

# MX-press

Editing, design and production Simon Corston & Bob Sharpe Mazda

**mx-5** Club of Western Australia

Jan-Feb 2012

Rod Willis competing in his V8 MX-5 in the club autotest round 2 series 3



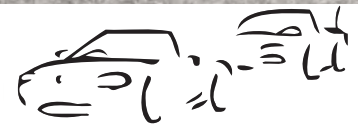
Welcome to our new sponsors CarTalk and Shannons!

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**mx-5** Club of Western Australia



Mazda MX-5 Club of WA inc members have reciprocal rights with other Mazda MX-5 clubs in Australia.

## Aotearoa (New Zealand) - Part III

**T**HE CITY OF DUNEDIN and the nearby Otago peninsula was our next stop after visiting Oamaru. Although Dunedin has many attractions, including the Otago museum, we found accommodation in a small village called Portobello on the Otago peninsula. Apart from being a picturesque fishing village, staying in Portobello gave us easy access to the various sights of the peninsula including the albatross colony, Lanarch Castle and Sandfly Bay (not as bad as it sounds) where penguins and seals can be viewed in their natural environment as opposed to a commercial setup.

In addition to these attractions we did spend a day in Dunedin where there are many historical buildings such as the Dunedin railway station to see and the aforementioned Otago museum is worth a visit.

From Dunedin we headed off to Invercargill via the coastal secondary roads from Balcutha. This route took us through the Catlins Forest Park where more time would be needed to explore all the bays and inlets. One hidden treasure that we did find was Purakaunui Falls. It was a bit off the beaten track, but worth the walk.

One downside to talking all these interesting roads was that we arrived in Invercargill late in the evening. Worse still, when we enquired about accommodation, there was none to be had within a 50km radius. We took a quick run out to Bluff (famed for its oysters) finding the same result. To find a bed we drove a further 50km to Winton. It turned out that we had arrived in Invercargill while a rugby tournament and a hockey tournament were being held.

I may have ended up with a jaundiced view of Invercargill because of this unfortunate event, but from our quick look of the place while hunting for accommodation, I did not see much to commend it to the tourist other than as a base from which to explore the coastal areas surrounding it.

We decided that Winton was not worth staying in either, so the next day we headed to Te Anau which is part of Fiordland and a great jumping off point to explore Doubtful Sound and Milford Sound. Te Anau would quickly become one of our favourite locations.

Te Anau sits on the shore of Lake Te Anau within a short drive to the departure point for the Doubtful Sound cruise. As is normal in NZ the township and lake is ringed by huge snow-capped mountains. During the day the view is amazing, but at dawn and sunset it is extraordinary.

We found this wonderful place to stay that was situated 50 metres from the lake. Although more expensive than other places, it had killer views and because it was quiet we were given free breakfast a couple of times plus a loan laptop and as much wireless access as we wanted.

We went on a full-day tour of Doubtful Sound and the Manapouri underground hydroelectric power station. Even the boat trips across Lake Manapouri were spectacular. The following day was spent driving to Milford Sound. Maybe we will do that cruise the next time. Just the drive in and out of Milford was amazing with a lot of stops to see the sights on the way. When you look at the geography of Fiordland it is easy to

see why it got the name and a fact worthwhile remembering is that this area of New Zealand receives between 6.5 and 7.0 metres of rain annually! Yes, that was metres.

From Te Anau we headed off to Queenstown. This seems to be a mecca for ski-lovers. The drive from Te Anau took us through rolling farmland to scenic lake-lands then up through the valley of vast mountain ranges. We planned to stay a couple of days in Queenstown to check out the jet boats, bungee jumping and the ski slopes. Whilst we did ride the jet boats we left the bungee jumping and skiing to others.

Rather than opt for the usual Shotover river jet boat ride (20 minutes) we decided to do a half-day that took us from Queenstown to Glenorchy, up the Dart river and back in a jet boat and tramping through ancient forests where some of Lord of The Rings was filmed. The whole trip was incredible. To cap things off the view of the Remarkables from our hotel balcony across Lake Wakatipu is something everyone should have the opportunity to see.

Believe it or not, we were not even half-way around the south island of New Zealand with a lot more amazing roads to drive and mountain ranges with huge glaciers to walk to. Yes, we were on our way to Fox Glacier and Franz Joseph Glacier by way of some even more spectacular scenery, if that was possible. Part IV next issue.

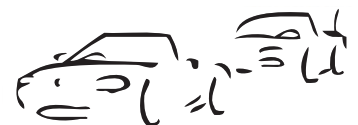
As in the previous issue of MX-press I have included some other pictures from this part of our journey on page 9.

