

CLUB TALK

Summer 1998 A Quarterly

Publication of Vol 8, No 3



The President's Word

By Steve Remington

Well this must really mean that I am president. I have been entrusted with one of the toughest tasks in the club - the job of filling "The President's Word" column in Club Talk with inciteful and profound words that you, the members, would find worth reading. I'm not exactly sure what I'm going to write but enough of must journalistic fears on with the show...

Two weeks ago I registered my MX-5 for another year. That makes nine years of driving what is now regarded a classic motor vehicle. I remember very clearly the sunny Thursday afternoon

"It's just a car!", they say. "They haven't driven one...they just don't understand", I think to myself.

back in 1989 when I picked up my MX-5. I had waited almost two months for the car to arrive from Japan. After picking up the car from Young and Green Mazda Maitland, Melanie and I drove home to show my new toy to the family and friends. That day started what has been at times described by many as my mad obsession my little red sports car.

"It's just a car!", they say. "They haven't driven one...they just don't understand", I think to myself. Those of us enthusiasts who have had there MX-5 for a while will understand exactly how I feel. I know every inch of my MX-5 and every squeak and rattle it makes. I can tell when the technician has

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Canberra Capers

January 3rd. First Sunday Run, Hyatt Lake
Entrance 10.00 a.m.

January 9th. Coffee Café Paradiso to
Discuss '99

January 16th. Evening meal al fresco at
Cork Street Café Gundaroo BYOG Meet at
Hyatt rear, 6.00 p.m.. R.S.V.P. Rick Fischer
by January 9th.

February 7th. First Sunday Run- Hyatt Lake
Entrance 10.00 a.m..

February 13th. Coffee, Café Paradiso
Fyshwick to discuss '99.

February 20th or 21st. BBQ at Ricks place-
details later.



This Is Your Captain Speaking

By Ron Lyons

I am delighted to be talking to Club Members again. It is quite a while since I was Club Captain. Jean Cook has finally had enough of what is a very hectic job in the Club - and I want to thank her for all her efforts over many years on behalf of all Club members.

This year has just raced away and all of a sudden we are at the end of 1998. Rather than go over old roads, I thought you'd like to know what's ahead for 1999. So here's the CLUB DRIVE DATES for next year.

The MX-5 might look good parked outside a restaurant but it looks even better on the open road.

February 21st	July 17th/18th
March 21st	August 22nd
April 18th	September 19th
May 16th	October 17th
June 20th	November 21st

LOCK IN THESE DATES NOW

Make sure you reserve these dates in your diaries. There will be new drives this year - and certainly new roads to some favorite destinations.

This year the Club Drives will see a return to recreational driving. The Drives will include breakfast, daytime and evening drives, with a mix of opportunities for picnics and

(Continued on page 3)

Club Sporting Talk

By Carlos Alborno

Track Presentation Night

For those who weren't aware, our presentation night was held in conjunction with our General Meeting on the 27th of October, 1998. Once again, Ed Chivers presented a fantastic array of trophies and certificates for the winners and volunteers who participated in our Club track days. There were a total of 38 trophies awarded on the night, the greatest number handed out so far. Certificates were also handed out for all of the volunteers throughout the year. Once again I would like to thank you all for the help you have provided throughout the year. Without it, the track days would not have achieved the success that they have.

This year also saw the introduction of a separate ladies category for all of the categories except the overall. Ten of the 38 trophies awarded were collected by the ladies. That's a whopping 25% of the awards on offer. Excellent work ladies! A big thank you to Jean Cook for doing such a fine job convincing the ladies to get on the track.

Congratulations also to Bob Scott for taking out the Overall Winner 1998. Well done!

With the track times decreasing at almost every track day, let's now see if we can transfer some of that success to the CSCA championship. We can win!

Motor cycle helmets versus motor vehicle helmets

Many people wonder what the differences are between motorcycle helmets and those for motor car racing. To begin with, they both look identical yet more often than not, the motor cycle helmet is cheaper and better looking than a motor car racing helmet. So what do I get for my money, you ask?

1. The Standards.

There are two basic standards applicable to helmets. The M 90/95 (for motor cycle racing) and the SA 90/95 (special application- for motor car racing)

2. The Linings.

Most lining in motor cycle helmets are inflammable nylon, and highly toxic when ignited.

The motor sport standards require that the helmet linings be made of flame retardant materials such as Nomex. The helmet strap is also made of Kevlar or similar fire retardant material.

3. Foam Liner and Chin Straps.

The foam liner and chin straps in motor sport use must be of a multiple impact type, as opposed to the standard types suitable for motor cycle use.

To cater for this, the chin straps for the 'SA' standard need to be 50 percent stronger than the 'M' spec, and the foam liner must protect the head after repeated blows in the same area, to cater for this multiple impact situation that could occur in a roll-over, for example.

4. Vision.

Peripheral vision is extremely important in motorcycle use and consequently these helmets tend to have larger eye ports which isn't ideal for the maximum protection required for motorsport. The same angles of peripheral vision are not required in motorsport as on the road and therefore a smaller eye port can be used to maximize protection.

5. Visor thickness.

The motorsport helmet provides thicker visors than that usually specified in motor cycle standards. A bolt or nut lost by a car ahead or shot up by a sticky slick will have a bullet like impact (obviously this would pertain more so to open wheelers.)

6. Perspiration.

Helmets designed for use in a motor car also need to cope with a far higher level of perspiration from the wearer, that the motor cycle equivalent. Perspiration is highly corrosive to unsuited materials and fabrics.

7. Vents.

Only motorsport helmets use brass mesh in all the ventilation openings as a flame trap.

So as you can see, while outwardly looking very similar, the motor cycle helmet cannot perform as effectively as the motorsport equivalent in the environment for which it was designed.

Dyno Day?

A non-member has posed the question of power from our cars. Have any of you ever wondered just how many horsepower or kilowatts or Hector-Newton-Pascalls or whatever the current term is, reach the back wheels?

He, Matt Hall has suggested a "Dyno Day" where with a group booking and possible discount, our cars could go on the dyno and get a print out of the actual rear wheel power. This fits in with the fact that the Committee have been looking for new activities for members and "technical days" have been discussed.

If you are interested, please let us know as obviously it will take a little time to set up and we will need to visit the facility which Matt has suggested and see what parking is available etc..

TENTH ANNIVERSARY

A Book to tell our Club's story

The Mazda MX5 Club of NSW will be 10 years old with the new millennium. Your Club Committee is looking at ways to celebrate this milestone. One idea is a Commemorative Book. The Committee is already collecting archival material to see what resources are available, particularly photographs and magazine articles, etc..

