

YOUR CLUB NEEDS YOU!

To quote some famous American President, "Ask not what your Club can do for you, ask what you can do for your Club" (with apologies to JFK)

I seem to keep telling you all just what a good job we think we are doing for you, the members. I do think we are doing a good job, but the more we do the harder we make it for ourselves. We have a high turnover rate on the committee, people resign for family reasons or sell their car or move away. When we are elected to the committee, it is for a 3 year term. At the end of that we may stand for re-election again for another 3 year term. There are certain skills that we really do need on the committee for the next year. We desperately need secretarial or administrative skills. It is a massive job to look after the membership database and do the renewals each year. The snail mail outs each month take time to fold, print labels and send out plus the Club Talk each quarter. Matilda has done an excellent job with the finances for the last few years, and it set



up in a way that can be easily understood. In the next few months in the lead up to the next elections, we want those of you with any of these skills to come to any of us on the committee and talk to us. The excuse "I don't have time" just does not wash with any of us. We all have busy jobs, but we find the time for the Club. It may be a bit of an ego trip for me, but I take a great amount of personal satisfaction out of standing up at a Club event to welcome an ever increasing number of participants.

In the same vein, to all of you who have ever enjoyed a run, take a look at just what is was about the run that you enjoyed. You owe it to the rest of us to plan and lead one yourself! Most of us have organised quite a few runs, so I feel that the ones I do are getting a bit stale now. We need some new blood and some new ideas. If you have an idea for a social event that the group may enjoy like the white water rafting, then get the details and look into it for the rest of us.

Jean Cook, President

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President's Report

We have just returned from another very successful Natmeet in Adelaide. It was held at the Clare Valley Country Club which was the perfect venue. I do hope that most of you have read all the info on the website and have seen some of the millions of photos that were taken!

Some of us went the long way to Adelaide, via Melbourne and the Great Ocean Road, which was just spectacular as those of you that have been there will already know. For those who have not, it is a must in the MX-5, but take a tip from some passengers who did, don't video it! They were not able to do justice to lunch afterwards!

Many thanks to our winners, namely Dave Perin (Speedy) for winning the Hillclimb in class 5 (forced induction) also the Concours 1600 modified Generation 1, and the Peoples Choice

Award! To Karen Evans who won the Generation 3 Modified at Concours and for being the Runner Up in the Clue Rally. To Rico Rubin for Modified Generation 2 and of course Colin Caldwell for 1600 Standard Generation 1. Thanks also to the rest of us who just went along and by being there and joining in gained points for NSW.

Unfortunately it was not enough for us to win the overall trophy, but there is always next time! If there were points given for the most bottles of wine consumed there would be a few of us in line for that and as a group we would have won hands down!

By now most of you will have heard that according to the rotation, it is NSW turn for 2004. My 3 years on Committee is ending at the next AGM and I will pass on the presidential robes to someone else and make a start on the

preparation for Natmeet 2004! We are going to need a lot of people and some certain skills to make it work, so if you are in the least bit interested please get in touch!

Be prepared for 2 years of hard work and a weekend that you will probably not be able to enjoy fully, but will give lots of rewards. The more people involved, the less work for all and more chances for enjoying the end result. South Australia has given us a very hard act to follow. We cannot hope to better it, but we can certainly make it different.

We need all the ideas we can get!

*Jean Cook,
President*



Welcome New Members

A Very Warm Welcome to our Latest Members

John Smith
Mark Borch
Wendy Smith
Evelyn Payne
John Thomas
Linda Taylor
George Mangoulis
John O'Byrne
Tina Kametis
Lisa Godden
Trish Mills
Geoff Mills
John Rutledge
Gerry McCarthy
Michael Bowden
Ben Margetts
Alan Parr
Julian Smith

Michael Dawe
Ian Boswell
Angela Chisholm
David Norman
Robert Wall
Kate Shacklady
Paul Conyers
Melissa Conyers
Geoff Blow
Jim Barnes
Robert Kai
Pip Barnes
Robert McBey
John Williamson
Julian Roberts
George Benedek
Jamie McBrien
Kerry Benedek

Hilda Huang
Robert Gage
Jacqueline Hocking
Michael O'Kane
Tom Vujasinovic
Joanne Vujasinovic
Chrissy Finlayson
Paul Belford
Katreena Belford
Robert Weston
Jason Hay
Matt Townsing
Melissa Legovic
Gary Johns
Deb Johns
Peter McAulay
Elizabeth McAulay

See you all at the next run...

COMPETITION REPORT

For motor sport and the club's competition activities summer tends to be a period of hibernation. Unlike the bears that sleep during hibernation, many of our members have been busy preparing for the upcoming season. Ed Chivers had plenty of work to do on his racecar following the eventful 1-Hour race back in November. Ed had "black 89" ready for the first Prod. Sports race meeting which was held at Eastern Creek on the 9/10th March. Lou Iezzi has bought another MX-5 racecar, the ex Megan Kirkham GTP car and has been busy transferring bits from his road/race clubman on to his new racecar. As the classes for this years championship will be determined on a power to weight formula all our racers have been having their cars weighed and "dynoed" to determine their competition class. For this year the Teamx5 cars will be competing in class C against Toyota MR 2's and mildly developed Porsches.

At Eastern Creek on the 9th March Ed Chivers qualified fifteenth overall, second in class with a time of 1.52.74. Ed was just headed in class by a Porsche 968, the margin 0.64 seconds. Zane Al-said qualified third in class in 1.54.79 with David Raddatz fifth in 1.54.89. How close were the third to fifth times? Race 1 was late on Saturday afternoon and was over 5 laps. Ed Chivers was placed first in class, twelfth overall and established a class record of 1.50.99, Zane was fourth in class and David unfortunately had an off hitting a tyre barrier and damaged the car resulting in a DNF.

On Sunday there were two races over 7 laps. In the first Ed was again leading his class when he had a moment resulting in him finishing third in class only 0.3 seconds behind the second placed MR 2. Zane finished fifth in class with David sixth after some overnight repair work and borrowed parts from Nick and Matilda's original racecar. Race 3, the Trophy Race saw Ed second only 0.6 seconds behind the class winning Porsche with Zane and David finishing in fifth and sixth less than a second apart.

Next races for the Prod Sports are at the Konica V8 Supercar meeting at Wakefield Park on the 30/31 March.

Registration for this years Supersprint

Series has seen an increase in the number of MX-5 Club Members intending to compete. Teamx5 will again be represented by last year's competitors Nick Martinenko, Matilda Mravicic, Zane Al-said, Ed Chivers, Robin Thomson, Bill Dougall and Mike Hicks. Joining them this year will be Steve Lamont, Peter Cooper, Paul Chivers, Derek Plante and Phil Barlow. Series Registrations are still open so if any other club members would like to join us then please contact me for registration forms and applications for your CAMS level 2 Licence.