**Simon Corston**

*Dunedin Railway Station built between 1873 and 1906*



Mazda  
**MX-5** Club of Western Australia





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- Sandra Pullman
- Ashley Price
- Ian Lewis
- Graeme Martin
- David Turk

**Cover Photograph:** Rod Willis competing in his V8 MX-5 at the RAC track by Kent Chambers.

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MX-press is the newsletter of the Mazda MX-5 Club of WA Inc.

Contributions are welcome. Articles and photographs should be emailed to [editor@mx5club.com.au](mailto:editor@mx5club.com.au)

All other club correspondence to: Mazda MX-5 Club of WA Inc., PO Box 73 Welshpool WA 6986  
The committee meets on the last Wednesday of every month at Mazda WA U9/53 Kewdale Road, Kewdale at 6:30pm.  
Thanks to Mazda WA for the use of their premises.



## Editor's Desk

**G**DAY ALL.

Hope you all had a fun festive season and ate and drank too much and stayed out too late and got sunburned and all the other stuff that seems mandatory at Christmas.

This month I would like to welcome Shannons as a new newsletter sponsor. Shannons, as an insurer of specialist cars, have deemed us worthy of some of their advertising dollars for which we are grateful. To try them out I asked them to quote on insuring our 2004 MX-5 SE and to my delight I received a quote of just over half of what I was currently paying. Needless to say the vehicle is now insured with them. What you get is between you and them but as a sponsor of your club I hope that you will give them a chance to quote and possibly save yourself some bucks.

Closer to home, I would also welcome mxScartalk.com as a newsletter sponsor. MxScartalk.com is the biggest and the best forum devoted to MX-5s around and is a product of the murky and sometimes brilliant mind of our own ex-president David Turk. I would urge all of you to visit this site and support this venture. The chances are that you will gain some valuable contacts and information.

Speaking of advertising: The other day I caught up with some Top Gear episodes which may or may not have been shown here yet. It was the one with Vettel in the reasonably priced car. Anyway, the comment was

made that no MG drivers would be in attendance at the show because they would all fail to make the distance. "Hamster" Hammond then said that he couldn't understand why anyone would buy an MG in preference to an MX-5 unless they were mechanics who knew the car would break down and they could get their fingernails dirty fixing it. They were joking, but given that the show has millions of viewers worldwide I reckon Mazda would have had to double its advertising budget to get coverage like that and coming from such a popular personality they will probably get sales results. I wonder if we could get MX-press mentioned on Top Gear, or maybe not.

I see where the first fixed camera on our freeway has been so successful nabbing over 40,000 speeding motorists in a couple of weeks that they are planning another five on the same freeway. It has been reported that traffic on the freeway is now travelling on average 10kph slower than before the camera was introduced. That's fine but slowing traffic surely should not be the ultimate goal. Have accidents reduced because of the camera or have 40,000 motorists getting safely and quickly to their destinations simply slowed and caused hundreds of thousands of others to slow down as well as increasing frustration and travel times? On top of this 30kph speed limits have been introduced in certain parts of the metropolitan area. Now that they have 30kph limits the do-gooders

will soon lobby for 20kph, the same way that after getting 40kph they got 30kph. The days of the bloke with the red flag walking ahead of vehicles may yet return, but I guess technology will allow remote governing of speeds in certain areas and the red flag bloke will be out of a job too.

Changing gears, I was stopped at traffic lights the other day with a silver WRX beside me and three members of a well-known bikie club in full colours ahead of us. The lights changed and one rider popped a wheelie. Instantly lights flashed and a siren sounded from the WRX and the group were pulled over by the occupants of the unmarked police car. I initially figured it served them right, but on reflection, they were harming no one and only putting themselves in danger. I assume the police were going to invoke the "hoon laws" but unless the police were looking for an excuse to stop the group anyway it seems a bit unnecessary.

Anyway that's all for now so keep having "fun on wheels" and spare a thought for these people: Genghis Khan's army massacred 1,748,000 people in one hour in 1221 at Nishapur, Iran. Queen Elizabeth I after losing her front teeth, appeared in public with her mouth stuffed with fine cloth to disguise her sunken face. William Shakespeare was a redhead and King Charles I was only 4 foot 7 inches tall (1.2192 metres).

**Bob Sharpe**

## Air Car

**T**HE AIR CAR, DEVELOPED by ex-Formula One engineer Guy N. For MDI, uses compressed air to push its engine's pistons and make the car go.

The Air Car, called the "Mini CAT" could cost around 365,757 rupees or \$8,177 US.

The Mini CAT is a simple, light urban car, with a tubular chassis, a body of fiberglass that is glued not welded and powered by compressed air. A Microprocessor is used to control all electrical functions of the car. One tiny radio transmitter sends instructions to the lights, turn signals and every other electrical device on the car, which are not many.