Can you help trace the history of the Club? Have you been collecting memorabilia, stories etc. If you can, please contact Ron Lyons, your Club Captain. The Committee has already decided to hold a Photo and Story competition as part of the celebrations. There are details of this on the next page. The winning entries will also feature in the commemorative book if it goes ahead. The cost of publishing this book could be what stops this idea dead in its tracks. The Committee is looking at ways to fund this project without tapping in to the Club's resources. Again, if you can help, either with graphic design, typesetting or printing, Ron would love to hear from you.

Ron's contact details are phone (02) 9868 2428, and email RONL@panasonic.com.au

(Continued from page 1)
Captains Report

parties. At all times the theme will be good interesting driving, making the most of our great driving cars. The MX-5 might look good parked outside a restaurant but it looks even better on the open road.

The Club has been holding Drives each month for the past nine years - so there are not so many new roads and new places to visit. Some of you might have a favorite run or place you would like to share with Club members.

Let's talk about it. I am looking for new ideas. You won't have to organize the Drive if you don't want to. Or you can organize it and I'll lead the Drive if you are worried about "handling" more than one MX-5.

You'll see from the Drive Dates that there is a weekend planned in July. At this stage the plan is to have the Club's annual Concourse as part of that weekend. This means there'll be lots of enthusiasts to help those not-so keen - Concouring should be fun with MX-5s because our cars are so new and so well designed.

Watch out for more in the next newsletter - I will be asking for early numbers for the July weekend. This will not be a firm commitment but I want to make sure we get the right venue. We have to book well ahead.

If there is any information you would like on any aspect of our Club and the Club Drives do not hesitate to call me. I'll help you if I can or put you in touch with the right committee member. Plus you can check out the latest Drive Information and Club News on the Internet.

Coming Events A Competition!

I may refine some elements of this but the goal and the prizes should remain the same.

To celebrate the coming tenth Anniversary of the MX5 we are conducting a two part competition, for members of the NSW MX5 Club and their families. Part one, a photo contest, the subject of course, must be the car, the Mazda MX5, either a real one or a model. It does not matter whether your car is an '89 or a '98. The entries must reach me by June 30 1999.

Part two, an essay competition, tell us a story about the car, (don't ask which car!), something interesting that conveys the spirit of this amazing phenomenon that is the Mazda MX5 and which gathers us together to celebrate its attributes.

I don't want a potted history of the car, we have ample resources for that, I want a story about *your* car.

OK, the prizes, Phil Adler from John Newell Mazda, has donated on their behalf, the prize for the photo section. That will be the Ten Year Anniversary book by Barbara Beach "InTENSE", valued at around \$100 and described in the next column.

I will be donating the Essay Prize and that will be the other book, also described here, by Jack Yamaguchi, valued at around \$60.

Photographs, should be sent to me at the Club mail box, or of course e-mailed direct to me (JPEG format please) if you want prints returned, please enclose a stamped self addressed envelope.

Manuscripts, preferably in Microsoft Word or plain text file format, otherwise I will have to scan them and try to convert them myself. Again, where possible, e-mail them direct to me.

Dash Lights

New Books

Next Year, the Mazda MX5 reaches the ripe old age of ten, in the vein of the Five Year Book, comes "InTENSE". This book traces the first ten years of our great car and includes input from the Australian Clubs, including photographs. This will be a collectors piece and the first 1500 copies ordered, will be autographed. The book will be available in the US spring 1999 but is open for orders now. \$65 US plus shipping and handling. Tel: 1-619-675-2076 or fax 1-760-631-1206

"InTENSE"

1315 Buena Vista Drive

Vista

California 92083

U.S.A.

Mazda Miata/MX5 Mazdas Affordable Sports Car for the New Millennium

When the MX5 was first released, there was a two volume set available, given free with the car in fact, by Jack Yamaguchi, several years later a new book by the same author and John Dinkel, this book includes the new model as well and is available from Classic Motorbooks, when I last looked, being new, it hadn't yet appeared on their website at

<http://www.motorbooks.com/index.htm> when it does, it will be item #127870. The book can however, after some negotiation, be purchased via e-mail, contact Allison Clark allison@motorbooks.com quoting your credit card number, the item number and preferred delivery method, there are several options, some of which are more expensive than the book! (see below) Book price is \$29.95 US.

It is likely that both of these books will only be available for a limited time just as the original Yamaguchi books are no longer available and jealously guarded.

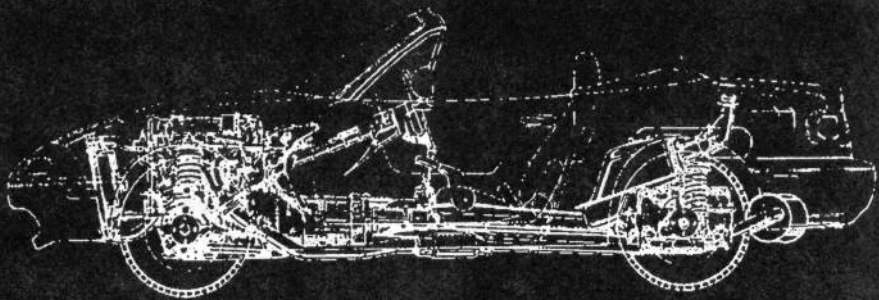
Mailbag.....	\$8.00US
2-6 months	
Airmail.....	\$30.21**US
10-14 days	
DHL.....	\$33.47**US
2-4 days	
Federal Express.....	\$30.00**US
2-4 days	

**All of these prices are in addition to the \$8.00US handling fee

Inside Your MX-5

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

Edited By Jeff Gehrig



I need your help! If you are a long time MX-5 owner, there are all kinds of little tricks and tips, which many of us know and take for granted. Now that a whole new generation of owners are with us, we need to pass on this acquired wisdom in order that our new friends can get the best from their cars which may not have come with an owners manual.

You know the kind of thing I mean, tips like being sure to unlatch the roof before unzipping the rear window and being sure to unzip before lowering the roof.

What I want to do, is print a flier which we can include in the mailout for each new member and possibly post to the Club Website.

Please have a think about any tricks that you might have, put them on paper and bring them to the next Club event, or mail or e-mail or fax them to me, no prizes, sorry!

If you have bought a used MX-5 or even a new one, please, don't hesitate to ask questions about the car, it's been around for almost ten years so there are bound to be quite a few long term owners who are only too pleased to share. It's not like being asked for a recipe and leaving out an important ingredient! Not that my Mother would ever have done that (much), we want all owners to enjoy their MX-5 as much as possible.

