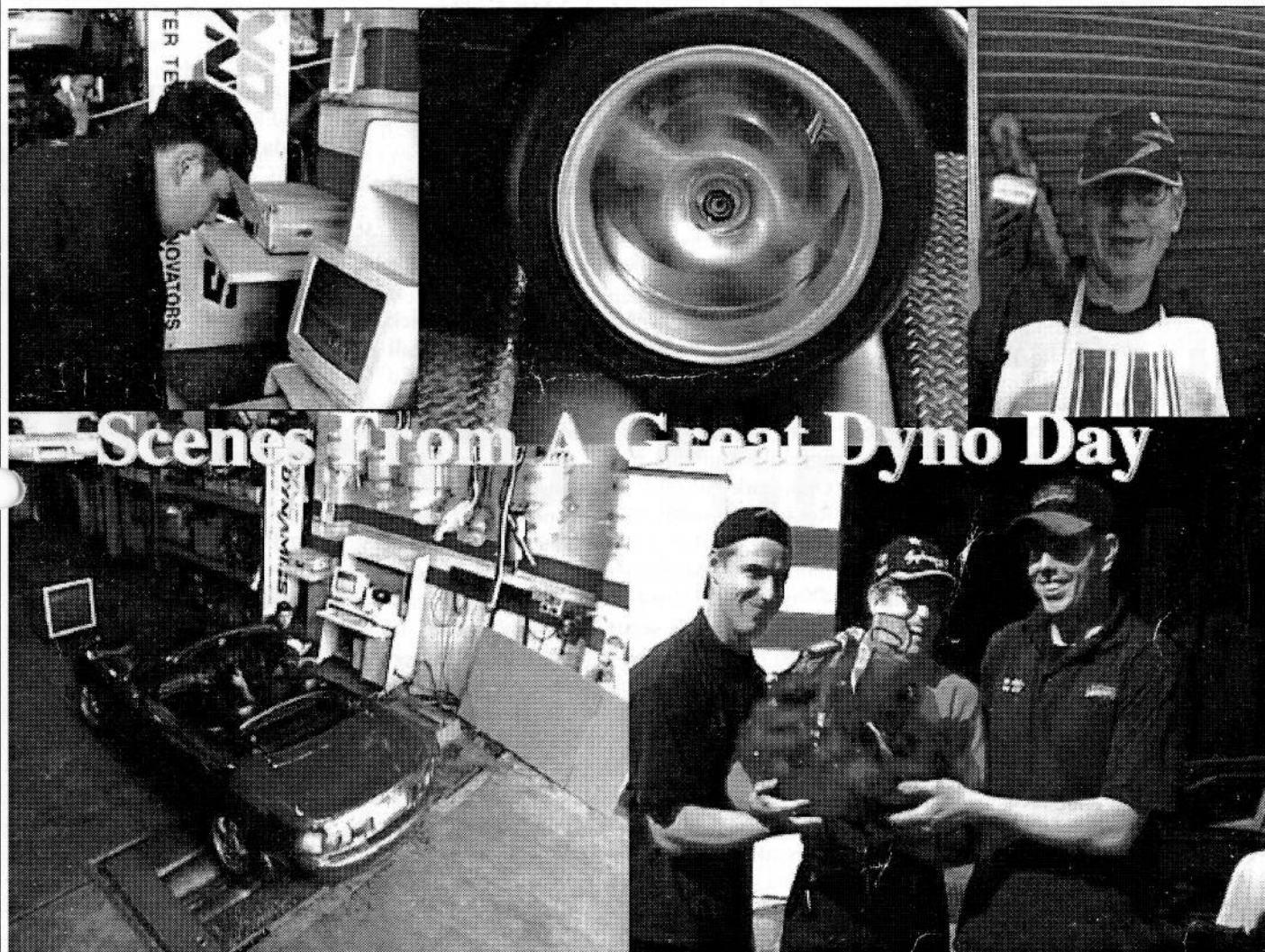




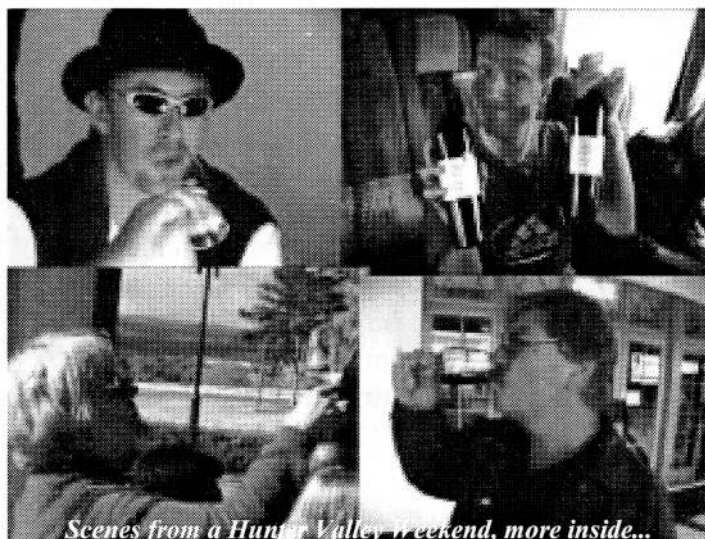
Club Talk

Spring 2001 : Volume 11, No 3



Scenes From A Great Dyno Day

What's inside...



Scenes from a Hunter Valley Weekend, more inside...

- 2 New Members & Competition Update
- 3 Jean's President Report & Run Protocol
- 4 Out & About in Swansea, at the Dyno Day and being Clueless...
- 6 Out on the Track
- 7 Zane and his Race Car
- 8 Meet you new 2001/2002 Committee
- 13 Cynic's Corner
- 14 Can you keep a secret?
- 16 Members Benefit

COMPETITION REPORT

Since the last edition of Club Talk there has been plenty happening including a sub committee meeting to discuss the remainder of 2001 and plan our 2002 activities, the very well attended AGM at Newell's Waterloo showroom where we presented trophies and appreciation gifts and certificates for the 2000/2001 competition year. A Practice Day at Wakefield Park in August, four rounds of the State Supersprint have been contested and the production sports car racers have completed rounds 5 and 6 of the State Race Series at Eastern Creek and Oran Park. Ed Chivers has reported separately on PSCRAA activities.

At the sub committee meeting in July it was agreed that we should add a new class for our competition events to cover the new F Series in standard trim and move the higher specification 10th Anniversary Mark 2 into this class also. In addition road registered modified mark 1 1800s and modified mark 2s are to be combined in one class, the class for normally aspirated non road registered cars has been split into two groups, the under 1600cc class and the 1601 to 2000cc class. All told there will be 9 classes for club members with the 10th for visitors.

Drivers in standard cars will compete for either novice or experienced driver trophies. Drivers in modified cars will compete in the one driver category. Separate driver categories will continue for female drivers. Trophies in each category will be award for an annual point-score as well as the quickest lap time. We have applied to Wakefield Park for 6 Mondays in 2002 and 2 Sunday dates to cater for those club members who find it difficult to make it to Wakefield on a Monday. Practice Day format will continue with timed laps plus a regularity.

The club will be looking to obtain invitations from other clubs for members wishing to compete in other events such as hill climbs, motorkhanas and supersprints at Eastern Creek and Oran Park. We are also looking at the possibility of running an inter-state challenge with the Victorian MX-5 Club in the second half of next year.

Our last Practice Day at Wakefield Park was on Monday the 13th August. Although the maximum temperature did not exceed the mid teens we were fortunate not to be affected by either rain or the August winds. A full field of 36 competitors 29 members and 7 visitors had the opportunity to

complete five sets of four timed laps plus the eight lap regularity. Ric Lamont, a Victorian visitor in his Mazda MX-6 had the best regularity time closely followed by Roy Milford in his black Mark 2 MX-5. The next Practice Day at Wakefield Park is on Monday 15th October, send your entries in early to ensure your participation in another enjoyable day.

Rounds 3 to 6 of the State Supersprint Championship have been conducted at Eastern Creek, Oran Park G.P., Wakefield Park and Oran Park South Circuit over the past three months. Club competitors at rounds 1 and 2, Matilda Mravcic, Nick Martinenko, Robin Thomson, Bill Dougall and Mike Hicks have been joined by Ed Chivers, Zane Al-said, Greg Natanson and Barry Faux at various rounds. Official results are only available to the end of Round 4 at Oran Park GP. To summarise in Class 2 B, Robin Thomson is 3rd on 14 points, in Class 3 A, Nick is placed 2nd on 25 points closely followed by Matilda on 23 and Bill Dougall 4th on 11. In Class 3 B Ed and Zane have shared first and second in the 2 rounds in which they competed and are in equal 2nd on 15 points. In the Club point-score the MX-5 Club is in equal 3rd place on 29 points with MG Newcastle chasing NSWRRRC on 38 and Toyosports who lead on 51.

Unofficially Matilda & Robin scored class wins at Wakefield Park with Nick a close second to Matilda. At Oran Park we had 4 entries, Zane Al-said winning Class 3 B, Nick & Matilda were 1st & 2nd in Class 3 A with Mike Hicks was 3rd in Class 1 B.

Listed below are the club trophy winners for competition year 2000/2001, congratulations to all.