The MG Newcastle conducted first round of this year's series at Oran Park, South Circuit on Sunday 10th March. Eight Teamx5 members competed, class results were as follows; class 3 a, first was Matilda Mravicic with a best lap of 52.94, second was Nick Martinenko, 53.49 and Bill Dougall was third 53.89. In class 2 a Steve Lamont had this class to himself and recorded an excellent time of 54.89 on his first outing at Oran Park. In class 1 b, Mike Hicks recorded a time of 56.29 for second whilst Phil Barlow running on standard road tyres was 4th in class with a time of 60.05. Phil was also competing at Oran Park for the first time and worked hard all day in steadily reducing his times. In class 1 a, Robin Thomson and Peter Cooper had a great battle for class honours. Robin just beating Peter into first place with a time of 56.41, Peter recording 56.75 for his best lap. It was also Peter's first drive at Oran Park an excellent time. On these results the club should be up amongst the leaders in the Club Pointscore. We look forward to Ed, Zane, Paul and Derek joining us at the next round, which will be Wakefield Park on the 25th May.

On the 2nd of February twenty fortunate club members participated in a Driver Training Day conducted by Ian Luff Motivation Australia at the Driver Training Facility at Oran Park. Ian Luff and two of his instructors, Ian Kimber and John Boston managed to take most of us out of our comfort zones in-order to improve our driving skills. A full report on the day is in the "News" section of the club web site. Congratulations to the days trophy winners. They were "Top Gun" George Mangoulis, Gold to Leigh Addison, Silver to Eddie Lee, Bronze to Andrew Silver and the "Most Improved" to Nikki Alberts. The day was voted a success by the participants, see Australian

Coming Events

Update your organisers and diaries !!

- Saturday, 4th May**
ACT Coffee & lies
- Sunday, 5th May**
Kangaroo Valley
- Wednesday, 15th May**
Committee Meeting
- Sunday, 19th May**
Club Run/
Wakefield Park Track Day/
ACT Run
- Wednesday, 22nd June**
Natmeet 2004 Inaugural Meeting
- Saturday, 1st June**
ACT Coffee & Lies
- Wednesday, 12th June**
Committee Meeting
- Sunday, 16th June**
Club Run/
ACT Run
- Monday, 17th June**
Wakefield Park Track Day
- Wednesday, 26th June**
Committee Nominations Close
- Saturday, 3rd July**
ACT Coffee & Lies
- Sunday, 14th July**
Go Karts are Go
- Wednesday, 17th July**
Committee Meeting
- Sunday, 21st July**
Yulefest Club Run
ACT Run
- Wednesday, 24th July**
Annual General Meeting
- Saturday, 3rd August**
ACT Coffee & Lies
- Monday, 12th August**
Wakefield Park Track Day
- Wednesday, 14th August**
Committee Meeting
- Sunday, 18th August**
Club Run
ACT Run
- Saturday, 7th September**
ACT Coffee & Lies
- Wednesday, 11th September**
Committee Meeting
- Sunday, 15th September**
Club Run
ACT Run

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Car Talk at www.aus-cartalk.com >> Car Clubs >> MX-5 Clubs of Australia under the heading "Luffy is god. All hale Luffy". Based on that success the Club's Committee has committed to run another Driver Training Day in April/May next year.

The first Club Practice Day for 2002 was held at Wakefield Park on Monday 11th February. Early morning drizzle soon cleared giving us another good day. There were 30 club members competing, 29 in MX-5's with Val Stewart giving her Mk 1 RX 7 it's first run in over twelve months. Fastest time of the day was recorded by Zane Al-said (1.10.94) running on slicks for the first time. Val Stewart (1.13.33) just beat Matilda Mravicic by 0.24 seconds to be the fastest lady on the day. Robin Thomson in his recently acquired Mk 1 won the Regularity with a time variation of only 1.92 seconds from his nominated time for the eight laps. Bill Dougall was second on 1.97 seconds and President Jean third on 2.12 seconds. All three were under the previous best Regularity time. On the day all competitors had the opportunity to complete six runs of four timed laps plus the eight laps Regularity.

Our next Wakefield Park Day is on Monday the 22nd of April. It will be our Driver Training Track Day commencing with a training presentation by Ed Chivers and then the opportunity to have Teamx5 members ride with you pointing out breaking and turning in points and correct lines through the corners to help you improve your lap times. This day is held once a year and is a great day for those members who have not been to Wakefield Park before. The following meeting will be our first Sunday track Day at Wakefield Park. It has been organised to give those members who have difficulty in taking a Monday off work, the thrill of joining our regulars for a great day at the track. Mark the date in your diary, entries will open after Nat Meet 2002.

Listed below are the following; 1.) Best Lap Times by Class at Wakefield Park for the Competition Year 2001/2002, 2.) The 2001/2002 Progressive Point Score by Class and 3.) Calendar of Speed Events for 2002. Hope to see you at one of the up-coming events.

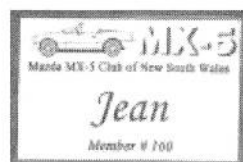
Mike.

Wakefield Park 2001/2002 Best Lap Times by Class

| Class | Driver | Time | Date Recorded |
|-----------------------|------------------|---------|---------------|
| <u>Class 1</u> | | | |
| Novice Female | - | | |
| Novice Male | Peter Cooper | 1.19.75 | 11.02.2002 |
| Experienced Female | - | | |
| Experienced Male | Robin Thomson | 1.19.02 | 1.02.2002 |
| <u>Class 2</u> | | | |
| Novice Female | Leonie Flower | 1.27.77 | 11.02.2002 |
| Novice Male | Miles Flower | 1.22.50 | 11.02.2002 |
| Experienced Female | Zan Menzel | 1.25.84 | 13.08.2001 |
| Experienced Male | - | | |
| <u>Class 3</u> | | | |
| Novice Female | - | | |
| Novice Male | Arno Boge | 1.20.44 | 13.08.2001 |
| Experienced Female | Jean Cook | 1.24.28 | 15.10.2001 |
| Experienced Male | - | | |
| <u>Class 4</u> | | | |
| Novice Female | - | | |
| Novice Male | Kyle Alberts | 1.18.06 | 13.08.2001 |
| Experienced Female | - | | |
| Experienced Male | James Kelly | 1.20.36 | 10.12.2001 |
| <u>Class 5</u> | | | |
| Female | - | | |
| Male | Steve Lamont | 1.15.51 | 15.10.2001 |
| <u>Class 6</u> | | | |
| Female | Nikki Alberts | 1.20.79 | 11.02.2002 |
| Male | Kyle Alberts | 1.16.32 | 11.02.2002 |
| <u>Class 7</u> | | | |
| Female | Matilda Mravicic | 1.12.76 | 15.10.2001 |
| Male | Nick Martinenko | 1.12.19 | 13.08.2001 |
| <u>Class 8</u> | | | |
| Female | - | | |
| Male | Ed Chivers | 1.11.49 | 13.08.2001 |
| <u>Class 9</u> | | | |
| Female | Val Stewart | 1.13.33 | 11.02.2002 |
| Male | Barry Faux | 1.09.86 | 13.08.2001 |

What's this? A new Club logo??