The temperature of the clean air expelled by the exhaust pipe is between 0-15 degrees below zero, which makes it suitable for use by the internal air conditioning system with no need for gases or loss of power.

There are no keys, just a proximity access card. According to the designers, it costs less than 50 rupees (\$1.12 US) per 100km, that's about a tenth the cost of a car running on gas. It's mileage is about double that of the most advanced electric car, a factor which makes it a perfect choice for city motorists. The car has a top speed of 105km/h with a range of around 300km between refuels. Refilling the car will take place at adapted gas stations

with special air compressors. A fill up will only take two to three minutes and costs approximately 100 rupees and the car will be ready to go another 300km.

This car can also be filled at home with its on board compressor. It will take 3-4 hours to refill the tank, but it can be done while you sleep.

Because there is no combustion engine, changing the 1 litre of vegetable oil is only necessary every 50,000km. Due to its simplicity, there is very little maintenance to be done on this car.

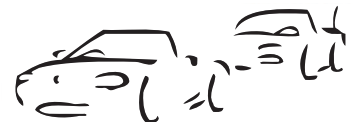
This Air Car almost sounds too good to be true. We'll see in August 2012.

Mazda

**MX-5**

Club of Western Australia

4: MX-press January-February 2012



# President's Report

**B**ETWEEN THE TIME THAT you receive this copy and the next copy of MX-press, the 10<sup>th</sup> National Meeting of the MX-5 Clubs of Australia ("NatMeet") will have been held in Canberra, hosted by the MX-5 Club of NSW. WA has twice looked at hosting this event, which this year has so far attracted 134 entrants and 72 MX-5s, however, the tyranny of distance has interfered both times and the WA club has now abandoned any notion of ever hosting NatMeet. For any of us to attend NatMeet requires that we do so in the eastern states. This year there will only be one attendee from WA at NatMeet X, however, we are always granted a seat at the table to provide WA input to the event, including our state entry into NatMeet Program Book. This article below provides the MX-5 community attending NatMeet X with a view of your club.

"The Western Australia club would firstly like to wish all of the attendees an enjoyable NatMeet X. Although, at time of writing, there is only one attendee from WA, this in no way is a reflection on the importance that our club places on NatMeet; however, the reality is that for us to attend requires considerable effort in time and money and therefore it is inevitable that we will always be under-represented. Having said that, I am sure that our past President and current producer of our excellent magazine, MX-press, Simon Corston, will be very welcome at NatMeet X and will do the WA club proud.

In keeping with the massive expansion of the WA population and economy, our club has grown enormously in membership and

activities. Last year our membership peaked at over 170 members driving over 130 MX-5s. This represents a doubling of our membership in the last five years. The committee has realised that, to benefit a greater diversity of membership, we would need to expand the number and range of our activities. To facilitate this need we have reorganised the way our committee functions, giving teams and individuals defined areas of responsibility to attend to specific activities. The result of this is that the club calendar for 2012 contains 53 club activities, which we believe will deliver sufficient variety to keep all of our members interested in the club.

Without doubt our greatest growth area has been motor sport, including funkhanas, driver training and advanced driver training. Last year around 55% of our total membership took part in some form of motor sport activity. We regularly attract over 30 entries to our club sprint and autotest competition series which, we like to boast, is the best organised and best value in the state. Our dynamic motor sport program has, in turn, attracted new members to the club, particularly younger members. Having said that, many of the quicker competitors are, let's say, very experienced drivers, but the youngsters are pushing very hard. With a higher standard of competition come more modifications to our MX-5s and we now have the first Cosworth supercharged NC in Australia, two (and another on the way) V8s, plus a number of super, turbo and other racing mods, one of the most potent of which you will see at NatMeet X.

The staples of our social program, which include our monthly cruise, new members and annual dinners, attendance at the Classic Car Show, etc., have been expanded such that we now have more midweek evening events, breakfast meetings, an annual long cruise and a weekend away. Many of these events regularly attract 30 or more MX-5s, plus the occasional other sports car that wants to come along for the ride. Add to this our bi-monthly magazine, now produced in full colour, our free calendar to inform all members of all events for the year, club merchandise, our website and all the work behind the scenes to keep the club running and we have an exciting club. However, our greatest source of pride is that we are the friendship-first club.

Although it is difficult for us to attend NatMeet, we are sure that many of you have cause to visit WA from time to time. If you do, try adding a few days, let us know and we can catch up with you on our home ground. Once again, all of us in WA wish all of you a great NatMeet."

Photographs of our club activities, as mentioned in the article, will also appear in the NatMeet Program Book.