WAVING

Just an observation but it's amazing just how many MX5 drivers, do not acknowledge a wave or flash of the lights. Is another tradition about to pass into the night? Is the car attracting buyers that have never been associated with "Marque Ownership". For those who might be included in that category, traditionally, owners of

rare or unusual cars, have waved, flashed, tooted at each other, even pulling off the side of the road for a good old chin-wag. The MX5 is rare enough that a fellow enthusiast should be greeted in such a manner, obviously those driving the Mark 1, are not as easily able to flash headlights but a wave or toot will usually bring a smile and a response, not to mention the good feeling that recognition brings. Jag drivers do it (or used to), likewise Porsche and MG drivers, you can be darn sure that Ferrari drivers do as well, it

GO ON, WAVE, IT'S QUITE PAINLESS!

shows that you are aware of other people on the road who have equally good taste.

DISCOUNTS

There has been the occasional complaint to committee members, that some members haven't been given an advertised discount. Or offered an advertised service by a dealer or other business who advertises in Club Talk.

Please, do yourself and your dealer a favor, if there is an advertised discount or special offer, identify yourself as a member of the MX5 Club at the time of making your call. If for example the offer of a courtesy car is offered free of charge while your car is being serviced, make sure that one is available on the day of your service. If not, pick another day. Non Club members pay for a courtesy car, the least we can do, as members, is fit in with the dealers timetable as well. You scratch their back, they'll scratch yours! I believe, from talking

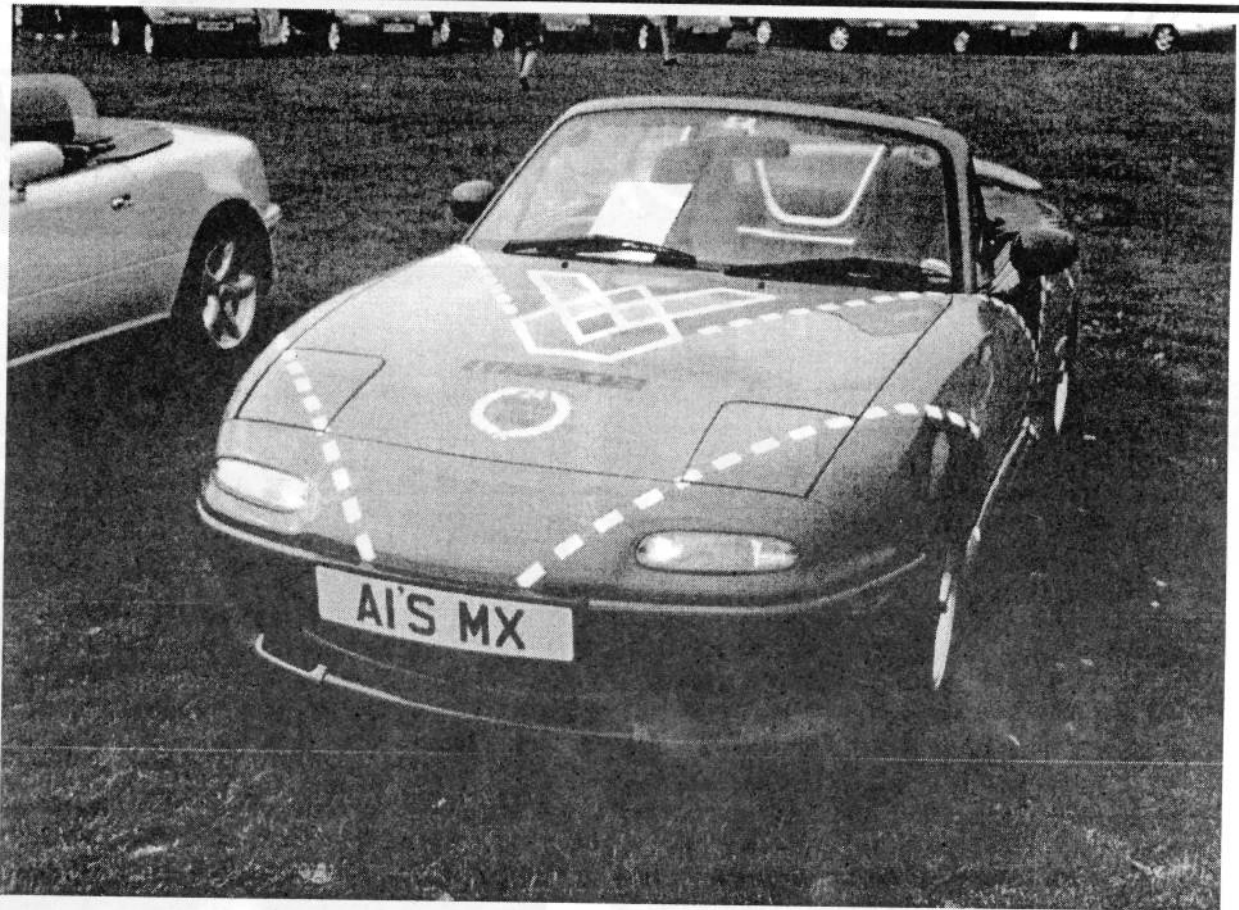
to some new members, that one dealer will service cars at the owners home, another will collect and return the car for servicing.

Perhaps before the next issue of this magazine we might survey all the Mazda Dealers in the Sydney Metro area and make a list of "deals" those owners living out of the city, might like to let us know of any offers from rural dealers as well?

PUT THE WELLY IN!

Don't be afraid to rev your MX5! The engine doesn't develop any real power until 4,000 R.P.M., and will rev happily until around 7,200 R.P.M., what happens then? Does it explode? No, there is a fuel cut out which will surprise you (understatement) the first time you reach it. Don't be afraid of it, use that rev range, the power band as it is sometimes referred to, that is where the performance is, between 4,000 and 7,200, OK you don't have to take it to 7,200 all the time but remember, if you want to overtake something in as quick a time as possible, that is where you will get the best acceleration and the less time you spend on the wrong side of the road, the better, from a safety point of view. If you're worried about engine wear, forget that too, well maintained MX5s in the US are racking up 200,000 miles with very few problems, timing belt replacement at 100,000 kms is a must, other than that, all little problems are usually avoided with regular scheduled servicing. Club Pres. Steve Remington (member #14) has just hit 200,000 kilometres in his '90, and it goes like a train. He's never been afraid to rev it!

JCG



24 of the Le Mans car (above) were built, not all sold, can't imagine why! Our raving photographer is still on the loose in the UK, the always Politically Correct Russell Wheatley, who took these photos at the UK NATMEET type gathering, over 500 MX5s at the Billing Aquadrome.



Those Poms just love to rub it in, we have heard though that the 6 speed will definitely make it to Australia, no we don't know when. Another Wandering Wheatley snap.



