rays will eat up your top's liner in short order. As a general rule, always zip in your rear window before you latch your top latches when closing up your car—this greatly reduces the stress on the zipper and helps it live a long and happy life.

REAR WINDOW

Use Meguiar's #17 Plastic Cleaner followed by a coat of Meguiar's #10 Plastic Polish exactly according to directions to clean up any hazing or scratches. Do not rub hard or you will scratch your window. Novus also markets a soft window cleaner system that works well as sold by various suppliers. We have recently become enamoured with an aerosol product called Plexus that helps the window stay cleaner longer and reduces top down scuffing of the rear window.

To reduce usage scratching, never lower your top without unzipping your window first. Use one of the products advertised for protecting your soft window, or at least a soft cotton towel between the soft window and the folded top. When you are lowering your soft top for a long period of time (all summer, or during hardtop usage), you might want to put a soft towel between the folds of the vinyl top material as it nests. Without this, the metal frame will vibrate slightly as you go down the road and work the unprotected vinyl against itself, wearing it thin.

ENGINE BAY

After a few thousand miles, your engine compartment may begin to get a little dirty. We recommend using Gunk Spray Engine Cleaner on a cold engine. Follow directions after putting a plastic baggie over the intake snorkel. Be careful about your throttle position sensor and your air flow meter—a little water in the harness connectors will prevent your car from running. If this happens to you, release both connectors (the small spring clip can be tickled with a pin or a sharp knife blade and spray some WD 40 onto the clip's insides. This will dissipate the water. Alternatively, use a hair drier or such to dry the water out of the connector.

CONCLUSION

Most everything we've spoken of is available at you local auto parts store. Many Miata Magazine advertisers carry the full line of Meguiar's products. When you look at the cost of a single professional detail job, spending fifty dollars on thirty washes' worth of chemicals is a bargain.

(Continued on page 15)

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Some tips in closing:

1. Do not tailgate (stone chips on your Miata's nose and chips in your windshield).
2. Do not park under sappy trees.
3. Remove bird droppings immediately, no matter how disgusting.
4. Repair nicks and scratches immediately (dealers have touch up paint).

Since the Miata is mostly too reliable to tinker with, resign yourself to keeping it clean. Go ahead and spend the few dollars to get the right materials, and the job will become a labour of love. It is much easier to keep a new car clean than to reverse even one year of neglect.

SERIOUS STUFF

For paint that has been ravaged by acid rain or severe abuse, the following methods of repair apply: you should always start with the least abrasive material and move upwards in abrasiveness. A good place to start is with Meguiar's Body Scrub Paint Cleaner, a cleaning product specially formulated for hand application that will remove contaminants and milder stains. Follow with a polish such as Meguiar's #7, then follow with a premium wax.

If that does not work (try a test panel first and remember, the Miata's paint is not the thickest in the world!), it may be time for a professional defect removal system. This will require the use of a high speed rotary buffer, which should always be used with care since it can generate enough heat and friction to "burn" a car's paint. Consulting a professional detail service is a good option at this point if you are uncomfortable using a high-speed buffer.

For best results, professional detailers use a foam buffing pad and one of three cleaning products: Meguiar's Cleaner #2 is best suited for fine surface defects; Meguiar's #1 is for more serious defects; Meguiar's #4 is for the coarsest of surface defects such as acid rain that has etched into the paint. Detailers would follow the cleaning process with a polish such as Meguiar's #9 Swirl Remover to restore a gloss shine. Then a premium wax would be applied.

For very serious defects, colour sanding can be used where the paint is wet sanded with paper fine as 1500 or 2000 grit, then cleaned and polished back to a deep shine. Due to the thin nature of the paint on a Miata, this is not advised for our cars.

(Special thanks to David L. Jan from the Queensland Club for kindly re-copying this article)

(Continued from page 8)

Wakefield supporting the Konica V8 Supercars.

For news and pictures of that event....see Ed's article..

Note 1:

Prior to May 2000, the Department of Transport and Road Safety (DOTRS) sanctioned importing MX-5's for competition use according to the CAMS list of approved vehicles.

Thereafter, DOTRS adopted the FIA list of approved vehicles. Unfortunately, the MX-5 is not on that list.

Note 2:

For those interested the following is brief a description of the changes required to a road vehicle for circuit racing.

Roll Bar installed

Racing seat and harness

Fire extinguisher

Cut-out switch and rip-cord

Further enhancements are recommended including after market shock absorbers and springs, anti-sway bars, engine enhancements (too long to list) adjustments to wheel camber castor and toe.

From the drivers perspective a C3 CAMS licence is required in addition to the usual swag of safety apparel. The C3 licence can be obtained after attending a CAMS lecture, undergoing a physical examination and attending an OLT.

The OLT - Observer Driver Training - is a CAMS event at which C3 applicants are required to compete in an observed race. The frequency of these events is always an issue with many people resorting to the approved alternatives i.e. Peter Finlay's International Racing Drivers School and Ian Luff's Motivation Australia.

VACANCY

The Club extends an invitation to any member who would be interested in helping with the Club Competition until the AGM in July.

If you would like to take on this position as a volunteer to the committee please contact either Zan Menzel (Secretary) or Jean Cook (President).

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.

AMG

10% discount on body kits, wheels, tyres, sports exhausts and suspension parts.

500 Glenmore Rd, Edgecliff
Ph 9327-6508

Call Simon Stratford or Brian Connell.

Ammon Leather

Special rates for MX-5 Club Members. 2 seats in full leather for your MX-5 (any colour) will cost only \$800. Price includes full installation and a three year warranty.

14 Telopea Avenue, Homebush West
Ph: (02) 09746 9433

Contact: Frank Wang

(Previously Ammon International P/L)

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Contact Peter or Robert

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Strathfield Car Radio

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Pacific Highway, Artarmon
Ph: 9427 7299

Manager—Paul Costi

Trivett Classic Mazda

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364 Princess Highway, Rockdale
Ph: (02) 9599 3399

Service Manager - George Farrugia

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.

Club Talk Advertising Rates

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Midi (1/4 Page)	\$20.00
Mini (1/8 Page)	\$10.00
Micro (1/16 Page)	\$5.00

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).

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Club Talk

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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 your name, address, and phone number to: membership@mx5.com.au or The Secretary

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