I am sure that all members will join me in not only wishing all entrants a great NatMeet, but add a special word of support to Simon for travelling to Canberra to represent our club. We look forward to reading Simon's account of NatMeet X in the next MX-press.

**Barrie Parker**

## Membership Update

"Join us because of the car, you'll stay because of your friends"

**H**I ALL, NOT MUCH to report in this edition I hope everyone had a pleasant Christmas and New Year.

Recently joined members should have received their badges and memberships cards by now as our badge maker had an extended Christmas break.

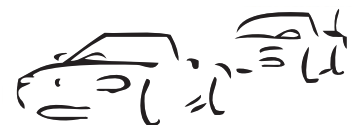
Now it's back to work and another event-filled year with the numerous club events on offer. We have added four new members since the last issue of MX-press so please make these people welcome:

**Jane Brunt**  
**Carl Drysdale**  
**Dale Wydra**

**Red NB**  
**Silver NA**  
**Black NB**

One of our new members is also a sponsor for our MX-press magazine (see ad on page 17). Matthew Deluca from Shannons Insurance will be attending some events so hit him up to organize a quote for your car and house and contents insurance. I have been with Shannons for 20 years and have always found them very good to deal with.

**Gary Wotzko**



## MONTHLY CRUISE: WILLIAMS CAMP-DRAFT—4 MARCH

Simon Corston is taking us on a longish cruise to the Williams Campdraft via some nice roads.

This is the biggest campdraft in WA with great displays of horsemanship and great opportunities to take some action shots. There will be food and drinks stalls to grab a bite or you can bring a picnic.

Campdrafting is a unique and very popular Australian sport involving a horse and rider working cattle. It involves a mounted rider riding into a "camp" which has six to eight head of cattle in it. The rider cuts out one steer or heifer and brings that beast to the front of the camp and blocks and turns that beast at least two or three times to prove to the judge that they have the beast under control. The rider then calls for the gates to be opened and proceeds to draft the beast around a figure of eight course. Once completed the rider then guides the steer through the "gate" and is complete. We meet at Burswood at 9:00AM for a 9:30AM start.

## AFTER WORK GET TOGETHER: VISIT TO BAZGAZ RACING HQ—14 MARCH

Gary and Bev Wotzko invite club members for a bonnet lifting, chat, sausage sizzle, at their place, which happens to be the BazGaz Racing HQ.

The new BGR track toy will be on the hoist so we can view the hard work Bazza and Gazza have put into converting their jointly-owned NC into their personal motor sport fantasy. They tell me it is proof that whilst you can't avoid growing older, you don't have to grow up! We meet from 6:00PM

onwards at 7 Ward Avenue, Greenmount. If your car is lower than standard (or you don't like reversing back up the long drive) Gary suggests you park in Ward Avenue.

Please RSVP to Gary Wotzko on or before March 9 on 0413 564 373 or at [membership@mx5club.com.au](mailto:membership@mx5club.com.au) so he can organise the BBQ and make room for the cars, he can accommodate eight MX5s. The club will be providing soft drinks.

## CLUB MEETING 28/3

Committee meeting at WA Mazda State Office, 51 Kewdale Road, Kewdale. Members arrive at 6:30PM to enjoy some nibbles compliments of the club before we start at 7:00PM. It is an excellent opportunity to socialise and have input in to the running of your club, everyone is welcome.

## MONTHLY CRUISE: APRIL FOOLS CHARITY POKER RUN—1 APRIL

The tradition of making sport of the unsuspecting on 1 April goes so far back that no one can be sure how or where it began. Be warned as David Turk takes you for a ride with his April Fools Charity Poker Run.

It's an observation rally with five compulsory checkpoints along the way where you are dealt a playing card. The object is to have the best poker hand at the end of the run. Correct observation answers may result in extra playing cards thus increasing your chance of winning.

The Poker Run is a charity fund raiser, so we'd love to see lots of attendees and donate. At the start each entrant buys a \$20 scorecard to record the cards drawn at the checkpoints. You can have more than one scorecard per vehicle.

## SUMMARY OF COMING EVENTS:

### March

- 4 Williams Campdraft
- 14 Fish and Chips (Top Catch)
- 28 Committee Meeting

### April

- 1 April Fools Car Rally
- 6 M-Eggs-5 Eggstravaganza
- 29 Whiteman Park Car Show

There will be an opportunity to increase your chances to win with spot prizes and buy extra cards. However, a hand always consists of five cards; the best five-card combination of your cards must be played.

We gather from 9:00AM for a 9:30PM start at the Burswood. The destination is a picnic in a park.