On A Sunday Drive



Elegy to a country Churchyard



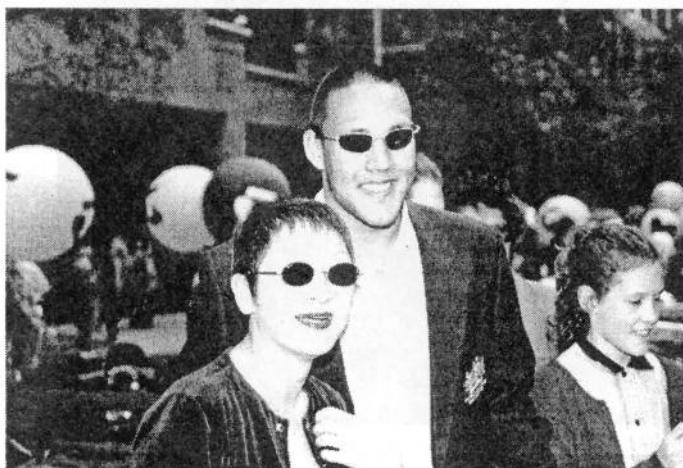
The Picton Dropbear strikes again!



Mrs. MacQuaries Detailing Centre



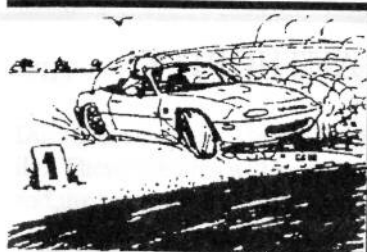
Volunteer Drivers, Commonwealth Games Parade 1998



Geoff Huegel refuses to give Paula Wu, his medal.



Phil Rogers, waits to get an autograph from Maria Albornoz (rear left)



Out On The Road/Track



Jean Cook who is thinking of taking up Netball too!



Everyone wanted and got, autographs.



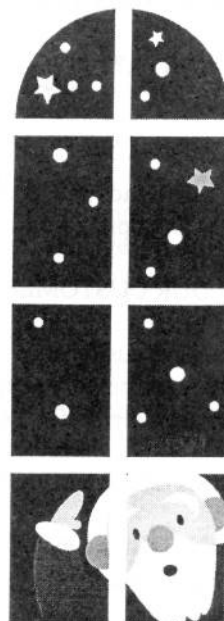
Peter Nisic wins two medals for the joke he just told!



Paula Wu, who didn't win a medal for anything!



Not many of us here stripe our cars, this striking example belongs to Bob Hotaling. The shot was taken at the MMM Track event at Pocono Speedway in Pennsylvania. Bob and his car "Outlaw" a '95 M Edition, come from Florida, where Bob is a member of the Central Florida Miata Club.



A REQUEST FROM THE OLYMPIC ROADS AND TRANSPORT AUTHORITY

Dear President

We are writing to invite you and your members to apply to become a volunteer driver during the Sydney 2000 Olympic and/or Paralympic Games. This is a once in a lifetime opportunity to participate in the worlds biggest sporting festival and to share the Olympic spirit.

You may be aware that the Sydney Organizing Committee for the Olympic Games (SOCOG) and the Sydney Paralympic Organizing Committee (SPOC) require a large number of volunteers to help make the Sydney 2000 Games a success.

The Olympic Family consists of a large group of people from a wide variety of areas including athletes, technical officials, judges, referees and International Olympic Committee members. Transport will be provided for these people during the Games.

Road transport will be provided by bus, coach and car and will be coordinated by the Olympic Road and Transport Authority (ORTA). A car fleet will be made available to a number of Olympic Family members and will be driven by volunteer drivers.

The critical role of a volunteer car fleet driver calls for a high level of professionalism, integrity and commitment to the success of the Games. To share in this experience, we ask you to encourage your members to apply for a volunteer transport position within ORTA.

Can you please nominate to me as soon as possible, the names of individuals who would be interested in applying. Application forms can then be supplied to assist your members. We hope that you will seize this exciting opportunity and accept the challenge of delivering a first rate transport service during the Sydney 2000 Olympic Games.

Yours faithfully

Jan Potapof
Project Manager
Family Fleet Drivers

Level 9, 235 Jones Street, Ultimo NSW 2007. Tel: +61 2 92973100. Fax: +61 2 92973145.

OLYMPIC ROADS AND TRANSPORT AUTHORITY

VOLUNTEER INFORMATION OLYMPIC FAMILY FLEET DRIVERS

WHAT IS ORTA?

The Olympic Roads and Transport Authority (ORTA) has been established by the NSW Government to co-ordinate planning and delivery of Olympic transport services.

WHO IS OUR CUSTOMER?

ORTA has two customers

* SOCOG - for the provision of transport services to the Olympic Family.

* NSW Government - for the co-ordination of transport services to the Sydney public and visitors to the city.

WHAT IS THE OLYMPIC FAMILY?

The Olympic Family includes those organizations and individuals who are part of the Olympic Movement. This includes members of the International Olympic Committee, National Olympic Committees, International Sport Federations, athletes, accredited

media, and invited guests of these organizations.

WHY DO WE NEED VOLUNTEERS?

During the Olympic Games ORTA will provide a fleet of approximately 2,000 cars to assist in the movement of the Olympic Family. These vehicles will be driven by volunteer drivers. The volunteers form a crucial foundation of a successful Olympic Games, and the commitment, enthusiasm and involvement of all volunteers is essential to the success of family fleet services.

WHAT WILL BE PROVIDED?

Free public transport; an official games uniform; a participation certificate; plus a very happy, harmonious, hard working team environment. Full job specific training and venue familiarization as well as a complete orientation to the Sydney 2000 Olympics.

WHERE WILL YOU WORK?

All family fleet volunteers will be rostered to work at a venue, either inside, outside, moving around, at a desk or a combination of the above.

WHAT ROLES DO WE HAVE?

Drivers-- will be assigned to a particular client or group of clients for the duration of the Games. Where possible drivers will be allocated to an individual passenger in advance of the Olympic Games.

Driver Team Leaders-- will ensure appropriate levels of customer service are maintained, deal with human resource issues and generally provide support and build a whole team approach to a team of drivers.

Dispatch clerks-- will be based in drivers lounges at venues and will allocate vehicles and drivers from a car pool as required.

Fleet Officers-- will staff transport desks within venues and be the initial point of contact for Olympic Family members accessing the car pool. They will notify dispatch clerks of the demand and may call up drivers from the drivers lounge. They will provide information relating to all transport services to Olympic Family members.

Fleet Supervisors-- will manage the Family Fleet Service activities at each stand-alone venue or group of venues. Where fleet officers are not present they will be the point of contact for passengers accessing the car pool.

Load Zone Operators-- will be responsible for the efficient operation of the passenger pick up and drop off area.

WHAT SKILLS DO YOU NEED TO HAVE?