In the last year, the Committee has been looking at again changing the club logo. Some of you may not be aware that this is not the first logo the club has used. You can see the other one in the picture. There were a few reasons for doing so.



An Old Logo

When we were looking at merchandise for the club, the companies we went to had some difficulty in reproducing it accurately. Club members with the Mark 2 commented that it did not reflect their car.



Proposed New Logo

We looked at the other Clubs within Australia, and they all had non generic logos. The committee had some contacts in the design area, so they were asked to give us some ideas, which they did.

We then picked out the one that we as your committee felt best reflected our club. At the meeting in February we first introduced it to the members who were there. We asked for indications of approval and with a very informal vote a 2/3 majority approved. We realise that was a very small proportion of the membership but it did encourage us to promote it. We intend to present this for the membership to vote on formally at the AGM.

Jean Cook, President

Mazda MX-5 Club of NSW Inc. -Wakefield Park Practice Days Progressive Point Score 2001/2002

| <u>Class</u> | <u>Dr. Cat.</u> | <u>Driver</u> | <u>13 / 8</u> | <u>15 / 10</u> | <u>10 / 12</u> | <u>11 / 02</u> | <u>Total</u> |
|--------------|-----------------|-------------------|---------------|----------------|----------------|----------------|--------------|
| 1 | m / n | Peter Cooper | - | 10 | 10 | 10 | 30 |
| | | John Wolfswinkel | 6 | - | - | 3 | 9 |
| | | John Burgess | - | - | 6 | - | 6 |
| | | Bradley Smith | - | - | - | 6 | 6 |
| | | John Thomas | - | - | - | 4 | 4 |
| | m / e | Geoff Hemsall | 10 | 10 | 10 | 6 | 36 |
| | | Robin Thomson | | | | 10 | 10 |
| | | Stephen Sewell | | | 6 | | 6 |
| | | | | | | | |
| 2 | f / n | Leonie Flower | - | - | - | 10 | 10 |
| | m / n | Miles Flower | - | - | - | 10 | 10 |
| | f / e | Zan Menzel | 10 | - | - | - | 10 |
| 3 | m / n | Arno Boge | 10 | 10 | 10 | - | 30 |
| | | Ed Cory | 6 | 6 | 6 | 10 | 28 |
| | | Phillip Youl | 4 | - | - | - | 4 |
| | | Tristan Rappo | - | - | 4 | - | 4 |
| | f / e | Jean Cook | 10 | 10 | 10 | 10 | 40 |
| 4 | m / n | Malcolm Bernhardt | 6 | 10 | - | 2 | 18 |
| | | Carl Lee | - | - | 10 | - | 10 |
| | | Kyle Alberts | 10 | - | - | - | 10 |
| | | Liam O'Hagan | - | - | - | 10 | 10 |
| | | Clarence Mak | - | - | - | 6 | 6 |
| | | Chris Tonna | - | - | - | 4 | 4 |
| | | Vincent Lau | - | - | - | 3 | 3 |
| | m / e | James Kelly | - | - | 10 | - | 10 |
| | | | | | | | |
| 5 | m | Steve Lamont | 10 | 10 | 10 | 10 | 40 |
| | | David Lendrum | - | 6 | 4 | 6 | 16 |
| | | Aree Hagopian | 6 | - | 6 | - | 12 |
| | | Derek Plante | 4 | 4 | - | - | 8 |
| | | Luis Ramalhosa | - | - | 2 | 4 | 6 |
| | | Phil Roberts | - | 1 | 3 | - | 4 |
| | | Keith Yap | 3 | - | 1 | - | 4 |
| | | Stefan Mayer | - | 3 | - | - | 3 |
| | | Jarrold Miller | - | 2 | - | - | 2 |
| 6 | m | Roy Milford | 10 | 10 | 10 | 6 | 36 |
| | | Mike Hicks | 6 | 6 | 4 | 4 | 20 |
| | | Kyle Alberts | - | - | 6 | 10 | 16 |
| | | Craig Berthold | - | 4 | 3 | 3 | 10 |
| | | Kevin Addison | 3 | 3 | 2 | 2 | 10 |
| | | Graeme Johnston | 4 | - | - | - | 4 |
| | | Greg Natanson | - | - | 1 | - | 1 |
| 7 | f | Matilda Mravicic | 10 | 10 | 10 | 10 | 40 |
| | m | Nick Martinenko | 10 | 10 | 10 | 10 | 40 |
| | | Bill Dougall | 6 | 6 | 6 | 6 | 24 |
| 8 | m | Ed Chivers | 10 | - | - | - | 10 |
| | | Zane Al-said | 6 | - | - | - | 6 |
| | | Paul Chivers | 4 | - | - | - | 4 |
| 9 | f | Val Stewart | - | - | - | 10 | 10 |
| | m | Barry Faux | 10 | - | 10 | - | 20 |
| | | Robin Thomson | 6 | - | 6 | - | 12 |
| | | Zane Al-said | - | - | - | 10 | 10 |
| | | Andrew Wong | - | 10 | - | - | 10 |
| | | Peter Jefferies | - | 6 | 3 | - | 9 |
| | | Lou Iezzi | - | - | 4 | - | 4 |
| | | Brian Hollis | - | 4 | - | - | 4 |
| | | Vern Johnson | 4 | - | - | - | 4 |
| | | Paul Brell | 3 | - | - | - | 3 |
| | | Phillip Youl | - | - | 2 | - | 2 |
| | | Richard Nicolls | 2 | - | - | - | 2 |
| | | Brice Sildnick | - | - | 1 | - | 1 |
| | | Tim Louie | 1 | - | - | - | 1 |
| | | | | | | | |
| | | | | | | | |