1. Experienced Male.
Class 1 Standard Mk.1 1600cc's. - Paul York - 1.20.84.
Class 2 Standard Mk.1 1800cc's. - Rod Menzel - 1.19.86.
Class 3 Standard Mk 2. - Roy Milford. - 1.17.02.

(Continued on page 5)

Coming Events

Update your organisers and diaries !!

Wednesday, 31st October
MEMBERSHIP RENEWALS DUE

Saturday, 3rd November
ACT - Coffee & Lies

Sunday, 4th November
Concours d'Elegance

Wednesday, 7th November
General Meeting

Wednesday, 14th November
Committee Meeting

Sat 17/Sun, 18th November
Weekend Out West

Sunday, 18th November
Informal Run

Sunday, 18th November
ACT - TBA

Saturday, 1st December
ACT - Coffee & Lies

Monday, 10th December
Wakefield Track Day

Wednesday, 12th December
Committee Meeting

Sunday, 16th December
CHRISTMAS PARTY

Sunday, 16th December
ACT - CHRISTMAS PARTY

2002—A New Year of Fun!

Saturday, 5th January
ACT Run

Wednesday, 16th January
Committee Meeting

Sunday, 20th January
President's BBQ - Lane Cove

Sunday, 20th January
ACT Run

*Merry Christmas from the
MX-5 Club of NSW
Committee.....*

Welcome New Members

A Very Warm Welcome to our Latest Members

Daniel Brown
Philip Barlow
Clarence Mak
Lawrence Watt

Jan Horspool
Michael Bishop
Wayne Courtney
Glenn Atkinson

Iain Smale
Igor Fijan
Peta-Marie Davies
Mark Davies

President's Report

Well, here I am again! I seem to keep turning up! This for sure is my last year on the committee, and as no one else really had any burning desire, I was re-elected. It seems everyone likes what is happening in the club at the moment. In the last few years, we have seen unprecedented growth in membership, but most of all our retention rate is way up also. I do think we have developed a much wider base of activities to offer all the members, which is showing up in our participation rates! After the AGM when the committee presented me with the

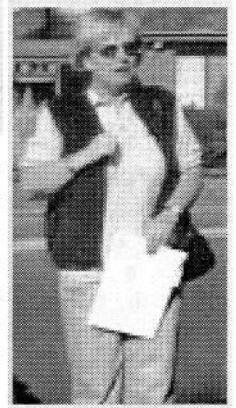
Life Membership I was as I said before, just speechless. Those of you who know me well will realise just what a difficult feat that was. Most of you just have difficulty understanding me and my various accents! I really was suitably humbled after that, and when I was re-elected as President, I sat back and thought just what a huge job it is, and such a responsibility! I hope I don't burn out this year and let you all down!

Anyway, welcome to what I hope will be another activity filled year of fun with

your car and some great people. I have lots of plans, and then of course we have Natmeet at Easter next year back in Adelaide where the first one was held 10 years ago.

Look forward to meeting up with all of you again at one of the activities.

Jean Cook, President



Protocol for Runs

The enjoyment of the runs is being in a group of cars enjoying great roads with the top down. Unfortunately, as we grow in membership it gets harder and harder, mostly for the leaders. Those of you who have been on the last few runs have noticed that when we get more than 20 we divide. It is impossible to attempt to keep track of 30 cars on Sydney roads, so out of necessity we will keep the groups to no more than 15. More and more members have CB radios, so we are able to enjoy the companionship of the other members, even if it is on the airwaves.

The run leaders, go to a lot of effort to devise good runs, with all the requirements (except for the mobile cappuccino machine) including fairly detailed run sheets. For participants we

ask for some basic rules to be followed. Please follow the run sheets and keep a note of your position, and where we are heading. Bring along your street directory if you have one. Do try and keep up with the car in front. Obviously we ask that you not go through any red lights or stop signs or exceed the speed limit. If you are following the instructions you should know where they are going.

Keep your eye on the rear view mirror, and signal in lots of time for the turns. Make sure the driver behind sees your indicator or sees you making the turn. When you lose sight of him, then stop or slow down till he reappears. The car in front of you should do the same. In traffic, form 2 lanes at traffic lights, that way we will get more through at a time. Try not to get ahead of the leader. Only overtake others in the group when it is safe to do so. At the

start of every run, we try to remind everyone to keep to the speed limit, but we don't actually manage that all the time. We must remember that a large group of these great cars will attract a lot of attention, and also could attract police attention ie we are doing the wrong thing. Imagine just how much money we would add to the NSW treasury if we all went through the same speed camera! Most of us get our "hooning" out of the way on our track days, so we are quite ready to behave sedately on the public roads.

These are just a few things your committee has decided on to add to everyone's enjoyment. Please feel free to approach any of the committee if you have a good idea for the runs, and can help to increase the fun of the runs.

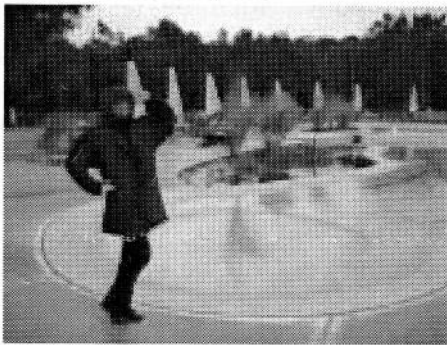
"The Tropic of Swansea"

By Andrew Wong

Lisa & I were sitting at the AGM, wondering if we were really going to go see "The Fast & The Furious".. and also wondering what we were going to do with the weekend. That was quickly settled when the talk of a weekend at Rafferty's Resort was bandied around the room. Since the proceeds were going towards charity, we decided it was a worthwhile cause and managed to outbid anyone else.

We've not been in Sydney too long, but we still aren't used to the amount of rain that gets dumped on these eastern shores. The F2 was like a river, and it was pretty clear that a sneaky run down the old Pacific Highway was far too dangerous in the conditions. After 2 hours of dodging semi-trailers, we were very relieved to reach journeys end, but not before Lisa had yelled out 50-Fast-Left and I found myself at the end of a car park next to a very large Lake.

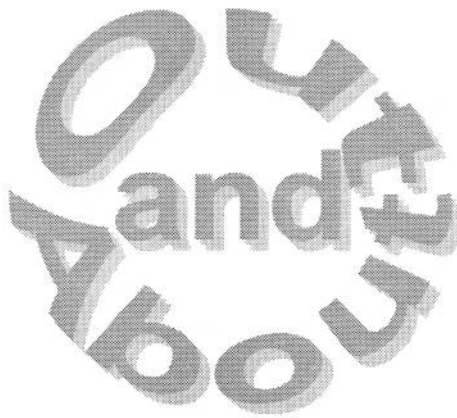
Rafferty's Resort is best described as a reasonably large resort on the shores of Lake Macquarie. It certainly would be a beautiful place to stay in summer, and it looks like it's setup to deal with quite a crowd. We counted over 50 cottages and suites in the resort, in addition to the 3 pools, restaurant and tennis courts. Check out the photos of Lisa in her resort wear and the locals in the pool.



Lisa in her resort wear

Arriving in the middle of a stormy weekend meant little to do but drive around with the top up, watch the massive waves crash over the beaches, and read Motor magazine next to the heater. This wasn't too far from our original plan for the weekend, to do as little as possible. Time passes really quickly when you're doing absolutely nothing, and as soon as we'd gotten comfy in the suite, it was time to drive back to Sydney.

We were blessed on our return trip with some sunshine, which meant going home the fun way. I have to admit, I just love these NSW roads.



DYNO Day at MRT

*The 'boys' compare their output
(the car's that is)*

By Arno Boge

The first event, in support of the club's nominated charity Camp Quality, was held on Saturday 11th August.



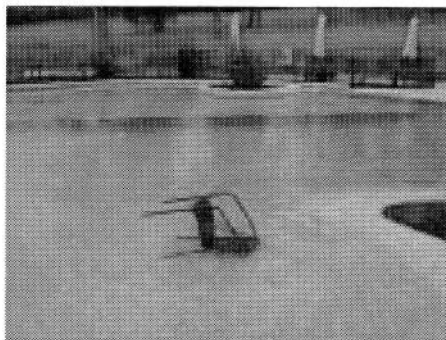
This was a 'Dyno Day', which consisted of putting the cars on a Chassis Dynamometer which allows the power and torque output to be measured at the driving wheels as the car is run through the gears and rev range of the engine. On the MX5 the driving wheels are where they should be – the rear wheels!

MRT (Middleton Rally Team) donated the use their dyno in the workshops at Meadowbank and also provided staff for the day to run the dyno.

The weather on the day was perfect and to add to the day, the club provided refreshments and BBQ sausage sizzle.

A total of 25 cars were put on the dyno and the results printed out in a graphic representation of power and torque against engine revolutions.

High interest was taken in each car's performance and much discussion occurred over results – particularly where results between (ostensibly) similar models were compared.



The locals in the pool...

Reactions, from owners, ranged from 'that's pretty good' to 'I'm going to complain to the Dealer' (this from a Mark 3 owner).

Concerns were expressed by some partners after some of the turbo car results came out – 'oh no there goes the overseas trip, he'll want a turbo now too'.