Drivers - Current drivers license (1 A); driving experience in a major city peak hour traffic; good knowledge of the Sydney CBD and surrounding area and be able to read and navigate using a street directory; the ability to speak, read and write good conversational English (an ability to speak a second language would be a distinct advantage in all positions); willingness to undergo a driver competency test and perhaps participate in test events prior to the Olympic Games. Load Zone Operators will need to be active people and may be on their feet most of the time. All positions require a sense of humor; good presentation and high personal grooming standards; excellent interpersonal and communication skills, and the ability to operate communication equipment including but not limited to mobile telephones.

It will be a fun team environment which will base its success on sound training and the commitment of its volunteers. At the end of the games you will go away with the knowledge that you have participated in and assisted in staging the biggest sporting event ever in Australia. Come and be a part of Australian history.

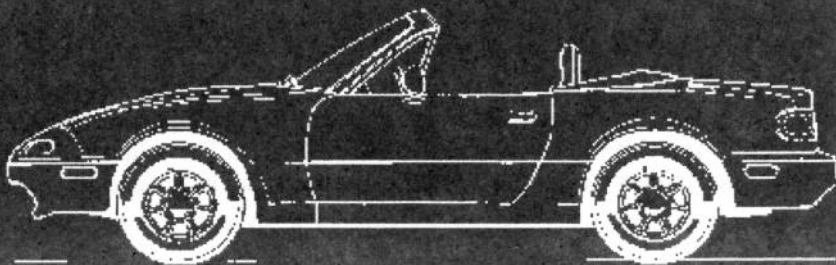
Apply now.

Interested Club Members should contact Club President, Steve Remington ph 02 9438 1803 or e-mail steve_remington@bigpond.com

MX5 of NSW CLUB WEB SITE ADDRESS:
<http://www.mx5.com.au/nsw/index.html>

Going Topless

Revealing insights into an MX-5 Club member's life with their car



An 82 year old lady, walking home from the local village pub one Saturday afternoon a few weeks ago, fell outside the church, broke her arm and was unceremoniously taken to hospital in an ambulance.

On returning home she began telling everyone in the village (where the family have lived for generations) that she "didn't feel well, since the hospital put me on methodone".

Living in Australia we only discovered the "methodone story" some days later. We quickly worked out that she meant Pethadine! My wife no longer feels she could visit the village, without having a lot of explaining to do.

Later, the same lady went to see a Harley Street specialist for advice on suspected diabetes.

When the specialist asked "Do you drink a lot?", she replied "No. Perhaps 4 or 5 whiskies a night. I also like the odd beer or two and I have a brandy occasionally, for medicinal purposes,

you understand. On Saturday I also have a bottle of white wine". "I mean what do you drink when you are thirsty?" the specialist asked. She replied, "Oh, I have a little tonic with my wine".

At this point the specialist gave up and said "Well there's nothing I can do for you, I will refer you back to your GP".

This is a true story, believe it or not! I should know, she's my mother in law!!!!

Ed Chivers

We're Appealing

Well, we already know that the car is (appealing) but we need help from any Foundation Members or Committee Members who may have archival material lying around in a box or cupboard.

As mentioned elsewhere in the magazine, Captain Ron Lyons is hoping

to get together, enough historical information, photographs etc., to put together in the form of a book.

Please, if you have any old certificates, anything connected with the formation of the Club almost ten years ago, could you contact Ron, his numbers are on the back page.

We really would like to make a success of this project and there seem to be large gaps in the material that we have been able to locate.

Anything that looks as though it has something to do with the Charter of the Club will be helpful to us.

This of course, is not connected with the competition mentioned elsewhere but will of course be part of the final result.

CYBERCARS

A GROWING LIST OF URLS

<http://www.miata.net> home of the Miata Mail List

<http://www.geko.net.au/~nswmx5/nsw/index.html> Our Site

<http://www.mazda.com.au> Mazda Australia Home Page

<http://home.mira.net/~redback/mx5/> Victorian Club

<http://www.miata.net.au/> Qld Club

<http://www.lonestarmiata.net> Fort Worth Texas

<http://www.miataclub.org/> The Miata Club of America

<http://www.teamvoodoo.com> Great Gear Knobs

<http://www.paradise.net.nz/~gm/vprice.html> Voodoo Prices

<http://www.lg.com.au/justmx5/> JUST MX5

<http://www.teammiata.com/libs/book.htm> list of Miata Books

<http://www.motorbooks.com/index.htm> Motor Books On Line

<http://www.amazon.com> Online Book Store (US)

<http://www.web-cars.com/detail/> Info on Detailing Cars

<http://www.meguiars.com> Meguiars Polishes Home Page

<http://www.vitesse-j.com/poweraxel/mazdaspeed> MAZDASPEED

<http://www.mx5club.org.nz/>

<http://www.zymol.com> Zymol Polishes

<http://members.aol.com/doggiesnot/index.htm> Laughs

<http://www.sankei.co.jp/jij/product/98-12-15/mazda981215-1.html> Pictures of 10th Anniversary car

Note that the Club Website is now at our own Domain name <http://www.mx5.com.au> click on NSW on the map or to go direct <http://www.mx5.com.au/nsw/index.html>

SANTA COMES TO TERRIGAL WITH HIS OLYMPIC MASCOT FRIENDS



Syd



Ollie



Millie



Santa



Santas Little Helpers



Westfield Terrigal

(Continued from page 1) Presidents Report

changed something that I asked them not to (like tyre pressures). And driving it is sheer "heaven on a stick." Sometimes I think that Jean Cook was right when she uttered one of her most famous sayings...but not quite!

The emotive rambling in the previous paragraph actually leads me to a point. At last I hear some of you sigh with relief. Owning an MX-5 is about driving it whenever you get the chance. It is not about storing it away in a garage hidden from the outside world and the light of day by blankets and car covers. I have travelled almost 200,000km in my MX-5 in all sorts of conditions - country roads, expressways, congested city streets and race tracks - and it has never burned a drop of oil and it is still going strong. "But you'll wear it out!", I hear some people say. Well a fact of life is that your MX-5 (or any car for that matter) is going to wear out whether you drive it or not. The laws of physics state that all matter will try to revert to its most simple and least organised form. The Steel panels want to revert back to iron ore. The plastics in the dash want to break down to the petrochemicals used to make them. All of these things will happen whether we like it or not. So I believe the best idea is to get out and enjoy your MX-5 as much as you can while you can. If you have to drive to work in traffic do it in an MX-5. If you have to go to the shop for the milk and newspaper do it in an MX-5. Or to paraphrase the slogan of a well known sports wear company...MX-5 - Just Drive It!