2002 Competition Calendar

| <u>Date</u> | <u>Day</u> | <u>Event</u> | <u>Venue</u> | <u>Host Club</u> |
|--------------------|------------------|-------------------|----------------------|------------------|
| 11th February | Monday | Practice Day | Wakefield Park | Mazda MX-5 |
| 9th & 10th March | Saturday/ Sunday | Prod Sports Races | Eastern Creek | ARDC |
| 10th March | Sunday | State Supersprint | Oran Park South. | MGCC Newcastle |
| 30th & 31st March | Saturday/Sunday | Prod Sports Races | Wakefield Park. | W. P. |
| 22nd April | Monday | Practice Day | Wakefield Park | Mazda MX-5 |
| 27 & 28 April | Saturday/Sunday | Prod Sports Races | Eastern Creek | ARDC |
| 4th & 5th May # | Saturday/Sunday | Prod Sports Races | Philip Island (Vic) | PIARC |
| 18th & 19th May | Sat/Sunday | Prod Sports Races | Oran Park | NSWRRC |
| 19th May | Sunday | Practice Day | Wakefield Par | Mazda MX-5 |
| 25th May | Saturday | State Supersprint | Wakefield Park. | WRX |
| 15th & 16th June | Saturday/Sunday | Prod Sports Races | Oran Park | OPMS |
| 17th June | Monday | Practice Day | Wakefield Park | Mazda MX-5 |
| 22nd & 23rd June # | Saturday/Sunday | Prod Sports Races | Eastern Creek | ARDC |
| 29th June | Saturday | State Supersprint | Oran Park GP | NSSCC |
| 6th & 7th July | Saturday/Sunday | Prod Sports Races | Winton (Vic) | ?????? |
| 7th July | Sunday | State Supersprint | Eastern Creek | Mini C C |
| 13th & 14th July # | Saturday/Sunday | Prod Sports Races | Oran Park | NSWRRC |
| 27th & 28th July # | Saturday/Sunday | Prod Sports Races | Oran Park | OPMS |
| 4th August | Sunday | State Supersprint | Oran Park G P | NSWRRC |
| 12th August | Monday | Practice Day | Wakefield Park | Mazda MX-5 |
| 25th August | Sunday | State Supersprint | Wakefield Park | MWSCC |
| 31st Aug/1st Sept | Saturday/Sunday | Prod Sports Races | Wakefield Park | W. P. |
| 21st & 22nd Sept # | Saturday/Sunday | Prod Sports Races | Phillip Island (Vic) | Procar |
| 21st Sept | Saturday | State Supersprint | Oran Park GP | Mini C C |
| 14th October | Monday | Practice Day | Wakefield Park | Mazda MX-5 |
| 19th October | Saturday | State Supersprint | Wakefield Park | NSWRRC |
| 2nd & 3rd November | Saturday/Sunday | AROCA 6 Hour | Eastern Creek | AROCA |
| 10th November | Sunday | Practice Day | Wakefield Park | Mazda MX-5 |
| 16th & 17th Nov # | Saturday/Sunday | Prod Sports 1 Hr | Oran Park | NSWRRC |
| 9th December | Monday | Practice Day | Wakefield Park | Mazda MX-5 |

to be confirmed

Breakfast Run Sunday 17th March

Well, what a shock to the system, having to leave home at 6.00am on a Sunday morning, it was still DARK! As well as being very cold on this Autumn morning.

Some members were a little concerned that if we were meeting at McDonalds did this mean we were having breakfast there. NOT A CHANCE. Although some did take the opportunity to grab a cuppa to warm themselves before we set off.

We lined up with 23 MX-5's and 6 MR2's (invited to join us on this run) and in convoy began our run through the rural outskirts of Campbelltown via Menangle to Picton. Along the way we enjoyed some magnificent scenery still fresh with the morning dew and saw some hot air

balloons wafting overhead.

Breakfast was enjoyed at the Imperial Hotel at Picton, some people may say that the service was a little slow but please take into account that from the RSVP's received we had booked for 30 people and had 45 arrive on the day, therefore throwing the chef into chaos somewhat. (It was also very early for him). The outcome was that we were all fed and watered and ready to head off for the next part of our run. By this time the day had really started to warm up and it was jackets off and hat and sunscreen on.

We meandered through the country areas of Picton and The Oaks before arriving at the spectacular lookout at

Burrargorang Valley where many photo opportunities were taken.

By this time the cold morning had turned into a very hot day with 30+ temperatures and we were glad to make our way to Camden and head straight to Molly Maguires Irish Pub, to down a few icy cold Guinness's, after all it was St Patrick's Day!

And I'm sure it was a Happy St Patrick's Day for VAL! (our Irish MX-5 member!)

Congratulations to all of you who managed to RISE & SHINE it certainly was worth it.

*Jan Burgess
MSX00M*

The White Water Rafting Experience

The lead up to the Whitewater Rafting Event saw fewer responses than anticipated, this was due to some members choosing to go on holidays or off to the UK for work rather than staying in Sydney to go rafting. There was also the contingent that already had Motor Sport commitments, little did they know that Whitewater Rafting would be as dangerous and as exhilarating as a few laps around the TRACK.

The day began with many dark clouds in the sky and I was worried that we would be wet before we even arrived at the Penrith Whitewater Stadium. However in true MX-5 fashion it once again failed to rain on our parade.

In excess of 20 cars assembled at McDonalds Penrith (where else?). We set off for a short but most enjoyable run traveling along River Rd, (with a wave across the river to Dave & Amy), then via Glenbrook Village and the back streets to Springwood then on to Hawkesbury Heights Lookout for a look out! We were able to see where the fires had almost destroyed the bushland over Christmas and how well it was beginning to regenerate. Along the way we overtook a procession of vintage cars, one of these stopped when he saw us assembled at the lookout and as a fellow motor enthusiast enjoyed the attention given to, and the photos taken of his pride & joy.

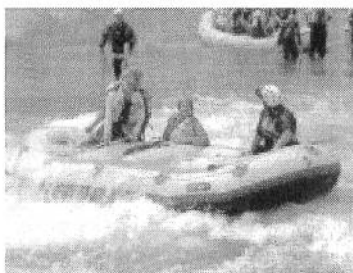
It was then time to head down the mountain again with some great curves to get the adrenaline running before arriving at the Whitewater Stadium.



There were a few people from the Club who had committed themselves to the Whitewater and about the same again who decided to cheer us on (or was that laugh at us!) Not all the rafters were happy about being there, in particular Trudi, who was enlisted without her consent! With our training session complete it was into the rafts with our guides and into it. The first lap around was fun but pretty tame and I was thinking that this was nothing compared to the experience I had had in

About

New Zealand, obviously the guide read my thoughts because it became rougher and harder each trip around. On the fourth lap it was Trudi's turn to be at the front of the raft and she was NOT happy, she closed her eyes during every rapid and we all suffered severe hearing problems from her screams. It was also this lap that we lost our guide overboard and had to maneuver the hardest part of the course on our own, luckily Trudi was not aware of this until we were well down the rapids. With some great teamwork we made it through to the calm waters. At this stage we were to all swap positions again and Trudi was to move to the back of the raft. We couldn't believe she wouldn't move from the front because she was having such a good time!