## M-EGGS-FIVE GOOD FRIDAY EGGSTRAVAGANZA AT MATILDA BAY—6 APRIL

Wondering what to do on Good Friday? The Messengers are organising a short scenic drive to Matilda Bay for a BYO everything breakfast, where the fun continues with a post-cruise quiz, freshly BBQ-toasted hot cross buns and the running of the famous M-Eggs-5 Race.

Bring everything you need for a picnic and head to the Burswood meeting point for 8:00AM for an 8:15AM departure.

Please confirm if you will be attending by email to [mx5@messengerswa.com](mailto:mx5@messengerswa.com) so Carol can bring the right amount of hot cross buns and chocolate Easter eggs.

## POCKETS FULL OF GOLF BALLS

A man entered the bus with both of his front pockets full of golf balls and sat down next to a beautiful (you guessed it) blonde.

The puzzled blonde kept looking at him and his bulging pants. Finally, after many such glances from her, he said, 'It's golf balls.'

Nevertheless, the blonde continued to look at him for a very long time, deeply thinking about what he had said. After several minutes, not being able to contain her curiosity any longer, she asked... 'Does it hurt as much as tennis elbow?'

## AUSSIE WIDOW

Three Aussie blokes working up on an outback mobile phone tower: Mongrel, Coot and Bluey.

As they start their descent, Coot slips, falls off the tower and is killed instantly. As the ambulance takes the body away, Bluey says, 'Well, bugger me, someone's gotta go and tell Coot's wife.'

Mongrel says, 'OK, I'm pretty good at that sensitive stuff, I'll do it.' Two hours later, he comes back carrying a case of beer.

Bluey says, 'Where'd you get the grog,

Mongrel?'

'Coot's wife gave it to me,' Mongrel replies.

'That's unbelievable, you told the missus her husband was dead and she gave you a case of beer?'

'Well, not exactly,' Mongrel says.

'When she answered the door, I said to her, "you must be Coot's widow."

She said, 'You must be mistaken.. I'm not a widow.'

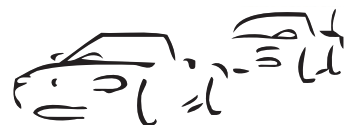
Then I said, 'I'll betcha a case of beer you are..'

Aussies are good at that sensitive stuff.

Mazda

# MX5

Club of Western Australia





# Bits 'n' Bobs

## BEER SCOOP

For those of you who supported our beer sponsor and bought some Duff beer I can report that you may have a collectible if you haven't drunk it. The brand and all stocks have been withdrawn from Australia so if you have a stubbie or even rarer, a can, hang on to it and watch e-bay.

## TRUE BELIEVERS

Apparently someone is promoting the following credo: The MX-5 Drivers Creed.

"This is my MX-5. There are many like it, but this one is mine. My MX-5, without me, is useless. Without my MX-5, I am useless."

Probably a little extreme and factually incorrect but we get the idea and applaud the sentiments.

## JUDITH IN THE SKY

I was reminded that anyone can pack their parachute once. The successful ones live to do it again. Recently club member Judith Andriessen did a tandem parachute jump, which would be scary enough, but it became interesting when the main chute failed to open properly. Apparently Judith floated to the ground on the reserve 'chute gripping her tandem instructor rather tightly. She told husband Paul it wasn't simply because the bloke was good-looking.

## STUFFER-UPPER

Club member Paul Andriessen made the West's "Inside Cover" with a description of

himself as a professional upholsterer. His description was Professional Stuffer-upper. Onya Paul.

## CAUGHT BY THE BUM

From an article by Mike Bantick on the internet comes the latest technological advance from Japan:

Japanese bum-detecting car security.

Car thieves get bum rap with new technology? Japanese scientists develop derriere sensing seats.

Let me ass you a question: Did you know your bottom has a signature like a fingerprint?

You may have answered no, butt you would be mistaken according to scientists at the Advanced Institute of Industrial Technology in Tokyo.

They have been working hard on a new vehicle security system based around back-side identification technology.

With reportedly 98% accuracy the researchers at AIIT reckon they can distinguish drivers by bum pressure.

The system measures bum force via 360 sensors in a specially built car seat, which provide pressure level aggregate data to identify a driver.

The research team now hopes to work together with car companies to produce a commercial version of the technology. It is unclear how the system will react to

an unauthorised bottom, but it could be unpleasant...

## POLISHED OFF

The other day I finally chucked out a tin of Kitten Cut N Polish. I'd had it in my shed for quite some time... about 40 odd years when I thought about it. So if it cost about five bucks then, it has cost me twelve and a half cents a year. Bargain... better get another tin. Better get another cat too. The last one didn't appreciate getting polished let alone cut.