Now for the serious stuff. I would like to take this opportunity to welcome all of our new members and to thank those existing members who have renewed for another year. 1999 will be a very big year for the MX-5 and the Club. The committee has many events in the pipeline to celebrate the 10th anniversary of our car so I hope that you are able to join us.

Finally, Merry Christmas to all of our members and their families, and remember: Drive safely if you are travelling...we'd love to have you around to attend our events next year.

S.R.

RUMOURS

Spotted in the Northern Territory undergoing speed testing and another in Sydney current body shape (Mark 11) MX5, fitted with 6 speed gearbox an Autorotor supercharger and large intercooler. Could this be the Tenth Anniversary Special? Sources tell us that the colour was also different on the outback car but neglected to tell us what it was. The US Anniversary special will apparently be yet another blue.

Ford, apparently wants to make the next generation of MX5, less expensive to produce. One way (they think) is to switch to Strut Type suspension. Proving that they really understand (NOT) the phenomenon that they inherited in their Mazda share purchase. I wonder if they understand the word "Revolution"? They obviously see it as "A convertible". The really sad thing is, if they wrap it in a pretty enough body, they might just get away with it and one of the worlds great sports cars might die almost unnoticed.

Al Palmer's EST 1974 Repairs

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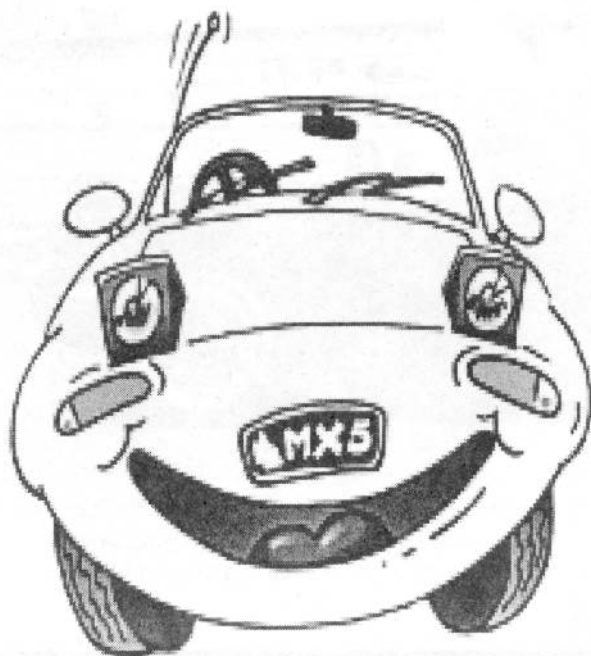
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As you are aware, plans are well under way for the **biggest ever** gathering of privately owned MX5's and MX5 enthusiasts in the southern hemisphere. We want **you** to be part of that action!



NATMEET LOGO

1999 is a special year for the MX5, 10 years after its initial production run, the MX5 is still regarded as one of the best value sports cars ever built. Even after numerous competitors of Mazda have launched (and even canned) other "sports cars" nothing really competes with the legendary MX5s.

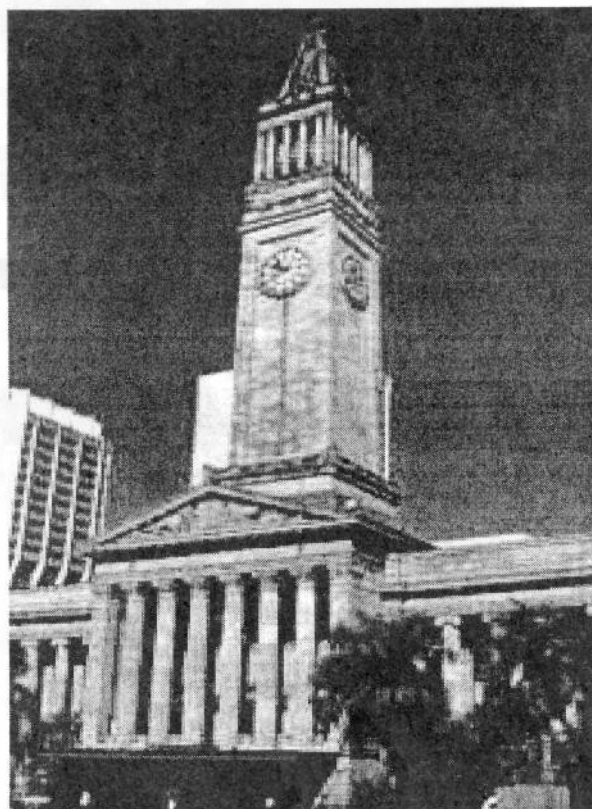
NatMeet '99 is not only about the MX5. Attendees at previous NatMeets throughout Australia (1994 Adelaide, 1996 Canberra) would agree that the element they remember most after NatMeet has passed, is the friendships they have made with other people with very similar interests and passions. It's scary to think that no matter where you go in Australia (or even around the World for that matter), that all MX5 clubs are filled with people just like us!

What better place to celebrate 10 years of MX5-ing than the picturesque surroundings of SouthEast Queensland. NatMeet '99's "base camp" is a 4 Star accommodation venue nestled in the foothills of Brisbane's Mt Cootha State Forrest, less than five kilometres from the GPO. Even the drive to the Motel appears to be purposely built for the MX5! Brisbane is less than one hours drive to the world-renowned Gold Coast, less than two hours from the paradise of Noosa on the glorious Sunshine Coast, and within an hour of driving west you could be in either Toowoomba or driving on more of the best MX5 roads in the country.

...biggest ever gathering of privately owned MX5's in the southern hemisphere...

South East Queensland is home to many internationally famous tourist attractions. Why not include a visit to Warner Brothers Movie World, DreamWorld or the O'Rielly's Guest House on Mount Tambourine on your to do list before or after NatMeet '99. Maybe you would like to consider staying a little longer and join our own tortoise tour!

While this sounds like a great, lazy five days in the tropical Queensland sun at the best time of the year (Autumn temperature average 26 degrees by day), away from the hassles of the daily job with 100 of your closest friends, all driving the worlds best sports car - don't be fooled! We have jam packed into five days the best Queensland has to offer, day and night. From the Concourse at Brisbane's finest gardens - the Southbank Parklands, the day at the track, and the formal dinner at one of Brisbane's premier restaurants, there will never be a dull moment. While having a full time table, we have allowed plenty of "free time" to wash cars, shop or even more sight seeing!



BRISBANES CITY HALL

We have booked Lakeside International Raceway for the Thursday before NatMeet '99, for those keen to drive on one of the most famous race tracks in Australia. This will be the drive of a lifetime for drivers eager to be part of motoring history.