The day was a huge success and like always made so by the people who helped to organize it and who helped on the day. Particular thanks to Linda, Wayne, Laurie (sausage chef extraordinaire), and Jan.

Also of course thanks must go to the club members who came along and contributed to a great charity, and had a fun day as well.

Special mention should also be made of the efforts of Brett Middleton and his team at MRT. Not only did they provide the facilities, but also gave their time. This being particularly generous given that Saturday morning is usually a business day.



*Bringing a smile to
the face of the kids
from Camp Quality*

MRT service performance cars as well as being the team preparing and supporting the rally cars used in local and interstate rally events their range of services include: -

- Factory approved servicing and performance enhancement
- EFI specialists plus MoTec & Haltech
- Suspension, exhausts, airfilters, etc
- Body kits and fibreglass repairs
- Turbo repairs and boost upgrades

I can recommend MRT to members looking for a non-dealer service team. MRT serviced our previous car (a Daihatsu Charade) extremely well. They knew more about the car than Daihatsu given that for a time Brett successfully 'rallyed' a Charade Turbo. The previous good experience means MRT are now looking after the MX5.

CLUELESS IN SYDNEY

On the 19th of August the MX-5 club held a scavenger hunt. The fabulous day started in Frenchs Forrest, took us to some of the northern suburbs ending at the Newport Arms Hotel where we enjoyed lunch surrounded by the water and a gorgeous scenery.

During this hunt our adrenalins were running high, our eyes were sharp, and our competitive nature was exposed. We passed many amusing sights, such as a unique sign stating: "hemp 4 fuel", a painted roadside rock resembling a whale, and another one with a huge hole in it; well most of us anyway as many missed it due to the sun glistened water of the mariner catching our eyes.

The winner by far was Sue, who managed to get an astounding 37 out of 40, however, she was determined from the beginning to make it slow and find all of the answers; while many of the other members admitted to missing many of the answers as their right foot lost control and they got lost in the surreal environment and the wind in their hair as they sped through the hunt! Of course, we can't forget the booby prize that went to Barry and Betty who gave it their best shot and glided through the course with their laissez fair approach who managed to get a whole 3 out of 40, or was it 6 out of 40?! Cheers Barry and Betty!!!

Much of the conversation after the hunt was inspired by the fact that many drivers took wrong turns and ended up lost. They then had a little trouble with the answers, which required the odometer reading to state where particular things were. That's right boys and girls, listening in maths class finally paid off!!

Overall, everybody involved thought it was a huge success and a day full of fun, and sun; oh - and lollies, which were issued at the beginning of the hunt. Unfortunately, I don't own an MX-5 myself, but I was compensated by being chauffeured around for the day in the most beautiful, sleek, and fastest MX-5 there (sorry guys but there's no competition there); that is Daniella's little beast. Being her little sis I had never been on a club gathering prior to this event, all I can say is that I expected a great day but my expectations were exceeded by far - please take me again Dec.

And for the rest of you — if you know what's good for you, you won't miss the next one!

By Paula Di Giovanni

THE SOUND OF MY OWN VOICE !

The MX-5 Club is full of new and wonderful discoveries. For almost a year after joining, I sat and read about runs and events before plucking up the courage to go on one. WOW, this is great fun I thought at the time. Then of course you go to more runs, more events, even maybe get yourself onto the track at Wakefield. Every experience is new and exciting. BUT...Nothing beats the VERY FIRST TIME YOU GET A CB RADIO !!!!

After Ummmming and Ahhhing and then getting elected to Club Captain, I thought to myself that its time I get a CB Radio and lead a run. So after ringing Strathfield Car Radios at Artarmon and finding out they were out of stock, I trundled up to the local one near my office at Blacktown. YEP, there it was in the glass cabinet, a Uniden 510AXL Pro AM CB Radio, \$123 (even cheaper at Artarmon where we get club discount). I rushed home, unpacked it, and put it all together, a 5 minute job. All set for Sunday's run.

Sunday morning, saw me testing it with Jeff Gehrig at MacDonalds.. All worked fine, coming in loud and clear.

Then Jean offered me a lead driver position in group 2. WOW...I get to use the ruddy thing too !

Geez we had some fun. Myself in lead, Jeff in the middle of the pack of 10 and Andrew Wong tailing and looking after the tail enders for me.

Coordinating a straffing run on a wayward slow Volvo on the road from Picton to Bowral was simplicity in itself with the CB. We used it to coordinate turns at busy intersections, to make rude comments on OTM's (cars Other Than MX-5's) and to generally mess around. John, Jans hubbie's comment was that it was like I was going through puberty, I couldn't keep my hand off it!! (was he being rude?)

I can't believe the things I missed out on by not having a CB. The range is a couple of miles, so at times we could hear Jan and Karens banter in group 1, and I have been told if you like long drives and sit on channel 8, the truckies often tell you where the speed traps are.... but speeding is against Club Policy anyways.

A very useful and fun tool too have in your car for runs and long drives. Please rush out and buy one and see what the heck we are laughing at on your next run !

Cheers

Wayne Shelley - Club Captain

Get your CB Radio now....

At Strathfield Car Radios Artarmon, MX-5 Club members can purchase the Uniden Pro 510AX CB radio at the agreed Club discount;

Retail Price: \$149, Club Price: \$105

Contact: Joe Scaltrito or Con Patsalis on 9427 7299

Club membership card must be presented

(Continued from page 2)

Class 4 Modified Mk1 1600cc's. - David Lendrum - 1.20.51.

Class 5 Modified Mk1 1800cc's - Kevin Addison - 1.22.66.

Class 7 Non R. R. MX-5s (n.a.) - Ed Chivers - 1.11.15.

Class 8 Turbo/Supercharged MX-5's - Barry Faux - 1.11.42.

1. Novice Male.

Class 1 - Mark Stasinowsky - 1.20.96.

Class 3 - Ray Singh - 1.18.55.

Class 4 - Steve Lamont - 1.16.54.

1. Experienced Female.

Class 1 - Karen Evans - 1.23.87.

Class 3 - Jean Cook - 1.25.08.

Class 7 - Matilda Mravicic - 1.13.91.

1. Regularities.

October - Barry Faux.

December - Mike Hicks.

February - Roy Milford.

April - Zane Al-said.

June - Zane Al-said.

1. Encouragement Awards.

Male - Aree Hagopian, Graeme Johnstone, Roman Clare and Kyle Alberts.

Female - Nikki Alberts and Karen Bradley.

1. Competition Secretary Award.

Phil Roberts.

And finally to those non competing volunteers who gave up their time to help out at various meetings a very big thank you. They were Beverley Balnaves, Ed and Patsy Chivers, Jeff Gehrig, Judy Sant, Ken Richards, Ken Thomas, Kevin Leggott, Lou Iezzi. Lyn Plante, Paula Sewell, Richard Dutton and Simone Raddatz.

Safe and enjoyable motoring in your MX-5, see you at Wakefield Park on 15th October.

Mike

Out on the T R A C K

Production Sports Car Racing Update



Round 5 was held at Eastern Creek with a field of 22 cars. David, Zane and myself (running in class B) were up against a hot MX5 driven by Mick James, a Porsche 911, a Datsun 280Z and a Toyota MR2. For a change we had good weather and best of all we all had three good clean races with no incidents. I managed to peg first in race one, with Zane 4th and David 5th. In the second race I was running second until my car overheated and I had to slow, letting the 280Z past, but fended off Zane to retain third place. In race 3 Zane and David took 3rd and 5th respectively, whilst I retired after 6 laps with a boiling engine. Overall it was a brilliant weekend and personal best times were set by all.



Round 6 was held at Oran Park on the GP circuit with a field of 30 cars. This is a great circuit set in a figure of 8 layout, with a bridge. I love it. Bill Dougall joined us for the first time with "bugger", a beautifully prepared black and yellow 1600 MX5. We had the usual competition of Mick James in his MX5, the Porsche 911 and Toyota MR2. Lou Iezzi also joined us for this race in his 1800 Clubman. There was some very

close and brilliant racing throughout the weekend. As I recall one or two cars swapped paint with the MR2 a couple of times in races 1 and 2. However, in the trophy race (12 laps), there was some carnage in our ranks. Zane, Mick and David were having a ding dong battle together, when Mick suddenly ran out of brakes and ran into the back of Zane, causing him to spin. With David so close he could not avoid ploughing into him.



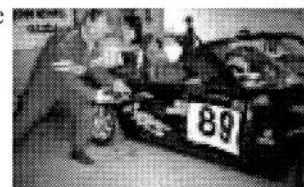
Unfortunately all three cars were slightly damaged and taken out of contention for the race. I managed to have a ball in the trophy race, swapping places with a brace of RX7s and a Midget. Overall I managed to take three second places on the day (with the Porsche 911 taking first place each time), which did wonders for my ailing Championship points.

Going into round 7, Mick James has crept into first place in the class championship on 173 points, David and I are tied for second with 170 and Zane is running third on 162 points.

However, as neither David nor I are contesting the next round (it's being held in Queensland) I imagine that Zane will shortly leapfrog us into second place.