## OH BOY CORBOY

It's belated but club member Pete Corboy put in a very impressive drive in his MX-5 to come second by less than three seconds after driving all day in the national Motorkhana Championships on October 1st and 2nd. He was beaten by a bloke in a modified Moke who is regarded as almost unbeatable. Never mind Pete, there's always next time and apparently it was a super impressive series of drives. Well done.

## DUST & GLORY

The book Dust and Glory by Evan Green is to be made into a motion picture starring Eric Bana and Scarlett Johansson. I read this book some years ago. It is based on the 1950's Redex Trials and if they do it properly there should be plenty of rally action and it should be a must-see movie. An Aussie movie to watch out for.

**Bobs**

# Humour Us

## NUNS

St Peter meets them and says: "Sisters, you all led exemplary lives, so the Lord is granting you six months to return to earth, and be anyone you wish to be.

The first nun: "I want to be Sophia Loren," and poof, she's gone.

The second says, "I want to be Madonna" and poof, she's gone.

The third says, "I want to be Sara Pipalini." Perplexed, St. Peter asks: "Who?"

"Sara Pipalini," replies the third nun.

St. Peter shakes his head and says, "I'm sorry, but that name just doesn't ring a bell."

The nun takes out a news article and hands it to St Peter. After reading the article, St. Peter starts laughing out loud.

He hands it back and says: "No sister, that article is not about any person. It's about the 'Sahara Pipeline,' that was laid by 1,400 men in six months."

## SCOTSMAN

My wife and I walked past a swanky new restaurant last night. "Did you smell that food?" she asked. "Incredible!"

Being the nice guy I am, I thought, "What the heck, I'll treat her!" So we walked past it again.

## CELIBACY

While attending a marriage encounter weekend, Tony and Julie listened to the instructor declare, "It is essential that husbands and wives know the things that are important to each other!"

He addressed the men, "Can you each name and describe your wife's favourite flower?"

Tony leaned over, touched Julie's arm gently, and whispered "Self-raising, isn't it?"

Thus began Tony's life of celibacy.

## CRUISE SHIP JOKES

How do they serve alcoholic drinks on Italian cruise ships? On the rocks.

What vegetables do you get with dinner on Italian cruise ships? Leeks.

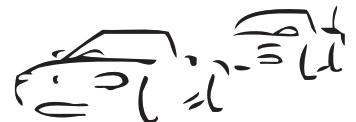
What's the fastest way to get off an Italian cruise ship? Follow the captain.

When the captain of the ill-fated Costa Concordia was asked if he knew where he was going he replied "off course."

Mazda

**MX-5**

Club of Western Australia



# Event Write-Ups

## CHRISTMAS FAIRY LIGHTS CRUISE—4 December 2011

The Christmas fairy lights cruise of Perth attracted seven MX-5s to a charming little park at the beach in Iluka (Iluka, where's that?) We picnicked on the lawn as the sun went down in front of our small concourse of Christmassy MX-5s. Well, when I say "picnicked", the spreads ranged from a two for one deal from Red Rooster to a gourmet spread set out on a picnic blanket by one bloke, complete with bubbly and flowers, obviously trying to make a big impression on his wife!

Steve Harris' maroon NC showed the most Christmassy spirit with its livery of gold tinsel generously draped about its elegant curves, icicle lights around the window and a Christmas tree with twinkling LED lights for an aerial although it was probably unfair of a member to refer to his car as "the Liberace of Mazdas". Corrine complemented this with anglers with flashing LEDs and a Christmas carol that was just a bit repetitive.

The most Christmassy member was Penny, adorned with red antlers and accompanied by her Christmas "True Red" Five.

Then we were off. Fifteen locations from Connelly to Morley and over fifty stunning decorated houses. We soon learnt one thing: you can never have too many LEDs! If you missed the tour, check out the list Aart sent us and cruise off to a Christmas street near you.



Check the picture of the most stunning house.

**Geoff Davis**

## JUST PLANE INTERESTING RUN—8 January

Editor Bob arranged the Just Plane Interesting Run on Sunday the 8th of

January 2012. The first run of the year was also a chance to collect holiday double demerit points before midnight if you got a little exuberant. Finishing at the Runway Café at the Jandakot Airport for light planes, no less than 31 cars turned up for the cruise. For the first run of 2012 this was a very good effort and amongst the starters were a Ferrari 308 and a Triumph TR3 to add some colour to the proceedings. It was with some trepidation that your editor arrived at the start car park because whilst he had been assured that the Hopman Cup Tennis had finished the day before and the car park would therefore be reopened for casual parking it was not a certainty. The backup plan was "Never waste a good panic" i.e. there was none. However the first crisis was avoided and the cruise commenced. We don't do "convoy rules" (And hopefully NEVER will... Ed) so the next concern was that with a different route at the beginning, through a few traffic lights, that the mob would get spread out too far. The first regroup point was set only 30 minutes in, just in case. All went well and all 31 cars arrived at the regroup within 2 minutes.

