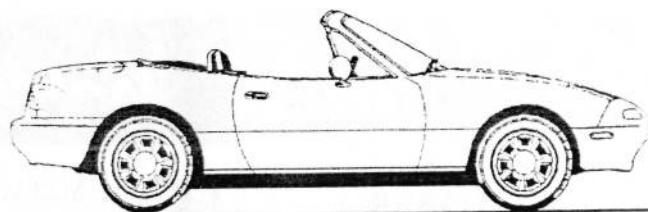


MAZDA

MX-5



CLUBTALK

SEPT/OCT 1993

THE NEWSLETTER OF THE MAZDA MX-5 CLUB OF N.S.W.



SYDNEY 2000

Congratulations Sydney !!!

Welcome to the Club

Doug Robertson
Adam Tayler
Lance Olsen
Chris Campbell
Ken Starkey
Philip Turner

A warm welcome to the new members who joined the club during September/October.

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Principal

Club Member #176

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Clients from Coffs Harbour to Bermagui

Calendar

Annual General Meeting

OCTOBER

- 16/17 Mudgee/Gulgong
Sorry, Fully booked!!
 20 Club meeting

NOVEMBER

- 13 Camp Quality
 21 Berri Run
 24 Club A.G.M.

DECEMBER

- 15 Film night
 19 Christmas Party

NB. GO-KART Day & Club
 awards night TBA

The Mazda MX-5 Club of New South Wales 1993 annual general meeting will be held on Wednesday 24th of November. (the venue will be announced shortly). All positions on the Club Committee will be open for election.

This years AGM will be special in that the club will then be operating as an incorporated association and working under our new constitution (pending our application with Corporate Affairs) resulting from the resolutions passed at the September 22nd Special General Meeting.

If you want to nominate someone to stand for election to the committee, or to stand yourself, just fill in the separate nomination form enclosed with this newsletter and send it back to the club as soon as possible. For information about any of the positions please contact any committee member (*see back page.*).

Special thanks again to club members Carlos Toda and Ron Smith for their assistance with the club's constitution.

South Coast Run May 16th 1993

Mike Walkden-Brown

Coldest May day in memory, top up, and lots of heavy black cloud to the south as we headed off for another fun run with MX5-0-Philes.

To me the trip was De-Ja-Vu as were to travel down the old back roads to Camden turning back on to the expressway at Wilton. The old back roads are great fun in an MX5, often overlooked on a drive south when there are long distances to travel.

The weather was clearing from the south as we waited for all the MX5-O-Philes to arrive at the Cross Roads Hotel.

Thirteen jellybeans mused Annie as we set off, top down, rugged up, heater cranked up. Does Ronald Reagan own an MX5 ???

All fun aside, driving in the winter in an MX5 with the top down is one of lifes most enjoyable experiences. Mad ??? Yes ! but not cocooned yet. The back roads were as I remembered them, windy, almost deserted and a great drive in the MX5.

Luis Gallur led the way in his green turbo MX5, as we followed, enjoying the drive, the scenery and perhaps thinking of Devonshire Tea at Ranelagh House.

We turned off the expressway at Mittagong for a quick drive to Robertson and morning tea.

Ranelagh House, old world charm, gardens, perfect choice for a silver service Devonshire Tea.

From Robertson, after a very enjoyable morning tea, Macquarie Pass passed. Kiama nearby with sun and temperature rising we stopped to enable all with sense to lower their tops to enjoy open air motoring. A short drive to Culburra and a BBQ lunch enjoying one of the best views anywhere.

The drive back through Kangaroo Valley spectacular as always. Hot Chocolate at Bowral, enjoyed by all ended another memorable club outing.

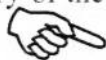
Thank you Luis for planing and leading this fun drive. I'm sure everyone enjoyed themselves.

Auto MX-5, a fact of life.

In the July issue of ClubTalk, We welcomed Toby King to the club as the first member to join with an *Automatic* MX-5; this then prompted an article by David Paratz (my counterpart in the Queensland MX-5 Club) who wrote a suitably aroused piece which raised some eyebrows at Mazda Australia.

Michael Quist, National Public Relations Manager of Mazda Australia responded with a letter to the Queensland Club which provided an insight to the history of the six automatic MX-5s and a hint of things to come.

Read on.



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mazda

31 August 1993

Ms Gail Paratz
Secretary
The MX-5 Club of Qld
131 Hillside Terrace
ST LUCIA QLD 4067

Dear Gail

We read with interest the article by David Paratz in the August issue of the News Letter concerning the automatic MX-5. So that the history of these vehicles is understood, an automatic version has been available to Mazda Australia since shortly after the October 1989 introduction of the manual model.