By the time we got to our last trip around we were all exhausted from the physical exertion and from laughing so much. By this time maybe we had let our guards down, during the roughest part of the course we failed to control our raft and were all thrown into the rapids with the raft overturned on top of us. I certainly wondered if I would make it through alive and was too exhausted afterwards to even get out of the calm water on my own, our tour guide had to rescue me!

It wasn't until my safe arrival on terra firma that I realized that our President, Jean, had suffered an injury during our ordeal and was being treated at the first aid station. She was badly shaken but still able to race off to Oran Park to check the Motor Sport Results! The good news is she has made a great recovery and I'm sure she will be happy to show any of you her battle scars!

At the end of the day we all had a fantastic time, and I for one would do it all again. It was great to see some of the older members out there having a go as well as some of the new members getting into the MX-5 Club of NSW spirit.



Looking forward to the next exciting Social Event. – Anyone for a BRIDGE CLIMB?

Jan Burgess
MXS00M

Charity Tennis Day!

The day was lovely as usual, bright and sunny! I thought I would go along and just sit and watch the fun with a glass of wine & my picnic. Little did I know! Some smart person with similar sized feet to me brought along runners and socks!



really am so easily persuaded, it did not take them long. I actually thought that it might be less damaging to my old bones & muscles than the White Water Rafting! Incidentally I still have the scar from that act of lunacy! I ended up playing a ladies foursome partnering Linda against Jan and June



Now you must understand that the last time I had a tennis racquet in my hand was in High School! Those of you who know me are aware of just how long ago that was. I was shown how to hold it and

(Continued on page 13)

NATMEET 2002

LET'S GO THE LONG WAY

There's only one way to get to the Clare Valley, via Melbourne and the Great Ocean Road.

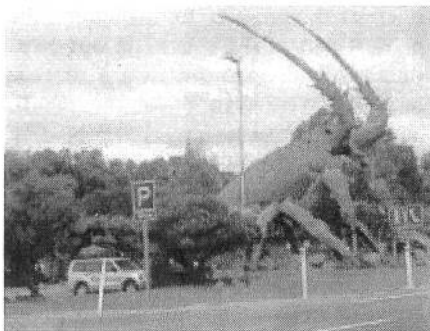
I'm reliably informed that all other roads are closed and that is the way we have to go. So, not being one to argue, I sit back and let someone else do all the work of organising accommodation, sightseeing excursions, detours and other general points of interest. (Thank you Arno).

Day one and a merry little band assembled at Pheasants Nest and minus a car (a little late because they couldn't find the keys) we took off in the general direction of Beechworth Victoria. As you do, we stopped at the BIG MERINO in Goulburn for coffee (it's obligatory to find every tacky monument) and then hit the road again for the next leg, having decided that Gundagai would be a good place for lunch and another tacky monument. After an easy but long day of driving, we rolled into Beechworth with plenty of time to freshen up before finding a pleasant Italian eatery and an excuse for a couple of glasses of wine.



Day two almost began on time, except that one of our number, had gone for a walk and by departure time was still missing, so a few of us drove around in circles, looking for a lone jogger, hoping that we too wouldn't join the ranks of the lost. Fortunately, the message came over the CB that our fit walker had returned and we were all ready to depart. A couple of telephone calls later and we realised that Jean (Cook) and her group of cars that had left a day later, were quite close and that we would be able to meet, so in the meantime, we dropped into Brown Brothers, had a quick slurp, off to the mustard factory for some mustard and crackers, round to the cheese factory at Milawa where we decided to have lunch after trying half the cheeses in

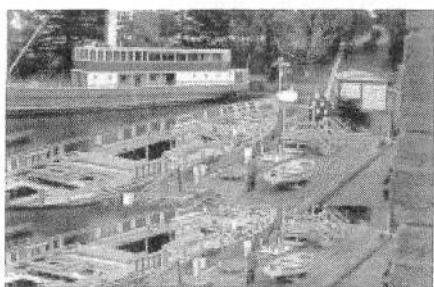
the dairy cabinet. Another phone call determined that Jean was in Albury, so we cut across and met up with them and made course for Brunswick. We were only a tram ride from Lygon Street, so we HAD to have Italian for dinner. Highlight of that evening, for some of us, was our transport back to the motel, a beautifully restored 1936 Dodge, Tony the driver, was only the second owner and it ran like a sewing machine. I'm not sure it was built for seven passengers (the others walked!) the five in the back looked a little squashed.



Day three and the Great Ocean Road was calling. The weather was atrocious (Melbourne?) and we puddle jumped all the way to Torquay, through every piece of "road under repair" in Victoria. By the time we got to Torquay, we were very ready for a cup of tea and Victorian President Bill Campbell was there to meet us, with flasks of tea and coffee, home made carrot cake and lots of bikkies. So, with the wind howling around us and the clouds threatening to once more let go, we took in the view, warmed up and headed west.



The only thing we should have done, is written ahead and made sure that the road was closed to all others. I can understand why the speed limit is low, the scenery is so spectacular that it's difficult to concentrate on the road itself. A pity because the road is an attraction in itself, never ending twisty bits, a sports car drivers delight, unfortunately, we had to share it with every old Falcon Station Wagon in Victoria, not a few buses and the occasional farmer, mounted on his Massey Ferguson. Next stop, Warrnambool, where we terrorised the locals at dinner time, forced ourselves to drink a couple more glasses of wine and got ready for the sightseeing at the Maritime Museum. What a place, everything that Old Sydney Town should have been, this recreation of a 19th Century whaling village is totally believable (apart from the halogen bulbs in the gas street lamps) and we lost a couple of hours wandering around and poking our noses in the various buildings. Did I thank Arno?



In the saddle again and off to Mount Gambier, a quick look at the Blue Lake, into the motel, another Bistro meal and a good nights sleep before the leg to Adelaide. What a pleasure it was to be in South Australia, after the awful roads in Victoria and the ridiculous speed limits, not to mention that every road seemed to be under repair with only one person working on it. After a lovely day of smooth highways and 110 kph (OK, maybe we did 112 kph!) speeds we made it to Adelaide where the rest of the group, got to share a

motel with the always friendly (!) MG Car Club who were having their NATMEET in Adelaide. Fortunately I had a room reserved at the house of my daughter and got to catch up with my two grandsons, the youngest of whom is nine weeks, so I missed out on the fun at the motel.



Good Friday and we departed Adelaide for Clare, already away from home for five days, we were looking forward to "putting down roots" for a few days. A stop along the way to spend an hour looking through the Birdwood Auto Museum, which houses, amongst other wonderful cars, MX-5 number 250,000.