After the restart within 4kms about 10 cars sailed blindly through a roundabout despite an instruction that clearly said Turn Right at Roundabout and gave the street name and distance. The brave and observant editor saw their mistake and followed them up the steep winding road up the Darling Scarp to turn them back but he was frustrated by a cocktail slushy truck in front doing 40kms/hr. He never did catch them but it was a supreme effort and thanks to his brilliantly written directions the group was able to rejoin the route within a few kilometres and actually saved time and some distance. The man is a genius. Oh yeah, after wandering around the hills we came streaming down to the flat lands and just when it looked safe we went sailing past a camera speed trap on the other side of the road. Since they get you coming and going these days it was fortunate he was packing up...er sorry, I'm told nobody was speeding so it didn't matter. We arrived at the airport and despite clear instructions to go to the car park at end of the road, (as opposed to the end of the universe... Ed) some early arrivals, only

by a couple of minutes, parked before the end of the road and wondered why the café wasn't there. Once again editor Bob arrived to save the day and deliver the lost sheep to sustenance. He is a benevolent genius. Even though a bar was available at the café I didn't see one alcoholic drink purchased. Everyone spent their time talking amongst themselves and even the planes, visible through the large glass windows overlooking the runways and parking bays, were disregarded.

All in all a successful start to the year.

**Bob Sharpe**

Modestly written by Editor Bob (A legend in his own lunchtime).

## TWILIGHT BBQ AT POINT Walter —18 January

After a hot day the evening was a pleasant temperature around 21° for our twilight cruise. Eight cars were present at the car park: Don and his daughter Lauren, Gary and Sheila, Igor and June, Garry King and his wife, the Parkers, Barbara Reed, Aart and Andre as well as the Wotzko's.

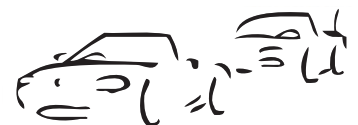


We headed off down Canning highway following the river along Mill Point road onto the freeway to exit at Mounts Bay Road through Dalkeith and wound our way through Marine Parade in Mosman Park.

Many people were out enjoying the balmy weather along the foreshore and the travelling was a little slow in this section, eventually we ended up on the other side of the river heading toward Point Walter and reached our destination, the boat ramp carpark.

Aart and Andre were the only ones to entertain the BBQ idea, the rest of us dug

(Continued on page 12) ►







Lanarch Castle,  
Otago Peninsula



Seals on  
Sandfly Bay



Purakaunui Falls



Sandfly Bay,  
Otago Peninsula



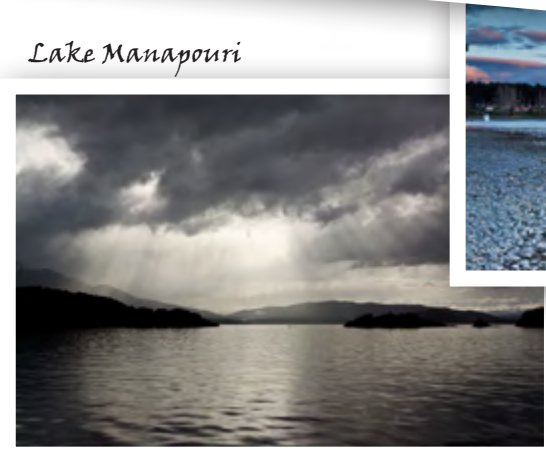
Lake Te Anau



Seals on  
Sandfly Bay



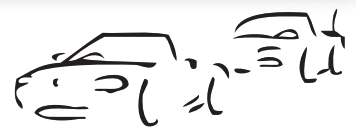
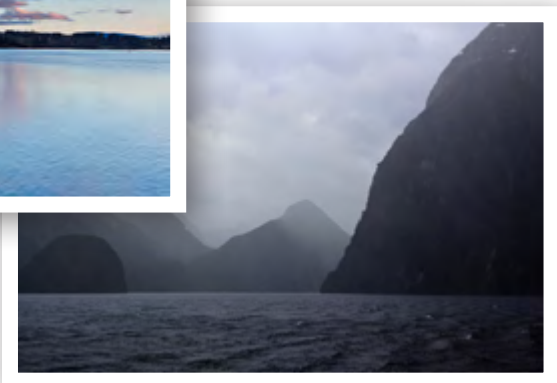
Manapouri Hydroelectric  
Power Station