The last round of the Championship is being held at Eastern Creek on 17th - 18th November. It also coincides with the 1 Hour race, where we get to have co drivers. This is quite a different race experience, as it's all about endurance rather than sprinting. You have to look after the car, the tyres and for some they have to conserve fuel, in order to last the distance. There are three races, with each driver having a race, then there's the 1 hour race, with a driver change between the 20th and 40th minutes. It's quite a spectacle - why not come along and see the action.

Cheers
Ed



NEED HELP TO RUN YOUR CLUB CIRCUIT DAYS?

- Manually time up to 12 cars simultaneously,
- Print lap times within seconds of end of a Run,
- Print Final Results for the day at the touch of a button.

For an Evaluation Copy of RTM
Send \$22 (incl GST)
Visa, MC, MO, Cheque
To

RTM
MenzelCom Pty Ltd
31 Yarrara Road
Pymble NSW 2073

see our website: www.menzelcom.com
for a Test Drive and further information.

Will MAZDA re-introduce "Malibu Gold" or "Sunburst" (as it is known in other countries) next year? MAZDA US took this car along to "The Histories" at MAZDA Laguna



Seca Raceway in Monterey this August. No-one would reveal whether the colour was scheduled for the 2002-3 model year.

They circled the car a number of times, eyes wide with anticipation. Finally, the bravest of them stepped forward and asked, "Can you sign this Mister".



Ed Chivers would have to be luckier than most when it comes to the "every day". Proud father of three – that I know of – blessed with the most understanding and loving wife, Patsy. And together, the proud grandparents to four – that I know of. One could only imagine the rewards and heaped admiration that he would receive on a regular basis.

So excuse me for being green with envy when a mob of 10 year olds approach Ed for an autograph over me.

HELLO...looking for Gen X, Pokemon, Playstation, South Park, then look OVER HERE DUDE!



In truth, it was a defining moment for David Raddatz, Ed and myself.

It was my first event in Production Sports Car racing and a real thrill as we were included as a support category for the Konica V8 Supercar Series.

Wakefield Park had transformed into a venue that was foreign to me despite having raced there for over a year. Walking amongst people who until then, had been heroes or an image on my TV screen. It was surreal. The transporters and crews only added to this impression making for an intimidating introduction to the world of competitive motor sport.

Somehow my Red/Orange MX-5 with a couple of Sparco stickers seemed out of place. That is until I approached the

Zane and his RACE car

dummy grid for my category. It was then that I realised that my car wasn't so much "out of place" as "grunt challenged".

Check this for a menu:

Porsche GT3, Porsche 993RS, Porsche 911, Lotus Elise * 4, RX7 (series 6) * 3, Ford Shelby GT350, Morgan Plus 8, 200SX, 280Z amongst a couple of pedestrian early series turbo RX7's, MG's and four other MX-5's.

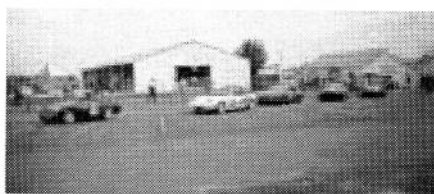


The green flag signified the start of qualifying. Not knowing the protocol I was careful to exit the dummy grid last, reasoning that I would learn from my peers.

With no one behind me I eased through the gears, content to watch and learn from those ahead.

The *sonic boom* was probably my first indication that I had just been passed by a 200hp green blur. What I mistakenly thought was *aftershock* was in fact the pursuing 220hp yellow blur. And so it went, for the twenty-minute duration. Watching my mirrors and getting out of people's way.

The rewards for courtesy in motor sport are over rated. Qualifying dead last was at least a valuable lesson learned.



Race one was more surreal than the event. I had hoped that the nerves would dissipate the moment the lights went out and the field thundered down towards the kink. Instead, I felt like a spectator. My mind refused to accept being involved in the race. I watched in awe as the pack jockeyed for position through turn two. Fortunately, my extremities had the common sense to engage gear and follow.

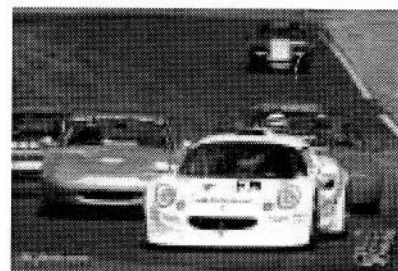
By the end of each lap I knew that the

only thing I was racing was the scenery. With no one close enough ahead, the most I had to look forward to was being lapped.

Race two is best described as follows: Several unforced errors and a lack of concentration – crap result. Any questions?

Looking for some tutelage I consulted my Sensei – Lou Iezzi. Undoubtedly profound, Lou's words were abstract and mysterious. I was instructed to clasp the applicator in one hand and the Meguire's Swirl Remover in the other. With these items my task was then to polish the racecar and reflect. (Under the bonnet as well).

Over several hours my mind fused with the venue, I became at one with the chassis whilst my duco became a reflection of my endeavour.



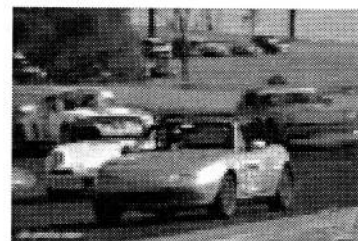
Furthermore, my sensei recounted horrific tales of ineligible vehicles and lost sponsorship as well as lost races all due to a badly presented car.

I knew then the value of a clean race vehicle.

Fast-forward to four months later.

Round 4 of the Production Sports Car Championship. We were supporting the ProCar series which in many ways is a bigger event than the Konica V8 Supercars. Bigger crowds, bigger transporters, bigger egos and more exotic categories.

Our category was fortunate to perform for a very large and appreciative audience.



(Continued on page 11)

Meet your new

THE

PRESIDENT

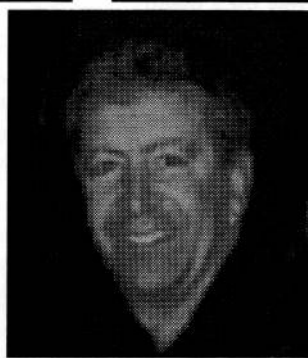
VICE

PRESIDENT

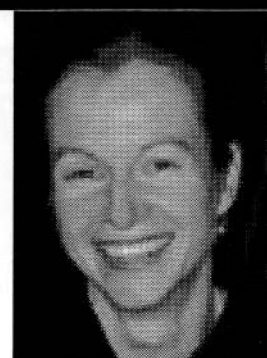
TREASURER



Name: Jean Cook
MX-5: 2000 Heritage Edition
Rego: JNC 00K
Member: To many years to remember
Why join the committee: Seemed like a good idea at the time

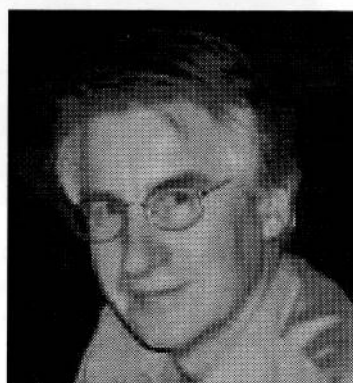


Name: Laurie Tesoriero
MX-5: Blue 10 AM
Rego: LTT 00J
Member: Just over two years.
Why join the committee: Pleased to assist in the exceptional fun and enjoyment which is continually displayed at all Club events and functions. Also privileged to be involved with an outstanding group of people who enjoy life to the fullest.
I am going to make the club more enjoyable by: ensuring a smile on every members face.
Anything else we should know: For the record I only have one loving wife!



Name: Matilda Mravivic
MX-5: 1997 Neo Green Limited Edition
Rego: MM8626
Member: 4 years
Why join the committee: I was coerced
I am going to make the club more enjoyable by: Don't know if that's possible, having "too much fun" as it is.
Anything else we should know: So that the Club is relevant to our members we need feedback from our membership. Please ATTACK the Committee with ideas any time you see us!!

REGALIA



Name: Arno Boge (plus well assisted by better half Linda)
MX-5: Mark 2 Gold (loved the colour from first photos)
Rego: AAL 48L
Member: Joined club shortly after buying the car in October 1999.
Why join the committee: Was threatened with dire consequences, by Jean, if I didn't volunteer last year, subsequently even agreed to stand for election at AGM. But actually, like others, we feel it is worth giving in return for the fun and enjoyment of mixing with so many great people.
I am going to make the club more enjoyable by: Continue efforts with the club committee to have fun events. Encourage members to contribute ideas and also get involved in events.
Anything else we should know: For all members - the Club is what each of us make it!

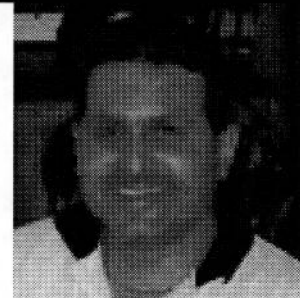
ASSISTANT

SECRETARY



Name: Jan Burgess
MX-5: Red / Tan 1993 limited edition (to commemorate last series 1, 1.6 only 100 built).
Rego: MXS00M.
Member: John & I bought the MX-5 in March this year & immediately joined the club & have been having a great time ever since.
Why join the committee: Wanted to do my bit by helping out on the committee and hope to give some fresh ideas so all the club members continue to enjoy their MX-5's and the Club. Also to continue the belief that we will try to provide something for everyone.