A quick (for some) lunch and it was only a couple more hours before we rolled into the Clare Country Club Resort, where the enthusiastic South Australian Club were literally waiting in the road to wave us in. A very quick check in and we got to discover our rooms and the very nice gift packs that had been prepared for us. The welcome BBQ that evening, was a chance to catch up with faces from previous NATMEETS and tell more tall tales. Two of those faces, belonged to Rob and Cheryl Barr, who many will remember from Brisbane NATMEET, their car showing no signs of the misfortune they suffered at that time.

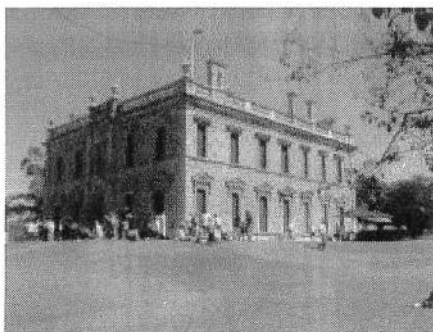


CLUB Talk

NATMEET Day 1 and even before sunrise, the sound of hoses and buckets. The first event is always Concours d'Elegance and the faithful were out with their toothbrushes, eliminating every speck of dust/grime/grease from their cars. By 10.a.m. all the cars were lined up on the practise fairway, ready for judging and we all milled around, filling out our "peoples choice" forms, even though we knew who was going to win. Good on you Speedy, you didn't let us down.

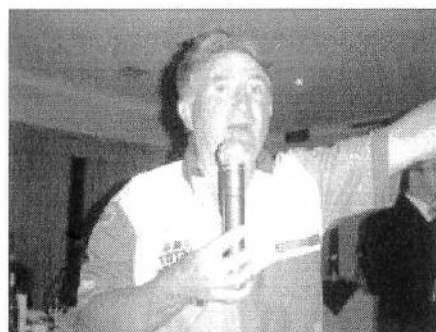


The afternoon was free but Theresa (never did find out her last name), an engineer from the Mazda Design Centre in California was getting married at Martindale Hall, one of the historic Mansions in the area and had asked if there might be some Miatas available for photos, I hope there were enough!

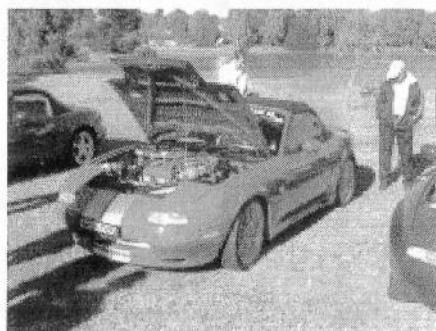


Clare and Oh Boy! The organisers had warned that it was "re-opening" night for this recently renovated landmark but no-one expected the two thousand enthusiastic drinkers that descended on the place, adding an interesting flavour to the evening.

Day two, saw the Divorce Lawyers favourite event, the Observation Run", anyone who has participated in the famous "Eds Bastard Run" will know what I'm talking about. Ed has a rival, this run was the equal of any other that I have participated in! Some actually managed to complete all questions, the winner did it SOLO! Needless to say, we returned to the resort, had a quiet drink by the lake and got ready for dinner at a much quieter Chinese Restaurant in Clare, this was really good and we even managed to raise some money for Camp Quality. After dinner, Elaine Caldwell turned on an impromptu Spoon concert by the lake and many sang into the wee hours.Ten Green Bottles.....



Day three and a surprisingly bright eyed bunch, jumped enthusiastically in their cars and headed to the Barossa and a day of Hillclimb activity in conjunction with the BMW Club, SPEEDY did it again and took out F.T. D., is there no end to his talents?



The two-car Queensland team of Peter and Ruth Simpson and David and Eleanor Lydon, proving that a big team isn't always the answer won the NATMEET Shield.



(Continued on page 10)

(Continued from page 9)

To all the other Club Members who won trophies in their various classes, congratulations, the spirit of competition is alive and well!



All too quickly, the competition had come to an end and all that was left was the Presentation Dinner. This took



place at the Resort so no one had to worry about driving home and a good time was had by all. Speeches were short and to the point, the food was superb, the company dazzling and it was time to find out the various class winners, take photos and think about the memories that we would be taking away with us. All over but the shouting, a very successful event and one which will be a difficult act to follow as N.S. W. has the honour of holding NATMEET 2004.

Breakfast the next morning was quiet, the realisation that it was all over and it's a long way home, a sobering thought. One last chance to say good-bye to new and old friends before hitting the road. To think that I wasn't

going to go! I would have kicked myself for years if I had missed it See you ALL at the next one.



By the way, thank you Arno, for organising the "Mighty MX-5 Muster", the trip down was brilliant.

Jeff Gehrig



IAN LUFF TRAINING DAY PICTURES

Jean Cook, President in action. You can see these online at Jarrod's website: http://jarrod.miller.idx.com.au/mx5ive/drive_day/



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CAPTAIN'S REPORT

G'day,
For those who don't know me I'm the tall guy with the bright Hawaiian shirts!



Some of you who frequent aus-cartalk.com will know me as slammer, others as "that bloke who took his gear off" or "the guy who drops wheelies", or "the crazy loon who drills holes in his car", whatever, just don't call me late to the starting grid!

My love affair started with the very first unveiling of the MX-5 on Aussie soil, at an invitation only function in Vaucluse, in 1989, the result was that I put down a \$1,000 deposit on a classic red.

Unfortunately I landed a new job at Saatchi's (Toyota's ad agency) and was told in no uncertain terms that the 5 would be a severe career limiting choice of vehicle. Sadly the deposit was returned, to be replaced however with a red 1990 MR2. I picked the 2 up on a Friday afternoon and asked to be booked in for my first service the following Monday. "Mate", came the reply, "you gotta have fifteen hundred clicks on it for the first service", "just book it in" was my response. That weekend the 2 racked up 1650 km's of running in from Sydney to Lithgow, Bathurst (for 20 laps or so), Orange, Parkes, Forbes, Dubbo, Mudgee, Lithgow and back to Sydney.

Fast forward to 2000, and a wander down to Newells to walk off the BLT and Latte, had me eyeing off a very tidy NA6A (NA = original body shape, 6 = 1.6Litre, A = first version).

Well it was a lovely sunny day, so I thought I'd have some fun with the sales staff and asked for a test drive, "no problem at all" and "have fun" were ringing in my ears as I eased the little red beast into the South Dowling St traffic. By the time we'd hit the airport tunnel I was sold, and the car was purchased there and then. It had 68,000 Kms with log books and oil changed every 5000k's.

Since then I've had time to personalise "Scooter" as I'm sure most club members

have done with their cars. You can check out my website at:
<http://miata.cardomain.com/id/scooter2>



One of the best modifications was the change to Koni adjustable dampers. If your 5 is past 70,000km's you probably need new shocks. I chose the Koni's because of their reputation and relative affordability versus coil overs. They are adjustable, so I can run them at the softest settings for Sydney's potholes and speed humps, then crank them up for country runs and track days. They also mate well with the stock springs as you have three ride height choices, or you could install King springs which are a great match.