Our web site is regularly updated with the latest developments on NatMeet '99. You can access it at www.miata.net.au. To see exactly who has expressed interest in attending NatMeet '99, you can visit our web site to view a list of names grouped by states of who is interested in becoming part of this fantastic event. Please notify the MX5 Club of Queensland before September 30 1998, if you do not want

your name displayed on our guest list.

HIGHLIGHTS

A more detailed program will be mailed to every registrant with their acknowledgement of registration.

THURSDAY Lakeside Brisbane, renowned race circuit, will be available for the motorsport enthusiast for the drive of a lifetime to test their skill and wits prior to the commencement of Natmeet. Lakeside is not a Natmeet activity. Registration will commence at Midday on Thursday 1 April 1999 and will close at 9am on Friday for any late arrivals.

GOOD FRIDAY The morning will see us take over an area at the Southbank Parklands in the heart of Brisbane for the

Concours d' Elegance. Southbank provides a variety of activities for everyone to enjoy including Kodak Beach and trips along the river in one of Brisbane's many City Cats. In the afternoon you'll be able to match your wits in a short navigational run to be held after lunch.

SATURDAY We'll be spending the day on a full day run through the beautiful Queensland countryside. The Queensland Government has been kind enough to build us some of the best MX-5 roads in the country. One of our goals is to show you some of them. There will be plenty of breaks to enjoy the views and take some great photos.

SUNDAY No Natmeet would be complete without a track day. We've booked an exciting Queensland location. There will be a number of events and all members are encouraged to participate. Other activities will be arranged for non-participants.

MONDAY Today will be a shorter half-day run through some more fantastic MX-5 roads. Following this will be the Presentation Dinner to be held in one of the most spectacular locations in Brisbane.

TUESDAY Breakfast concludes the weekend and you're on your way home. At the conclusion of Natmeet you may decide to stay a few more days and join a "Tortoise Tour" for three days until Thursday to some of our favourite places.

Further Information Please contact us as soon as possible to help us plan. You'll also be ensuring that you're the first to receive any information on

Natmeet '99. The Australian MX-5 website will be regularly updated

with new information on Natmeet '99.

23 Repton St

Pullenvale Qld 4069

Club Mobile: 0419 510 555

Fax: (07) 3844 8628

Natmeet Qld '99

The Club Welcomes

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Anne Stasinowsky

Stuart Linley

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Mike Hailey

Linda Hailey

Maria Alborno

MECA AND ITS SIGNIFICANCE TO THE MX5 CLUB

Motoring Enthusiasts Council of Australia (MECA) Update
By Steve Remington

Many of you will have heard me speak at previous meetings about my involvement on the committee that establishing the Motoring Enthusiasts Council of Australia (MECA) and the many benefits to the MX-5 Club that MECA membership will bring.

In order to provide a clearer background of MECA and its aims and objectives I have included below the text of a circular that was sent to almost 2,000 motor vehicle enthusiast clubs around Australia. To date response has been positive and it appears that there is enough support for the MECA steering committee to further pursue the idea.

If anyone is a member of another car club that did not receive a copy of the circular please contact me on. Similarly if you would like further information about MECA or have any suggestions regarding issue(s) that MECA could pursue please give me a call. I can be contacted at home on (02) 9438-1803 or via e-mail on president@mx5.com.au.

Early this year, the Royal Automobile Club of Australia invited a wide range of motor clubs and associations to discuss the idea of the formation of a National Motoring Secretariat. The idea was to provide ALL motoring enthusiasts (through their clubs) with one voice to represent the Australian club community to Government and the Industry as well as to negotiate benefits for all affiliated clubs. The idea was positively embraced by all who attended. A steering committee drawn from a variety of motoring enthusiast clubs was formed and has made significant progress toward the launch of such an organization. Sub-committees have prepared suggestions on Structure, Finance and Communications needs and these have been adopted by the Steering Committee. A framework for the organization has been set-up and the next step is to seek the endorsement and active support of every motoring enthusiast club in Australia. This is the opportunity for your club to be involved from the start in the launch of an exciting concept which will deliver substantial benefits both to affiliated clubs and their members.

Mission

The drive to canvas support for such a body came from the RACA which is represented on the Board of the Motor Industry's peak body, the AAA. The RAC wants to develop a real voice for the Club movement nationally by concentrating the vast variety of motoring Club interests into one focussed group. This body, to be known as, the Motoring Enthusiasts Council of Australia (MECA) will be able to represent Clubs at the highest levels of industry and government so that the combined voice of Australia's motoring enthusiasts is clearly heard on all legislative & regulatory issues.

The motoring enthusiast club movement comprises a very substantial group of members throughout Australia - one that is however focussed mainly on individual club interests. By encouraging clubs to combine their influence, all can receive the benefits of high level access and representation on the many issues that are common to all clubs.

Just as importantly, the significant numbers behind this voice will

enable the negotiation of a range of discounts and other benefits for members of Clubs based on the buying power of such a large group.

Membership

Membership of the new group will be open to ALL motoring enthusiast groups. Whether racing, sporting, rallying, collector, social, off-road, motorcycle, military vehicles, historics, or motor marques - ALL are welcome to join!

As well as harnessing the 'people power' of individual clubs MECA will also welcome support from peak groups such as existing State and National bodies (eg: CVVTMC, NHMF, CAMS and all other bodies with an interest in the Club movement.

These bodies have particular expertise in their specialist areas which will be immensely valuable to the new body as it develops its programmes. Recognizing that the effectiveness of MECA will depend on its ability to attract and represent ALL motoring Clubs equally, MECA is totally committed to a basic policy foundation of: one Club -one vote!

MECA will not replace or even compete with any existing organization. It simply seeks to gather all these groups together to harness the latent power available to the estimated 300,000 club members throughout Australia.

Low Membership Cost & High Benefit Dividend

A token membership cost is envisaged for member clubs (about \$1 per head of club membership) because the real benefit to member clubs will flow from the discounts negotiated with product and service suppliers. For example a fuel or insurance discount negotiated by MECA would provide significant savings to club members substantially outweighing the MECA membership fee.

These benefits will of course, only be available to members of MECA affiliated clubs.

In fact, it is expected that MECA derived benefits could provide a very useful means for clubs to grow their own membership significantly.

Be part of the launch of MECA!

The Steering Committee is currently finalizing proposals in preparation for a national launch and is eager to contact as many clubs as possible prior to the launch. Your help in spreading the information as widely as possible throughout the club movement would be much appreciated. Please also circulate this to your members.

To make MECA work, we need your support and encouragement so please use the form below to tell us a little about your club. At this stage, it costs you nothing to register your interest in the launch of a body that will potentially be of considerable benefit to your club and its members.