MEMBERSHIP



Name: Russell Ingels
MX-5: '99 10AM and favourite colour, you guessed it Innocent Mica Blue!
Member: 2.5 years
Why join the committee: Meg & I have really enjoyed being involved with the Club over the last 2 years & I'd like to give something back. Hopefully some of the contributions I make will add to the enjoyment you experience!
I am going to make the club more enjoyable by: I'll be nominating some of the great runs (they're all good!) i've been on before - make sure you attend the October run!
Anything else we should know: To any new members (& old!), feel free to pass on any suggestions. Look forward to seeing you at the next Event & happy driving!

2001/2002 Committee

COMPETITION



Name: Michael (Mike) Hicks.

MX-5: Mark 2 (2000) Silver with Black hardtop just to be a little different.

Rego: MH 5155. The MH should be obvious, why 5155 well that's a long story.

Member: I joined the club in January, 2000 when I purchased the car new from Newells who were "throwing in" club memberships with each new car purchase. Being a "petrol head" from way back was wrapped to learn about the Wakefield Park Practice Days. My first track day was in April 2000 & have only missed one since & that was whilst I was overseas.

Why join the committee: The Competition Secretaries position became vacant early this year. Having enjoyed the practice days as a competitor & with time available I volunteered to take on the role in March & have been re-elected to the committee at the recent AGM & subsequently re-elected to the Competition role by the new committee.

I am going to make the club more enjoyable by: I will be working to improve the quality of our 6 Monday Practice Days as well as introducing 2 Sunday Practice Days in the year 2002 for those club members unable to attend on a Monday. I am also exploring the possibility of conducting an interstate challenge with our Victorian counterparts in the second part of next year. Invitations from other clubs will be sought for members to compete in other club events, such as hill climbs, motorkhanas & supersprints at Eastern Creek &/or Oran Park.

I will also be working as a committee member to contribute to the successful conduct of the full range of club

SOCIAL

SECRETARY



Name: Brian Hollis

MX-5: 1999 Twilight blue Beast

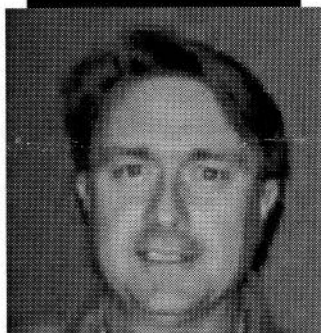
Member: 18 months

Why join the committee: I was informed by a few people that I would make a good social secretary (no idea why they would think that about a shy timid guy like myself), anyway, got nominated & here we are! (oh, & yes Jean, I was drunk at the time!)

I am going to make the club more enjoyable by: By organising some kick-butt social events.

Anything else we should know: You'll have to find out - I don't kiss & tell that easily.

CAPTAIN



Name: Wayne Shelley

MX-5: Red 99

Rego: 99 MX5

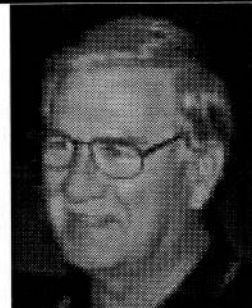
Member: 3 years

Why join the committee: To hopefully inject the enthusiasm that I have for my car and for fun into the club events.

I am going to make the club more enjoyable by: Work to get even more members involved in runs and functions. Hopefully come up with some ideas that the members will enjoy.

Anything else we should know: I firmly believe that RED CARS go faster.

SECRETARY



Name: Phil Roberts

MX-5: 1992 red

Rego: DES 10 E

Member: 3 years, 2 on the committee

Anything else we should know: I enjoy most monthly drives and track days.

CANBERRA



Name: Steve Hinton

MX-5: I am on my second - the first was a White 1994 Clubman, which I had for a year before upgrading to a 1998 Heritage Gold/hardtop/spoilers/sideskirts/bla bla bla.

Member: 2 years

Why join the committee: I decided to make some noise about the club's future in Canberra after becoming disenchanted with the benefits offered to me by the club. There has been limited social contact between the members, and I hope that we can increase this and in turn strengthen the club locally and encourage more membership. Our smaller population may not as easily support single marque clubs, and we have already joined the pommies (MG Car Club) on a few events and they in turn are invited to join us on our "runs".

We have also made ourselves known to the ACT Council of Car Clubs, and this should offer more avenues for us to increase our profile and perhaps gain more members - My aim is to ensure the future of the MX-5 club in Canberra, and more members means more strength.

CAPTAIN'S REPORT

The Start ! This is my very first report as Captain. I'd like to thanks Jeff Gehrig for leaving me these enormous boots to try and fill. I didn't realise that Jeff had size 17 feet until now ?

I joined the club nearly 3 years ago after buying a 1991 Red Mark I from Just-MX5 down near Cronulla. I actually never went to one event while I owned that car, feeling that because of its age, it would probably be looked down upon. That was my first mistake, and in hindsight, I missed out on a lot of fun. I really started to get involved when I purchased my 99 Red MX-5 in Feb of 2000. My first runs were a lot of fun, well organised and got me all revved up to get more involved.

At the invitation of Jean Cook, I helped out last year in a standby capacity as Social Secretary.

As Captain for the next 12 months, I hope to carry on the great job that Jeff has done with things like runs, keeping members informed of news on MX-5's

(keep that material coming Jeff) and organising things that may have not been done before (news on these to come). Whilst Mike is doing an amazing job co-ordinating the motorsport aspect of the club, I'd also like to make sure that there is plenty to do for the people who can't get time to take their cars out on the track.

One of my first jobs is to try and work out some new protocols on how we make the monthly runs even better. If you have ANY input at all on runs, please either email me at captain@mx5.com.au or call me on 0416 207 945.

I'm also in need of people to lend a hand to organise runs. We are all set till the start of 2002, but the Summer months need run coordinators. If you have a good idea for a run that involves a great drive, rather than a great destination then please contact me to discuss.

I'd heartily encourage anyone out there reading this and wondering if its worthwhile to come to a club event, to

get out, wash your car, make a plan and attend something. Like ME, you might be very surprised at how much fun you can have, and what great people the club has as its members.

As an aside, and before I go. I have been doing some research on that really catchy MAZDA ZOOM ZOOM Music they play on the adverts. Its actually in Portuguese. Its based on a CAPOIERA song from Brazil. Capoeira is a form of dance that's based on martial arts. Way back in time, the martial arts were banned in Brazil, so the general population converted the fighting into a dance. if you do some searching on the Internet, who knows you might find the file to listen too.

I look forward to seeing you out on the road

Wayne Shelley - RED 99 MX-5
Zoom Zoom Zoom

See my web page for club highlights:
<http://www.tagbrag.com/mx5>

NATMEET 2002

NatMeet 2002 will be held at the famous wine producing area of Clare, South Australia from Thursday 28 March to Monday 1 April 2002.

Accommodation will be at the 5 star Clare Country Club. Cost is \$695 per person, this includes accommodation, all meals and activities and the entry fee for the motor sporting events at Mallala.

If you are attending, a non-refundable deposit should have been paid already and the balance by 14 December 2001. Contact Phil or any committee member for a brochure and registration form. Payments should go directly to the MX-5 Club of SA.

A drive to Clare is being organised leaving Sydney on Monday 25 March 2002. Cars from Queensland, Coffs Harbour, Sydney and Canberra will group for this coastal road drive. Provisionally, the first night will be Eden/Bega (Monday), then Melbourne/Geelong (Tuesday), onto Warrnambool/Mt Gambier (Wednesday) and then to Clare for Thursday night. Accommodation will be at motels which will be pre-booked early next year when final numbers are known.

Each day approx 500 km will be travelled. We don't want to be worn out for the NatMeet. We will be visiting the famous Bells Beach, Lochhard Gorge, the Twelve Apostles, London Bridge, Warrnambool's maritime museum, the Mt Gambier blue holes, the Coorong (where the movie Stormboy was filmed), the Murray River entering the Ocean, Adelaide and then onto Clare. Might even have time to visit Phillip Island when passing through Victoria.

For further information, contact Phil Roberts probert@rbs.org.au, 9481 8469 or Arno Boge arno@mx5.com.au, 9816 1730.

If attending NatMeet, please register directly to the Mazda MX-5 Club of South Australia and then let me know you have registered.

The above details of the pre-NatMeet drive are provisional only and any suggestions are welcome. As the time gets closer, I will firm up on the route, overnight stays, motel costs etc.

Lodge you annual leave applications with the boss now.

Phil Roberts
NatMeet Liaison Delegate (NSW)

Concours d'Elegance / Show and Shine Event Sunday, 4th November at Centennial Park

For those of you that have been putting off spring cleaning your MX-5, there are no more excuses as we approach the annual club Concours d'Elegance and Show and Shine event.

Judging Categories:

- Concours - 12
- Show and Shine - 3
- Peoples Choice - 1

Cost: \$5 per car to enter the concours and show + shine events

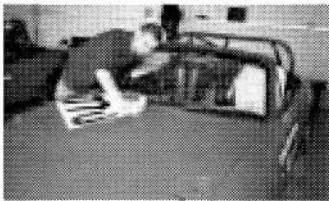
Detailed Judging Forms and categories are posted on the club website.