An essential mod for me is cutting the foam in the seat to provide more headroom (I'm over 6'1"), this sounds pretty dramatic, so if your not keen to chop up your seat you can get an automotive trimmer to do it for you.

Do you own an NA? (Mark 1) Do you want some extra oomph? You can get free horsepower by bumping the timing from 10 degrees BTDC to 14 degrees, all it takes is a timing light and spanner.

Another great way to improve your 5's handling is to get an alignment. The factory tolerances are fairly loose, and a kerb hit from parking can put it out of whack, so I check my alignment on a regular basis. A recommended alignment is Lanny's Alignment from Miata-net:

Rear-

Toe: 1/32 inch (0°4.5' or 0.075°) IN per side

Camber: -1.5 degrees

Front

Camber: -1.0 degrees

Caster: 4.5 degrees

Toe: 1/32 inch IN per side

Toe in will cause greater tyre wear so some opt for Zero toe.

I like a much more aggressive camber setting (-3 degrees front, -3.5 rear) as I tend to drive a little harder, and it's not my commuter car.

Are you connected? Find out more about your MX-5 by logging on to the net.

Here's your opportunity to ask those questions that have been bugging you and get an Aussie response, or join in on a non official informal run to wherever, usually after work, with a beer at the end.
<http://www.aus-cartalk.com/>



Or hit the big board at Miata net where you'll find a great archive of frequently asked questions here along with a very active bunch of members, just remember someone's probably asked the same question before, so do a search prior to posting:

<http://www.miataforum.com/>

So what has been going on in the Club?

Big thanks to John and Jan for their brekkie run, and hi to the MR2 Club (it gave me the chance to hustle them through the twisties)



The Prod Sports guys kicked off with rounds at Eastern and Wakefield where Zane set a new lap record

The first round of the Supersprints was conducted at Oran Park, where Team MX-5 kicked sand in V8 faces

The Camp Quality run will have come and gone along with the club day at Wakefield, I'm sure both will be a success.

Coming up we have a couple of new things to try:

*Street Drags at Eastern Creek

*Go Kart racing at Eastern Creek

*There'll be an overnigher and a rodeo soon, and some fun at Mount Panorama

So hang on to your hats and make sure you kiss the rev limiter at least once a week!

Cheers

Slammer (Steve Lamont, Club Captain)

(Continued from page 7)

then was pushed kicking and screaming into the court! Wonders will never cease! I actually managed to hit the ball and not just once, a few times no less! I even served? (if you could call it that) Needless to say Linda & I lost, but Linda made a valiant effort against all odds!



My next game was a mixed doubles, partnering Brian who is a really good player. I thought this was great, he is tall a good player and a lot younger & fitter than me! I fully expected not to be needed to hit the ball at all. Little did I know! I actually ended up having a lot of fun, and in spite of not being anywhere near a tennis racquet or court in years, actually hit the ball! Brian & I won that set with little thanks to me, Brian is so tall, a couple of strides and he is across the court easily. I will be there front and centre for the next tennis day, I hope not too far away! If I can do it then anyone can!

Incidentally it was Agro,(Sylvia) whose shoes I borrowed, next time I will have my own, so Sylvia, be warned, if I can do it you can too!

Jean Cook

New Member Report Mike Bishop Member #916

My interest in the club really started, with the purchase of my brand new Silver MX-5, in Sept 2001.

The internet provided information on access to the Club - www.mx5.com.au, money changed hands, and I received a little plastic membership card. But what I really received was much more.

So my first introduction to the club and its members was the Show and Shine/Concours d'Elegance in Sydney. Two days of washing, cleaning, polishing and pride in my MX-5 (well you owners what in mean) did not win any prizes, although I remember getting 40 out of 40 for my wheels, but not taking

a toothbrush to my rocker cover cost dearly!

But it is really the people that make any club, and making new members welcome is very important, or they will not come back.

Well I came back for the Mudgee run, plus my wife and my mother ! who had recently immigrated to Australia and wanted to see Australia. The club was undaunted by another mature silver haired motorist joining in - her Honda Civic, was a bit harder to swallow, but we made it. The weekend was great, and has wetted the appetite for more !

I have since done 3 or 4 runs with the Club and am keen to meet more members of the club.

Remember - I have been involved in several service clubs over the past 15 years and if I learnt only one thing, it was - "You only get out what you put in".

So get involved !!!!!

Mike B (alias Magic Mike)



THE PITTWATER EVENING RUN AT LAST!

Our first outing when joining the club was in March 2001, only weeks after the Famous Pittwater Run had been held. We have had to endure the many wonderful tales of this event for a year before our time finally came to find out what all the fuss was about.

We dressed in our finery (as per instruction in Club Events) and made our way to The Spit. It was an incredibly hot and humid February afternoon, ergo the reason for an evening run in February.

As we all gathered in the designated carpark the storm clouds gathered in the southern sky. After the customary MX-5 inspections, introductions to new faces and general catching up with each other, Ed & Patsy gave us our pre-run instructions and we were on

our way. Of course our tops were down so that was the end of the "going out" hairdo!

I'm still not sure if the "Run" was the same route used each year but it was great, we saw very few main roads but did enjoy lots of twists and turns including some time travelling through National Park. It was difficult to believe we were so close to the city whilst driving through what felt like country roads!

All the way we kept a constant eye on the storm clouds which seemed to be getting closer and becoming a lot darker. About 15 minutes from our destination a call came over the C.B.'s from Daniella to let us know she had received a phone call from home advising her to get under cover as the storm approaching was a bad one packing ferocious winds and hail. A few minutes before we arrived at the Royal Prince Alfred Yacht Club the first few spots of rain appeared and we made a bee line for the undercover parking provided. We no sooner walked into the entry foyer and the rain began in earnest. We were then heard from Val & John that they had received news that their 1 week old fence had been blown into the side alley! Boy were we glad to be indoors!

We ordered our pre-dinner drinks and made our way to the patio to watch the ever changing sky. It was then that the REAL storm arrived. Those of us standing under cover quickly realized that the only safe place was inside. I had been told that the view of the sunset from the R.P.A. Yacht Club was something else, however on this occasion there was no hope of seeing it. Having said that Mother Nature did provide us with a spectacular light show, which continued throughout the evening.

The weather aside we had another great MX-5 run and the meal was excellent, not to mention the company! It was great to have a little reminder that not everyone is as lucky as we are and when the "HAT" was passed around for Camp Quality our members once again showed their generosity!

Now we know what the fuss is all about! Many thanks to ED and PATSY for organizing another fantastic Pittwater Run.