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Racing Beat Style Front

Spoilers From..... \$275

FROM THE MX5 JOURNAL

Birth of the Cannon Brace

About 2 1/2 years ago, I ordered a Technoport track bar for installation on my '91 Smurf Blue Miata. I ordered it from Holly at Wiz Performance. When it arrived, the first attempt to install it failed. Two problems manifested. 1) the weld studs on the brackets broke their welds before the brackets were fully seated, and 2) the lower transverse tube was the wrong length. I talked to Holly who referred me to the manufacturer.

The manufacturer sent me a new lower bar with longer slotted holes and new brackets. The second attempt also failed. Again the weld studs broke away from the bracket. This time, one of them broke when I was removing the factory installed nuts from the weld studs prior to installation. As I had four sets of brackets in hand, I was able to try again. Again, before I could seat the nuts on the weld stud, they broke away from the bracket. It was very difficult to remove the brackets as there was no way to hold the weld stud while removing the self locking nuts. A tire iron wedged into the suspension pickup and forced with all my strength finally allowed me to remove the nuts from the studs. I made one further attempt before shipping the complete setup back to the manufacturer. It took many months to receive a refund from Holly.

A year later, I bought a used Racing Beat rear subframe brace from someone on the Miata listserver. When it arrived, I was amazed to discover that it was simply a piece of 0.090" sheet metal with a fold for stiffness and some holes punched in it. Not much for the \$120 asking price for a new one. Further, the area around the four mounting holes showed signs of movement and the metal on the circumference of the holes was worn to a knife edge. I decided that this brace was also unsuitable for my purposes. I sent it back and received a prompt refund this time.

Before I sent the RB back, I used it to make a template to locate the four mounting holes. I work at an aerospace company in Colorado and I decided that there was no reason I couldn't make my own brace. I obtained a couple of pieces of 1/4" 6061 T6 aluminum plate to make into braces. I worked with a structural engineer to develop a design which would be strong, light and as a bonus, would not require the removal of the exhaust for installation.

Once I had settled on a design, I commissioned this same engineer to make a prototype in his home shop. It took several trips back to the shop before I was satisfied with the design. I then had a stress engineer take a look at it to make sure it was strong enough for the task. I had been discussing the project with Lance Schall who is a member of our Peak to Peak Miata Club and is a quality engineer. He decided he wanted one as well. I also mentioned the project on the Miata list and received a number of "I want one too" emails. I installed the prototype on my current Miata, a white '90 with 108k miles. The difference was immediately noticable. I drive fairly aggressively, and I set out to see if I could make the brace fail, or even move around a bit. After two weeks of mountain roads, bad railroad crossings and getting the car airborne on the 95th street intersection, I pulled the brace to see if anything was amiss. The brace was perfect, no sign of wear or movement and no bending. I noticed the lack of the brace the next time I drove the car. I had the structural and

stress engineers take a look at it and they were both pleased with the result.

Next, I installed the same prototype brace on Lance Schall's '90 Miata. His car is lowered with GAB shocks and aftermarket sway bars. Lance drives even more aggressively than I do. When I asked for the brace back after two weeks, he didn't want to let me take it off the car. I had to promise that he could have it back as soon as I was finished using it to have an NC mill set up to do a small production run.

By now, I had offered it to the list members and received deposits from a number of them so I felt confident in spending the capital to have the NC mill programming done. Another engineer I work with has an NC mill in his garage and I contracted with him to do the programming and the initial production run. I made a few small changes to make installation even easier on the cars and to improve the strength of the brace.

I sold the first production run via the Miata list on the Internet. Feedback was positive from every one who bothered to write back. There has never been a complaint and I have never had to honor the warranty, which was only that if it didn't fit, it could be returned for a refund. There was a small problem with cars fitted with Jackson Racing rear sway bars, which have thicker brackets. This was solved by grinding/filing the JR brackets. I was asked by several people to provide comprehensive installation instructions which resulted in the three page set that you should have received with the brace.

Bill Cardell at Dealer Alternative has since sold all the succeeding production runs through his mail order business. He retails them for \$119 each. Tommy Grimes at Performance Buyers Club is evaluating one and they may decide to carry them as well. The brace was designed for '90 & '91 Miatas which didn't have any factory rear brace. It will fit on other years, but you must remove the factory bar and cut the mounting tabs off the sub-frame before my brace will fit. A number of people have done this on '92s & '93s as well as a couple of '96 base models which do not have any factory rear braces on them.

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166 Zenith Avenue
Lafayette, Colorado 80025

Club:

Car:

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Your Local MX-5 Service Station

A notice board for club members to advertise MX-5 items they may have for sale, and other interested parties to advertise their goods and services. A nominal fee for your advert is charged (see below).
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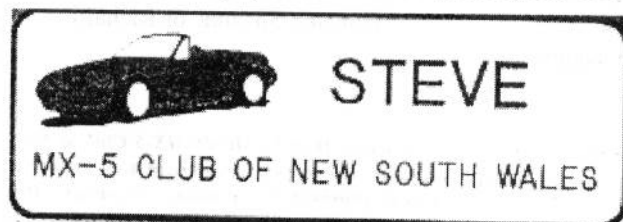
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Club Talk is YOUR magazine and needs your contributions.

We are seeking short articles, photographs, and / or funny stories relating to you and your MX-5. We are not looking for epics to rival War and Peace. We only need half a dozen paragraphs or so and possibly a photograph.

If you want to make a contribution you can send it to the Magazine Editor, Jeff Gehrig, via post, fax, or e-mail. Refer the back page of Club Talk for contact details.

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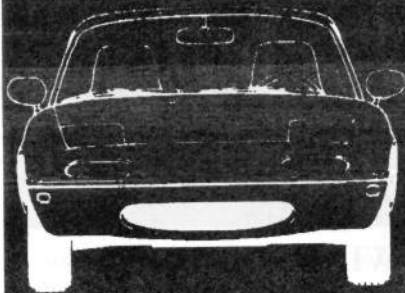
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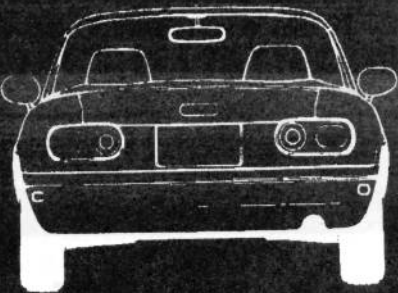
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Micro (1/16 Page)	\$5.00

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).



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.

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Ammon International are professional manufacturers of Car Leather seats. For the MX-5, two seats in full leather (your choice of colour) will cost only \$975. Price includes full installation and a three year warranty.

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Burncroft Guest House

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Ph: (049) 30-7246
Contact: Suzanne or Richard

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

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CLUB WEB SITE

Club Talk

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

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

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