To RSVP, contact Mark Stasinowsky on 0419 266 201 or mark@mx5.com.au

Further Details on the Event are in the October Club Events

(Continued from page 7)

Lou (my sensei) had decided to join our ranks with his new MX-5 Clubman. At the conclusion of day one I inquired of Lou as to whether he would partake in our ritual post-race-reflective-polish to which he replied "Nah, might rain. Do it when I get home".



Back to race three.

The only advantage of starting from the last row is that you are free to dictate your own race pace, race lines, braking points etc...until the leaders start lapping you.

Equipped with this knowledge, I set out trying to "Supersprint" ie compete against the clock. Very useful when you have no one to race.

Rounding turn five on lap three I noticed David Raddatz headed in the opposite direction. As David is more experienced, I simply assumed that it constituted part of his race strategy and continued – clockwise.

Amused by this sighting, I glanced in the rear vision mirrors for another peek and discovered that I was being chased.

Too early in the session to be one of the leading cars I could only guess that someone had fluffed the start and was attempting to recoup lost positions.

Initially I thought...sucked in!

Retrospectively I thought...sucked in!

Careful to watch the road more than the mirrors I managed to stay ahead for several laps. Then came the leaders, jeopardising my slim lead – over 2 cars. Fortunately, my pursuers were more inconvenienced than I. This further extended my lead – over 2 cars.



Then it happened. Not far ahead, the black MG locked under brakes and jerked left. Unfortunately for Ed, the MG was too close and careered into the

driver's door as Ed rounded turn 12.

The feeling of being a spectator returned as I felt myself wanting to lunge from my armchair and scream "Ooh". Unable to suppress the urge, I uttered the muffled words under my breath and felt incredibly sheepish.

That was the moment I traded being a spectator for a competitor.

The damage to Ed's door and guard, though substantial, didn't stop him from taking to the track once more. Consequently I placed ahead of both Ed and David for the start of race four, better known as The Trophy Race.

A great start allowed me to retain my grid position through the kink and around turn two. Better still, I was able to increase the margin whilst David and Ed scrapped for the wooden spoon.

Lap three and Saturn had finally aligned itself with Uranus as I revelled in my elevated grid status. Then, to my dismay, Venus blocked Uranus – a common ailment during WWII – and stuffed everything.



To be honest, interstellar alignment had little to do with the race however I have no other way to explain coming off the track through turn six.

Furthermore, I've always wanted to write the word Uranus in an article.

There are certain times when a particular adage is over used. I usually have ample reserves of contempt for anyone that dispenses the same axiom over and over.

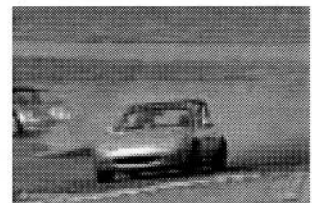
A good example would be "To finish first, first you have to finish". Unfortunately for me, truer words had never been spoken (pardon the adage).

It was all I could think of as I left the track and fumbled along the grass. In my haste to return to the track and retain my position I almost collided with Ed and David as we barrelled towards the tracks' slowest corner, "The Fish Hook". Those of you that have attended our MX5 Track Days will know that this particular corner has several names. Most begin with BLOODY and none can be repeated in polite company.

The sequences of events thereafter are very hazy. The end result placed me behind both cars for the remainder of the session.

Redemption was at hand however as the wooden spoon was bestowed upon a Lotus Elise that expired on the final lap...To finish first, first blah, blah, blah.

It had been the most intense experience of my life. Two days of highs and lows – usually in quick succession – and this was only the first round of eight.



Our contribution to that weekend of motor sport (Ed, David and myself) was that of amateurs hoping for greater things. What defined its significance, as something else to someone else was a handful of children anxious that one of the suited grown-ups would sign their poster.

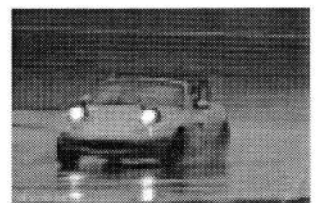
It is fair to say that for these children in the days that followed, this event would become a faded memory if it were remembered at all. I too recall being that age. However, if my motor sport pretensions end this very day, I will always be humbled by the thought. And forever grateful for the encounter.

Since then much has happened. We have completed six of the eight rounds having visited tracks such as Eastern Creek and Oran Park.

Round seven had been scheduled for late September at Lakeside QLD until the receivers moved in. Consequently a mid-October date has been allocated at Queensland Raceway. Thereafter, the final round is expected to be the 1-Hour race at Eastern Creek on the 17 & 18 November 2001.

I encourage anyone who may be interested in attending to get in contact with either the Competition Secretary or myself for event dates. I may not be fortunate enough to sign autographs for kid's everyday but I might be able to at least fake the fanfare every couple of months!

Drive safe.
Zane.



Keeping in Touch with the Outside World...

WWW.WEBSITE

- MX5MART, NSW Australia : <http://www.mx5mart.co.nz>
- Accessories for your MX-5, check out the UK Website: <http://www.mazbagz.co.uk>
- Ever wondered what a lap of Spa-Francorchamp feels like in an MX-5? For a 20 MEG Quicktime movie, visit: <http://www.mx5cup.ch/fr/2001/spa.htm>

PARTS FOR SALE:

- MX-5 1993 model rims and tyres (worn) set of 4 for \$120.00, 14" to suit racing enthusiast
 - Momo steering wheel (not off MX-5) for \$120.00 black with grey/silver centre, with matching gear knob \$20.00
 - Original MX-5 radio aerial \$10.00 to suit pop up light model (screw in)
- Contact Sylvia on 0418 709 819

WANTED:

MX-5 1994-95 model. Hardtop, air, prefer not red or white, around \$23,000 and under 100,000km. Good condition. Loving home. Based at Bathurst. Contact Leah on 0416 289 195 or email moulden@ozemail.com.au

FOR SALE:

MX-5 1990 white, scuff plates, momo wheel and original, air, headrest speakers, quality immobiliser and remote, top quality tyres, May reg., excellent condition, garaged, 106,000 km. \$17,500 ono
Call John on (02)9938-1784

BUY or SWAP :

1 x 15" Mazda Mk2 OEM wheel.

FOR SALE:

- Loch Stewart Muffler \$200
 - Loch Stewart Headers 1.8 \$250
 - 1.8 Front Brake rotors + calipers + brake lines \$450
 - Mk2 1.8 OEM ECU \$???
 - Loch Stewart Airbox \$150
 - Mk2 OEM Full Exhaust (muffler, cat, headers) \$200
- Contact Andrew on 0419 988 082

FOR SALE:

Surplus items from Japanese Half Cut MX-5, the car is a Japanese import 1999 or 2000 model, Parts for sale:

- Front half body and subframe (no panels or loom) from rear of GB forward
 - Steering rack and complete power steering system
 - Air con system complete (compressor, condenser, evaporator, heater/fan, pipework, controls)
 - Instruments panel all electronic integrated type
 - Anti roll bar front
 - Bumper bar
 - Dash board
 - Strut tower brace over engine
 - Thermatic fan (smaller of the two)
 - Two Cibie Spot lights and LHS housing
 - LHS front wishbones
 - Both sides uprights and hubs
 - **WANTED:** I also need for my 1.8l engine a cam cover and upper timing belt cover.
- Contact Jon on 02 4229 4053

Scenes from a Hunter Valley Weekend, 16/17th June



PLACES TO GO, WHEN YOU ARE ON THE GO !

An afternoon stop at the Kiama lookout after a Berry excellent day!

Ever been planning a long trip for the weekend with your partner and your MX-5 and thinking about places for 'comfort stops' on the route ?

The Federal Government has just opened a website that shows ALL of the nearly 14,000 public toilets in this country. A must for all you budding run organisers out there.

<http://www.toiletmap.gov.au> and NO this is not a joke.



Where is it down hill, off camber and very, very dry.

To those trainspotters of the world - those with an eye for nothing but the past - turn back to your rivet counting, because now is the opportunity to peer forward. Forward to the evolution of the car, the vehicle that requires no antecedent, the MX5. What are those designers up to, and can they be trusted? Can they recreate the balance of road holding, of practicality, of simplicity, and of utter beauty and joy? The irony being, of course, that all these notions are inherent in us all, the MX5 simply providing a vivid reminder. A reminder in the form of that delicate poise of tactile reception, that progressive noise of rubber destruction, the interface of man and machine, primordial in nature, relevant as ever.

Enough of the pouncing about, let us delve further.

The original incarnation of the modern sports car, Mazda style, delivered a simple and effective although, ultimately, underpowered weapon. Not a bad approach, considering that the price was about right. Some called it a redefinition of the market. Myself? Well, being at university at the time, there was rarely a sober moment to devote to such matters, or much else if the truth be known. So let us take the word of those who should know.