*Jan Burgess
MXS00M*

Canberra Capers



January - March 2002

The Canberra members of the club continue to enjoy the camaraderie and the social events that have been planned over the past two months, and whilst the monthly runs could do with more than the regular 6-7 cars attending the club continues to thrive.

It has been really good to see a number of new members making themselves known and coming along to the monthly meetings at the Cafe Paradiso.

The two monthly runs this period were to Orroral Valley south of Canberra and Bungonia Gorge near Goulburn.

Both runs were well attended 8-9 cars at each event with glorious weather throughout. A group photo was taken on the Orroral valley run, as you can see above.

Two Canberra members, Rick Fisher and Sharon Johnson will be representing the Canberra fraternity attending this year's National Meeting in South Australia. Sharon will be sporting her brand spanking new Turbo MX-5 SP, lucky duck!!

Steve Hinton and John Brown and their cars participated in the recent Shannons' Wheels 2002 Exhibition held in Canberra on Sunday 10th February at Exhibition Park. The MX-5's attracted an great deal of interest from the public and other MX-5 owners!!

We were very pleasantly surprised by the visit of some NSW members, Rod and Zan Menzel who came by and paid us a visit at the MX-5 stand, it was great to see them there!

Three Canberra members, Ed Cory, Malcolm Bernhardt and John Brown (spectator only) also attended the Wakefield Park day on 11th February.

Both Ed and Malcolm certainly acquitted themselves well on the day maintain good times throughout despite the odd spin off and attempt by one member to glide the deepest into the "kitty litter" on the first corner.

We in the Canberra region are very keen to get together with the Sydney MX-5 team sometime later on this year. I understand that there are moves to organise such an event soon. Look forward to catching up.

Do you get or do you want your Publications via Email??

If you wish to receive your Club Events & Club Talk via email, please notify membership@mx5.com.au with a valid email address immediately.

For those who once received the publications via email but now find the postie delivering it, the reason is your email address is **b o u n c i n g** — n o t i f y membership@mx5.com.au immediately and we will update your address.

FOR SALE

Front & rear bumper skins for 1998 MX-5, painted red and in brand new/unmarked condition. Priced for quick sale - \$1500 for both. Call Frank 9983 0760

WANTED - Photos for Club Website!

If anyone has any interesting photos from Club Activities or anything MX-5 related we would love to see them. We may be able to post them on the Website for all to enjoy. Contact the Committee or our



Email us at canberra@mx5.com.au

John Brown,
Canberra Representative

Confused about MX-5 Models?

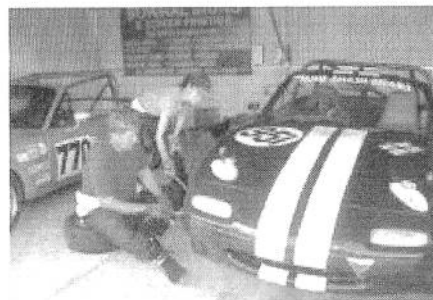
Don't be, it's really quite simple, there have been two. The NA which existed from 1989 until 1998 and the NB which continues. There was of course, a face lifted version of the NB with re-designed headlights and the new corporate five sided mouth opening. This car has sometimes been called the NB-F (Facelift) but is correctly known as the NB8B.

There were various changes made to the NA during its life, not the least of which was the change of engine capacity from 1600cc to 1800cc, it remained however, the NA with some suffix changes, just as the NB acquired the 8B suffix.

The next model, the NC, is expected in a couple of years and is rumoured to be based on the same floorpan as the RX-8 which was seen at the last Sydney Motor Show, also rumoured to be based on the same floorpan, is a new version of the RX-7.

The NC will, like its predecessors, be over engineered, that is, the chassis capabilities will be above the performance that the standard engine provides, making it immensely safe, even in the hands of "ordinary" drivers.

Jeff



Nick and Matilda doing what they do best!

WHY DO WE ASK YOU TO R.S.V.P.?

There are two reasons, firstly, many of our destinations are in remote areas and if there is catering involved, the restaurant owner needs to know what to purchase and how many staff to roster on so that all Members can be fed.

Secondly, the run organiser has to print the "Run Sheets", not much fun if ten or more drivers don't get a run sheet because Members "forgot" to tell anyone they were coming.

So please remember to RSVP and do your bit to help to make the life of the ORGANISER a little easier.

INNERSKINS

I am a partner of a German firm which makes high quality internal roof linings for the MX-5 (both models). These linings come in 5 colours, make the car attractive inside, greatly reduce road noise - to 3dB, provide insulation which makes the car warmer in winter, and cooler in summer - completely eliminating radiant heat from the roof. It is considered one of the "must have" accessories for convertibles. We are now in Australia. We wish to make our "InnerSkins" available to MX-5 club members at a discount of 10%.

For further details or questions, please contact me, David Ewins on 0412 229 877.

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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

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500 Glenmore Rd, Edgecliff
Call Brian Connell (02) 9327 6508

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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
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Offers specials to club members each month. Call in or phone.

Pacific Highway, Artarmon
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Manager: Ashley Milne

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Contacting The Committee

President - Jean Cook

H: 02 9833 4321 Mob 0412 189 513
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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 your MX-5 experience more enjoyable - join and participate. To keep the club meaningful, we need your support. To become a member send your name, address, and phone number to: membership@mx5.com.au or The Secretary

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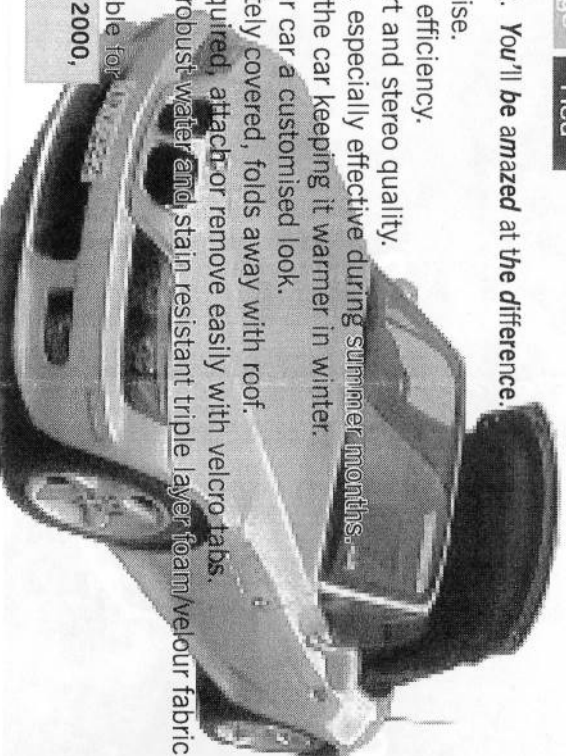
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