At one stage we were going to introduce it and for this purpose five advance vehicles were brought in for planned media evaluation. We then chose not to proceed and the vehicles were quietly sold. The sixth vehicle was brought in for a visit of the Japanese conductor Mr Iwaki who regularly performs with the Melbourne Symphony Orchestra.

While we fully understand the sentiments of the lovers of pure sports cars, an automatic MX-5 will soon be a fact of life, and our reasons for its introduction are quite simple. Basically the "purist" market has been well satisfied and in our efforts to broaden the appeal of the vehicle, we must listen to and respond to the market. In some cases the only way of bringing the joys of MX-5 ownership to some people is to offer the vehicle in this form.

This is the reason why, for example, power steering was offered recently while at the same time non assisted steering is still available to order.

While the full details of our plans for the MX-5 will soon be revealed before too much longer, please be assured we will be catering specifically for pure sports car lovers as well as those who enjoy greater levels of convenience equipment.

In the meantime it is pleasing to see that the club continues to provide great enjoyment and we offer our best wishes to all your members.

Yours sincerely,

MICHAEL K QUIST
NATIONAL PUBLIC RELATIONS MANAGER

Unrivalled quality Pure pleasure

**ZOUNDS, YIKES,
GOOD GRIEF!!**

Unbelievable, But it's true. The NSW MX-5 Club has reported the joining of their first member with an automatic MX-5.

They say that there are six in Australia.

Who's responsible?

No doubt it's a nice car, and the owners are nice people - but is nothing sacred!

Why not go the whole hog and put in a Global Positioning Satellite (GPS) receiver matched to an autopilot, and then you could leave the driver out of the bloody thing altogether.

I can smell a bean-counter somewhere responsible for this outrage. OK, I'm sure there's a market out there - but we're talking MX-5's, the worlds most popular SPORTS CAR, not money. Does everything always have to descend to the Lowest Common Denominator?

I suppose we'll let them into our Club too, and make them welcome, but gosh.

Anyway, it makes our early model, lightweight, manual, small engine models the original and true classics!

David Paratz

Better sound for your MX-5

A recent issue of the club newsletter contained an article about an improved sound system for the MX5. The author, who obviously had recently won Lotto, described a system which cost over \$8,500 to install. For those who had only won fourth or fifth prize in Lotto some "cheaper" systems were described, these were a snip at \$3000 and \$2000 respectively. There was, unfortunately, no system for those unfortunates who, like me, don't even know how to fill out a Lotto entry. For others in a similar predicament, I would like to describe the modified sound system in my MX5.

When I took delivery of my MX5 I was disappointed in the quality of the sound. Open cars are notoriously difficult platforms for music reproduction, but even so I thought this was one area in which Mazda could have done better. I took the car to various car audio specialists who all prescribed expensive solutions to the problem. Most of these involved fitting speakers in the head rests and installing in the boot of the vehicle the sort of amplifier that Midnight Oil use at their outdoor concerts. This was not an acceptable solution to me. I don't like the "ping pong" effect of head rest speakers and reducing the amount of boot space was not an option, particularly as the co-driver is wont to make derisory remarks about the size of the boot and its inability to hold something as small as that lovely cedar sideboard she spotted when we were out driving in the country one day.

I decided that I wanted the modified system to look as standard as possible, not take up any boot space, and not cost more than about \$500 - \$600. Armed with these criteria I was eventually directed by a friend to S & I Car Radio, a firm of audio specialists at Brookvale in Sydney. They suggested a system using Alpine

components, just like the \$8500 system mentioned earlier, but at a fraction the cost.

The changes made were quite simple. An Alpine graphic equaliser model 3216 was fitted directly below the radio. This unit fitted neatly in the space and is an excellent match for the colour and styling of the standard radio. This graphic equaliser is also an amplifier, but it requires a low-level input signal rather than the high-level output from the existing radio. The factory fitted radio is made by Panasonic who readily supplied a circuit diagram to S & I. Using this they were able to disconnect the built-in amplifier, so that the output was a low-level signal, suitable for input to the 3216. The speakers were also replaced by Alpine speakers which simply substituted for the existing "no frills" variety fitted in the doors.

How does it sound? In a word- great! The result is terrific and far exceeds the quality of the original sound while retaining the original appearance. Obviously it doesn't sound like the \$8500 job, but it sure isn't 20 times inferior either. The sound now has a depth and richness that was lacking before. The "tinny" sound of the original speakers is gone and the graphic equaliser can be used to tune out the specific frequencies that cause the booming sound from the doors. It is not hi-fi but it is far better than the standard radio and speakers. The entire job cost \$450 and was well worth it.

Anybody who would like to hear this modified system is welcome to contact me on 413-2800 (work) or 412-4461 (home). S & I are at cnr Chard and Mitchell Rds, Brookvale phone 938-1843.