Having driven a number of Mk 1 MX-5's, it is easy to conclude that they are fun. The most annoying aspect of these cars - having been in the second hand market for one - is that they retain way too much value. It would be possible to re-badge them as a Lexus and not be in fear of misleading the buying public. (Before those of you who own/point/drive/like a Lexus start writing letters to the editor, just remember that it is probably the highest compliment you can be paid). But back to the bear pit. The Mk 1 is fun by any rational person's estimation. Light weight, agile, chuckable and intoxicatingly brilliant. Some would say that you cannot have more fun with your clothes on. Not to be deterred, and in the interests of science, your author attempted a drive, sans clothes. But the combination of leather seats, the Australian sun and a dainty white butt were not an ideal recipe for a Sunday drive. Mind you, it would have been considerably more successful had the police not been involved. But that bus load of school girls had to pull up along side me at the traffic lights. "But officer, I kept my hands on the wheel."

CYNIC'S CORNER

By Jack Redfern

The Mk1 saw a number of updates, including a bigger motor, bigger wheels, the limited edition and the bloody tan leather interior. Baby poo brown has never been a colour that is easily warmed to, whether that be applied to cars, houses or nappies. This feature stands as the MX5 equivalent of the 911's whale tail, in that you either love it or hate it.

Aesthetics aside, the updates retained the substance, as the designers were not prepared to tamper with what was, and continues to be, a winning combo.

As time marched on, and competition for the sports car buying public's dollar increased, something had to give, and give it did. In 1998, or thereabouts, the Mk 2 hit our shores. This was a bit of a departure stylistically from the Mk 1, but the essence was still there. With the dogged determination of the public to self impose a system of Big Brother, there was no option, given the price restrictions, but to increase the weight over the earlier model. Airbags, crumple zones and other paraphernalia raised the bar past the tonne. Again, this was not to overly dampen the connection between driver and machine. The thinness of the interface remained, and the driving experience not much affected.

Then came the limited editions, in logical succession, to keep the sales ticking over. A brilliant move, as it will continue to be.

Now the Mk 3 has hit the scene. Bigger wheels, lower profile tyres, better brakes, more ergonomically sound seating, more technology, more gears, more power and more torque. Importantly, however, there is also more weight. So then, what is it like to drive? In summary, there has been an incremental advance, but the substance remains. Another good effort from the boys and girls at Mazda HQ.

So much for the history lesson! Let us go to the issue at hand. The future. Will the litigation crazy world condemn the development of the MX5 to asymptotically approach the form of a Volvo? Will the politically correct nancy boys of "risk-free-world" have the double wishbones dispensed to the wrecking yard? Will the science of the wind tunnel obliterate any notion of

individuality? Will the regulators deem less than fifty airbags insufficient to shield the untrained drivers from themselves? Will the bean counters quantify the cost of "fun" and find it uneconomic?

The answer to these questions is somewhat contingent upon society itself, like most questions really. And, from this perspective, the outlook is glum.

But rather than indulge in depression, here are some suggestions to our good friends and colleagues at Mazda, I mean Ford, I mean Mazda:

1. Less weight. This just about goes without saying. The MX-5 was modelled on the Elan. So model the next one on the Elise.
2. Stiffer bushing (please). Sloppy black rubber is so unbecoming. We need blue or red or orange. I am sure the extra US\$5.25 that this would involve is worth the extra US\$100 you could charge.
3. Less weight. See above.
4. A fire extinguisher. This is somewhat indulgent. I am just a little bitter at having to install one myself.
5. Bigger brakes. Yes, the standard versions are built for road use, but those tiny discs and pads just do not cut it for any more than three laps of any circuit you care to name. If it were not for ABS I would have had to have some very interesting, albeit short, conversations with my insurer.
6. Less weight. Has this been mentioned before?
7. Less cup holders. The present ones are as useful as a shoe for a fish. Besides, the whole notion of cup holders is antithetical to the underlying philosophy of an MX-5. You do not get into an MX-5 to sip coffee. That is the role of the café in which you are sitting while admiring the MX-5 that is parked outside. It says a lot about the state of the world when such simple concepts are not understood.
8. Slightly bigger sway bars and slightly stiffer springs. I run the Bilstein® dampers and still the dive when breaking is too much. It is not as if you get sea sick, but close.
9. Did I mention less weight?
10. Make the LSD standard. It makes sideways action so controllable.

If you really wanted to go crazy, another 50 hp wouldn't hurt. Anyway, gotta go, I have to duck down to the workshop and see if the boys can squeeze that Integra Type R motor in.

Can you keep a secret ?

Can you imagine the things that go through your mind, when a member of long standing, comes up with a suggestion that another member might be deserving of being made a LIFE MEMBER?



Several months ago, we (the Old Committee) received such a suggestion from Life Member Peter Simpson. As the prospective recipient was also a member of that committee, there was a certain amount of "cloak and dagger" secrecy involved. Not really a problem except that at times there needed to be some "bending of the truth", much, as you can probably imagine goes on behind the scenes of TV shows such as "This is Your Life". Such subterfuge does not always sit easily with everyone, Ruth Simpson for example absolutely hates lying and considering that plans for the award were under way even before the Coffs Harbour weekend away, some small white lies were necessary if President Jean was not to learn of her impending fate.

Fortunately, there was a large and enthusiastic band of people from N.S.W. and Queensland present at the Coffs event and the quick conferences between the conspiring partners, went un-noticed. Much of the planning took place over the Internet (what did we do before the 'Net?) and it was decided that the award would be made at the Annual General Meeting.

As the day grew closer, we tried to think of ways to "enhance" the experience for Jean and called on a few Foreign friends, some of whom had visited us from overseas, some of whom had met Jean in Cyberspace on the old Compuserve forum



"Miataville" and a couple who had been with us in N.S.W. briefly but returned to their native environs. They were asked to send the kind of "telegram" that one sends to be read out at a wedding, almost a Roast if you like. There were several responses, most though, were from the heart and recognised the fact that Jean has given

all to the Club and it shows, so we missed the humour element but on reflection, it doesn't matter, it matters more that Jean was totally surprised not only by the event or the fact that Peter and Ruth Simpson weren't coincidentally in Sydney, that they had flown down from Queensland specially for the night to make the award but that recognition was given to someone who has contributed so much to the Club over such a long period of time.

I have to apologise for usurping the job of organising the AGM from those who might normally have planned it but I wanted to enlist the aid of John Newell Mazda who had made their Waterloo Showroom available for the evening and agreed not only to feed us but to hide the flowers and all the other stuff that we wanted to present.

Somehow, we got through the several months to the actual night without Jean finding out. I almost blew it on the night when after all my duties for the evening were over and I made a start for the

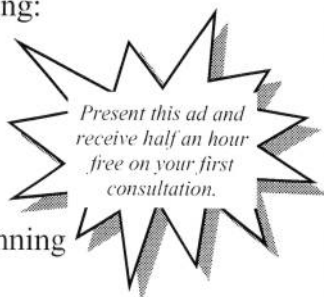
(Continued on page 15)



Stanley & Stewart Chartered Accountants

Honorary Auditors of the MX-5 Club of NSW, for all your business and financial needs including:

- Accounting
- Auditing
- Business Advice, Planning, Budgeting & Costing
- Personal Wealth Creation Planning
- Superannuation
- Taxation



383 Church Street, North Parramatta 2151
Phone 02 9630 6055 Fax 02 9683 6076
Email: stanleystewart@bigpond.com

GOT VOODOO?

Team Voodoo

- Shift knobs
- Brake Grips
- T-Shirts

Web - <http://www.miata.net.nz/>
Email - teamvoodoo@xtra.co.nz
Phone - +64-025-504-811

Club Talk Advertising Rates

Size	Base Rate
Maxi (1/2 Page)	\$40.00
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).

(Continued from page 14)

Spare Parts Counter where Jeans Bouquet and Certificate were stashed, when I moved, she called me back and it was then that I had the awful (in a sense) realisation that she was about to present me with something, the Presidents Award had not even entered my mind and I was probably the last person that I would have thought worthy, however, as it transpired, Jean had also been plotting to award me the Presidents Award and I was completely flabbergasted!

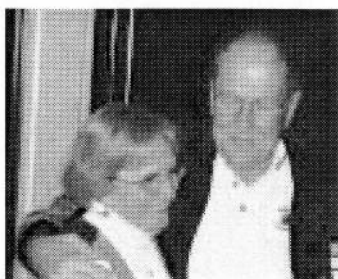
I had to quickly re-focus and introduce Peter and Ruth Simpson to make the Big Award of the night. If I appeared to make light of my award, please don't think that I took it lightly, I was hugely honoured but my mission was to make the award to Jean. We somehow pulled it off and I hope that in doing it, we didn't "upstage" anyone else, when Peter and Ruth Simpson suggested Jean there was not one dissenting voice and the organisation of it was left to Zan Menzel and me so as to minimise the risk of "a leak", I think we did pretty well! Please read the attached "telegrams" and add to them, the best wishes from ex Club Secretary Eva Turek (Peryer).

Ruth, we don't have to tell any more fibs, it's all over, thank you and Peter so much, for coming especially to make the award, even if we did have to lie and tell Jean that you were coming to Sydney for another reason and as long as you were here, you may as well come along to the AGM. We miss you and it's about time that you moved back to N.S.W!

Thanks also to Bruce and Colleen Russ for being there on the night and adding to the atmosphere. For those newer members, obviously, Peter and Ruth, Bruce (or George as we all know him) and Colleen are part of the history of the Club. Without them and without Jean, we would not be the much-envied organisation that we now are. Hopefully you, the newer members will be inspired by these Pioneers and will volunteer to help keep this great organisation growing.