Kewan McDonald



Breakfast at Berowra Waters

Jean Cook

Breakfast runs are a new innovation to me and as far as I'm concerned I remain skeptical as to their intrinsic value however being a "frequent passenger", I am a somewhat captive audience. The worst part of the run was getting out of bed at 5.15 am on a Sunday in winter but I must say the day did improve from there !

We met at the Western Motorway Eastern Creek McDonald's at 6.30 am giving the earlier birds time to catch up with MX5 stories from past runs. We finally left about 7.15 am heading for what would be for some, another breakfast.

The run to Berowra Waters was mostly through the Western Suburbs and as a result took place within restricted speed areas. The route was very picturesque, though some spectacular views of the distant Blue Mountains and in particular a stretch of Old Windsor Road which, at the moment, is under Heritage protection having been built with convict labour. Its only place in our modern society

unfortunately is to be the cause of some monumental traffic jams in peak hour traffic. The downhill run into Berowra Waters proved to be of the "Bridgestone Bashing" variety and quite exciting leading to a very pleasant breakfast at the Moorings Restaurant.

After breakfast some of the members and ourselves continued, crossing with the ferry and then on to the Pacific Highway. We separated from the group at the Calga turnoff to go on to Woy Woy to visit family.

It was on our return towards Sydney in the afternoon along the expressway that the trouble began.....the story will be told in the fullness of time (and the next news letter).....

P.S. This is your Captain writing now and the situation of that day was summed up by Jean as we were being transported in a truck (with the car on the back) towards Hornsby. She said, with sincerity "this is degrading." Stay tuned folks !!!!

"How Degrading !"

Jean Cook

This was my comment as we returned home from an MX5 run by train. We had left the group to visit relatives in Woy Woy, leaving there in plenty of time to beat the usual Sunday traffic jams on the freeway. There was no warning of the impending disaster as we enjoyed the warm spring sunshine and the pleasant scenery.

Suddenly as we reached the Mt. White on ramp, with no warning at all, steam started pouring from the front of the car. We pulled over immediately, but as we stopped we heard a POP from the radiator, and the rest of the coolant formed a river in the gutter. As we assessed the situation, we thought longingly of the mobile phone languishing forgotten at home. Not to worry, there was an emergency phone not too far away. In due course, after many minutes or smiling happily for the many passers by, two other MXs included, pretending nothing

was wrong with our precious car, the NRMA mechanic arrived. After paying \$40.00 to have the car added to our coverage, he then tried to refill the radiator. As the three of us bent over the engine like a Doctor and the concerned family looking over a sick patient we watched the contents of his watering can quickly follow the previous contents of the radiator along the gutter, then with great mechanical insight he pronounced that "you are not going anywhere. Mate you are looking at a tow." On hearing that

our destination was Emu Plains he quickly got on the radio and gave us an estimate of "\$250.00 mate, cash only." We could almost hear the driver on the other end of the radio rubbing his hands together with anticipation. While we were waiting for the tow truck to arrive, we thought of looking up the list of Mazda Dealerships thoughtfully provided by Mazda, solely for occasions such as this, and decided to try for Hornsby Mazda. After another walk back to the emergency phone, Graham reached Col Edwards of Hornsby Mitsubishi and Mazda who listened to our tale of woe and said he would stay late for us to receive the car and make sure it was put in a secure area overnight. We remembered to get the dozen oysters and kilo of prawns out of the boot before we waved a tearful goodbye to our "BABY" and headed for Waitara station.

How Degrading part II

Graham Cook

I will take up the story now.....
The initial meeting with Mike Begg of the Hornsby Mazda Centre was not encouraging. Technically my warranty had expired at 60,000 Km (actual KMS 76,000) and he did not want to fill me with false hope, quite rightly so. Assessment of the damaged engine showed a blown head gasket, split radiator and obvious signs of overheating. After strip down, the alloy cylinder head proved to be warped beyond repair, necessitating a new cylinder head - - all in all we were looking at a bill in excess of \$4,000 before the car would be back on the road again. With Mike Begg's assistance, negotiations were entered into with Mazda (N.S.W.) and they offered to split the cost 50/50.

AS this would still result in a bill of \$2000+, I took the bull by the horns and phoned Sue Ransom, Public Relations Mazda Australia in Melbourne and explained the situation. The end result was a phone call from Mike Begg a couple of days later with the good news that the whole cost would be picked up by Mazda. Apparently, shortly after I bought the car the warranty conditions changed to 3 years or 80,000 Kms and they felt I was being penalized for driving an earlier model.

I am happy to report that the car has been back in our possession for some weeks now and engine wise its as good as new.

As I intend to send copies of this newsletter to the various parties concerned I would like to take the opportunity to single out the following for a special vote of Thanks.

In order of appearance.

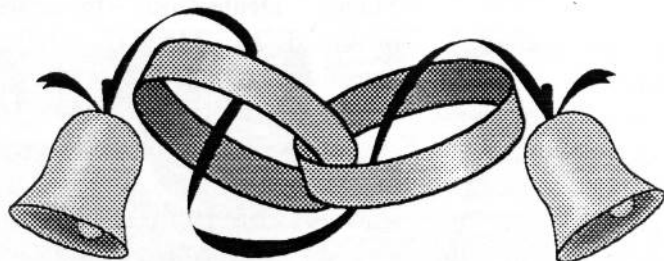
Colin Edwards - for offering to stay late to ensure the car would be parked in a secure area.

Mike Begg - for going to bat for me and being fair and courteous during the negotiations.

Sue Ransom - for her invaluable assistance and demonstrating that sometimes a huge Corporation does listen to the individual car owners.

And last but not least, the person unnamed who made the final decision to allow the repair under warranty.

All of the above mentioned - - **THANK YOU.**



Announcement

anne kehl & ron lyons

have the pleasure of announcing their marriage on saturday the twenty-first of august nineteen hundred and ninety-three

"MY MX"

For Sale

Club member Noel Smith had to sell his MX but kept his N.S.W. registration plates "MY MX". If anyone is interested, contact Noel on 874 0175

More MX bits For Sale

Committee member Iain Boyd also had to sell his MX but has for sale performance bits for the enthusiast. There is the Finishline Power Chip, Performance track bar, Genuine Mazda MX alloys and more. Contact Iain on 833 2346 if you are interested.

MAZDA MX-5 Club of N.S.W.

Quality Caps and Peaks Order Form

One size fits all

ITEM	QTY	PRICE	TOTAL
MX-5 Club Caps with embroidered Club Logo			
CORDUROY ☐ BLACK w/Gold		\$13.00	
COTTON ☐ BLUE w/White ☐ RED w/White ☐ WHITE w/Red		\$11.00	
MX-5 Club Peaks with embroidered Club Logo			
COTTON ☐ BLACK w/Gold ☐ BLUE w/White ☐ RED w/White ☐ WHITE w/Red		\$9.00	
TOTAL			
POSTAGE	ADD	\$ 3.00	
TOTAL PAYMENT			

DELIVERY DETAILS

I prefer to pick up on a club outing.

☐

OR

I would like the items posted to me.

☐

Note : Most items ex-stock, If not please allow 3 - 4 weeks for delivery.
Please print your Name, Delivery address & telephone No. Clearly

Name : Member #:.....

Address :

Bus Tel No..... Home Tel No.....

Please make your cheques payable to The MAZDA MX-5 Club of N.S.W.

Members Only

..... it pays to belong!

The following companies have agreed to offer special services and discounts to MAZDA MX-5 Club Members. Please note that you must produce proof of membership by showing your current Club membership card.

A.M.R. Motors. Mazda Service

Free loan vehicle, 10% discount on labour, Free exterior and interior wash and clean. A.M.R. Service is located at 370 Parramatta Rd. Petersham, Contact Dominic or Robert. PH: 569 2844

John Newell Mazda Service

VIP service, Free Loan vehicle. Unit 3,9-13 O'Riordan St, Alexandria. PH: 319 0011

Finishline Car Accessories

Discount MX-5 accessories, free courier delivery. P.O.Box 272, Caulfield South, Victoria 3162. Call Barry Helfenbaum PH: 03 527 6924.

AMG

10% Discounts on body kits, wheels, tyres, sports exhausts & suspension parts. 500 Glenmore Rd. Edgecliff. PH: 3276508. Ask for Simon Stratford or Brian Connell.

IAN LUFF Dynamic Safety Advance Driving

\$25 Discount on Car Control Courses. For details PH: 820 2030

Burncroft Guest House

Burncroft is a small guest house set on 20 acres in the Lower Hunter Valley, with views across the valley to Watagan Mountains and Brokenback range, Your hosts are club members Suzanne and Richard, 10% discount for MX-5 club members

For reservations and information PH: 049 307246

NB: 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.

Mazda MX-5 Club of N.S.W. 1993 Committee

* President Lea Findley	554-2999 (bus) 832-1101 (home)	* Secretary Paula Wu	018-866-481 (bus) 451-9985 (home)	* Membership Officer Phillip Sophocleous	774-3856 (bus) 547-1607 (home)
* Vice-President Paul Heeks	533-5411 (bus) 544-1361 (home)	* Treasurer Bryan Wu	925-7271 (bus) 451-9985 (home)	* Competition Secretary Iain Boyd	833-2346 (bus)
		* Captain Graham Cook	899-6811 (bus) 047-355-465 (home)		