I give you Jean Cook, LIFE MEMBER and my friend.

Jeff Gehrig
Member
#169



A tribute to Jean...

Hi Jean,

When a little birdy told me about you being given life membership, I really wanted to be there, however due to that nasty for letter word "WORK" I can Not and for this I apologise.

As a member of the club and for a short time last year a member of the Committee I would like to say thanks for all the hard work that you put in to the club as it's president over the past couple of year, you have done an outstanding job and although you only have small feet your shoes will be a very big set to fill. I hope you have a great night, as I am sure you will, once you get over the shock of this award. Thanks again for all you have done as president.

Best Regards, Gerry Denton



Jean,

Team Voodoo, through our direct connection to the Loa via the "Mother of All Voodoo," has been made aware of your appointment as a lifetime member of the MX-5 Club of New South Wales.

I, Mama Voodoo, and all of the staff (that is, all four of us) at Team Voodoo would like to extend our congratulations to you for your achievement. May the spirits of rubber chickens everywhere be with you, especially when it would have been time to write that annual dues check!

Voodoo Bob Krueger

Team Voodoo proprietor and
co-founder of the San Diego Miata Club

For Jean Cook, re: Lifetime Membership

Thanks to Jean Cook, I now have a life-long MX5/Miata friend Down Under.

A few months preceding my visit to Australia, Sydney in particular, I send an "Open Invitation" e-mail to the leaders of various MX5 clubs.

Jean graciously replied, and began the process of establishing a contact.

Thanks to her abilities, she provided airport pick-up (albeit, with 3 large cases, enough to last the year as an exchange teacher,) along side were other club members eager to assist. She hosted me for my first visit to Sydney at her home, and arranged a special event to meet the "yank" while on a short visit. A year later, I was honoured to reciprocate the offer, by hosting Jean in the US at one of our club's events. This has been the start of not only a friendship, but the beginning of an "International Sister MX5/Miata Club program."

John Hewitt, President
Puget Sound Miata Club

Dear NSW Friends,

It is hard to believe that we left your beautiful country and our wonderful MX-5 family over two years ago. We have many fantastic memories that we shall cherish forever. Among all of these, our memories of Jean shine brightly. Right from the start, in fact on the day after our arrival in Canberra, we had our first cherished "Jean" memory. It rained when we arrived and it was just starting to clear that next morning. Suddenly, I heard the blare of a horn, a very recognisable horn. An MX-5 horn. I leapt out into the front of our apartment building. To my delight, there was the most awesome vision. Out of the mist I could see a beautiful red, shiny, MX-5, with its cute little headlights up, and a tiny blond driver with a big smile on her face. The driver, of course, was Jean. Jean had hand delivered our MX-5 to us all the way from Penrith. What a treat! What a way to start our adventure in Australia! Jean helped us work out a wonderful arrangement with Al Palmer, and turned our visit into a dream come true. Over the next 9 months we saw Jean several times at her place or ours, and at many events including Naimeet, the Tortoise tour, Wakefield, and many Sydney and Canberra runs. Remember that wine-tasting Jean? Or New Year's Eve where we got up close and personal with about a million people? To us, it is obvious that Jean is at the heart and soul of your club. I cannot think of anyone who loves the cars and the people more. She will go out of her way to help any club member, or in fact any MX-5 owner throughout the world. She is one heck of a race driver too.

Congratulations Jean! We love you and we wish we could be there to share your moment. Your spirit is always with us.

Dick and Judy

For: Jean Cook, upon receiving a lifetime membership, MX5 Club of NSW

From: Julie Springer, member Puget Sound Miata Club, Seattle, Washington, USA.

I first met Jean in Wenatchee, Washington when she was attending the Northwest Gathering of Miata's.

Our club president, John Hewitt, was hosting her while I hosted Sue Forrest. I was especially eager to meet Jean since I was planning a visit to her country. Six months later when I was in Sydney; I was fortunate to attend an event with your MX5 Club.

I was able to ride along with Jean and really enjoyed the flags and Koala bears she brought along.

The wonderful day I spent with your club was a high point of my visit to Australia. So, in honour of this auspicious occasion, I have penned a little poetry just for Jean:

There once was an Aussie Down Under,
She drove very fast but ne'er made a blunder.
Wind in her hair, sun in her eyes; she was
topless.
O'er hills and dips, through lights and curves:
she was stopless.
Life with your MX-5 is always funner,
So isn't it 'bout time for another?
Julie Springer

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)

A.M.R. Motors Mazda Service

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

370 Parramatta Road, Petersham

Ph: (02) 9569-2844

Contact Peter or Robert

GHMoldings

Woodgrain or trinomix black dash trim installed on-site \$395. 24K gold plating car emblems – whole car \$195, top \$100 extra.

Ph: (02) 9882 2156

Ian Luff Motivation Australia

Ph: (02) 9829 5399

Advanced driver training and

CAMS courses.

www.ianluff.com.au

Hornsby Mazda

10% discount on genuine parts & labour. Mobile service van for on-site servicing Tues, Wed & Thurs Hire vehicle for \$10/day (plus GST) fuel & comprehensive insurance included or reimbursement of rail travel ticket. Service also available Sat 7:30-12:00

64-72 Pacific Highway, Waitara

Ph: 02 9372 3000

Service Manager – Brian Sprouster

John Newell Mazda Service

VIP Service, Free Loan vehicle, Club Member discount on all parts and accessories

301 Botany Rd. Waterloo 2017

Ph: (02) 9319-0011

Fax (02) 9319 0020

www.johnnewell.com.au

waterloo@johnnewell.com.au

Service Manager – Tony Riley

Parts and Accessories Manager –

Philip Adler

Paddington Phones

10% Discount, Stores at:

Neutral Bay Ph: 02 9904 1511

Surry Hills Ph: 02 9281 8044

Menai Ph: 02 9541 2266

Product Sales & Marketing Manager –

Peter Mason Ph: 02 9316 9999

RTM Lap Timing Software

Time laps and analyse results

15% off RTM to members

see website for further info

www.menzelcom.com

Sam's Auto One

Check out Sam's Specials for Club Members

Contact Sam Silvestro at

187 George Street (Cnr Alfred St)

Parramatta

Ph: (02) 9633 2899

Fax: (02) 9891 1473

Strathfield Car Radio

Strathfield Car Radio offer special to club members each month—call in or phone.

Pacific Highway, Artarmon

Ph: 9427 7299

Manager—Paul Costi

Trivett Classic Mazda

Trade prices on all parts, discount on labour, free loan car and free car wash and vacuum.

364 Princess Highway, Rockdale

Ph: (02) 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.

Contacting The Committee

President – Jean Cook

H: 02 9833 4321 Mob 0412 189 513

Email: president@mx5.com.au

Vice President – Laurie Tesoriero

H: 02 9868 1426 Mob: 0412 979 396

F: 02 9876 8627

Email: vice-pres@mx5.com.au

Treasurer – Matilda Mravicic

Mob: 0407 416 545

Email: treasurer@mx5.com.au

Secretary – Phil Roberts

H: 02 948108469

Email: secretary@mx5.com.au

Assistant Secretary – Jan Burgess

H: 02 4736 6352 Mob: 0408 688 746

Email: assist-sec@mx5.com.au

Membership – Russell Ingells

H: 02 9899 7966 Mob: 0412 128 822

Email: membership@mx5.com.au

Captain – Wayne Shelley

H: 02 9899 1251 Mob: 0416 207 945

Email: captain@mx5.com.au

Competition – Mike Hicks

H: 02 9894 9167 Mob: 0419 201 588

Email: competition@mx5.com.au

Regalia – Arno Boge

H: 02 9816 1730 Mob: 0416 262 030

Email: regalia@mx5.com.au

Social Secretary – Brian Hollis

H/F: 02 9923 1628 Mob: 0403 265 875

Email: socialsec@mx5.com.au

Event Secretary – Zan Menzel

H: 02 9144 6776 Mob: 0418 885 852

F: 02 9440 3653

Email: eventsec@mx5.com.au

Volunteer – Jeff Gehrig

H/F: 02 9968 1103 Mob: 0412 183 005

Email: miata@mx5.com.au

Editor – Daniella Di Giovanni

Email: editor@mx5.com.au

CLUB WEB SITE

<http://www.mx5.com.au/nsw/>

Webmaster: Christopher Johnson

Email: webmaster@mx5.com.au

Club Talk

Club Talk is a quarterly publication of the Mazda MX-5 Club of NSW. Please send all editorial contributions and advertising copy (hand-written, typed or on floppy disk) to marked to the attention of Editor at the club address below.

The Mazda MX-5 Club of NSW operates as a non-profit organisation and relies primarily on volunteer services. However, sponsorship of events, the publication and mailing of the newsletter, and operating supplies constitutes a financial burden that must be met by the membership. Make you MX-5 experience more enjoyable – join and participate. To keep the club meaningful, we need your support. To become a member send your name, address, and phone number to: membership@mx5.com.au or The Secretary

Mazda MX-5 Club of NSW

PO Box 267

North Sydney NSW 2059