Lake Manapouri



Doubtful  
Sound







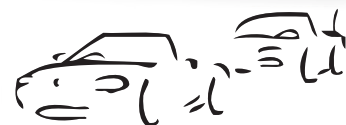
Cruise leader Bob Sharpe



Gary of  
GazBaz  
Racing  
fame



Take-off at  
Jandakot Airport



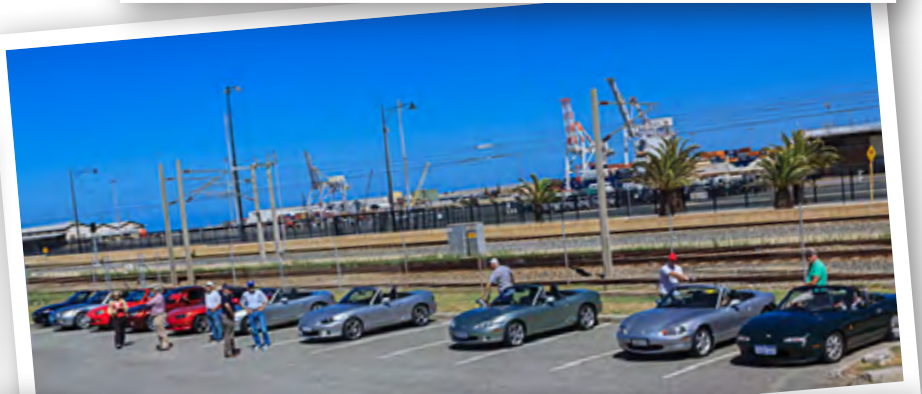




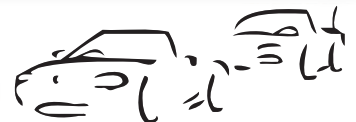
*Cruise leader  
Jenny  
Messenger*



*Prospective  
mini golfers*



*Fremantle regroup point*





# Event Write-Ups (Cont'd)

◀ (Continued from page 8)

into our fare which we had bought along, we had a good chat for a couple hours enjoyed the scenery and bid each other a fond farewell.

**Gary Wotzko**

## MONTHLY CRUISE—5 FEBRUARY

It was a beautiful morning as we all ventured out to Burswood car park, for a day of shiny cars, a nice drive and good friends. At the start we had 23 MX-5s, a Porsche, a WRX and Lianna and Barrie with the club merchandise in the Prado. Once receiving the instruction sheet for Jenny's "Putt, Putt, Putting Along" run, we all jumped in our cars and drove down Canning Highway to Fremantle. Then a snappy little weaving exercise had us all cruising the café strip, very slowly and cool as can be. The first meeting point at none other than Captain Munchies, where stomachs were filled and thirsts quenched. Continuing on, in the glorious sunshine, up the coast to Joondalup, to complete our drive with a fun game of mini golf. After receiving our clubs, balls and score card we joined the line, where many other families and small children had chosen to spend their Sunday. The game proceeded at a very steady, relaxing and smooth rate considering the large number of



golfers. The kids, some very small, who although they held up the queue, were good to watch as they enjoyed a fun day out with their families. The best bit, though, was hitting a 'hole in one' and scoring par or better on many other holes. After a day of competition (and a quick fun nip around the billiard course), enjoying the beautiful shady gardens and beautiful ponds that meandered throughout the course, we retired to the café, where we indulged in a meal and drink. At the end only two scorecards were handed in, Aart(49) and Andree(56), Dad's(57) and mine(62). So, unless someone can put up a convincing appeal (with evidence of course) it looks like Aart is the winner. Congratulations Aart!

**Lauren 'mini' Messenger**

## AFTER WORK GET TOGETHER: Galaxy Drive-in Theatre—15 February

Eight Fivers met at The Woodvale Tavern for a pre-movie meal and chat before venturing out to the big outdoor screen under the stars. We managed to line all our cars up on the front row before watching 'The Descendants' in which George Clooney gives a perfect performance as lawyer Matt King; a man awakened, for the first time in years, by the immensity of his loss. The film possesses a blend of comedy and serious emotion; it is a lot more than just George Clooney being awesome in a Hawaiian shirt.

Most memorable scene? Matt confronts his wife's lover Brian Speer telling him "Elizabeth is dying. Wait... \*&#\$ you! And she's dying." Brian is jittery because his wife and young children are

practically within earshot. He tries to cut the conversation short, but Matt is on a mission and asks bluntly, "Have you ever been inside my bedroom?" Speer admits "Yes, he was once." Matt says incredulously, "You could have had the decency to lie about that one." Brian then admits, "All right, twice."

The best line in the movie? Elizabeth's father to teenage punk Sid, "I'm gonna punch you right now" (and then he punches him in the face). Whilst largely predictable there were a couple of moments I didn't see coming such as Sid's revelation about his father's recent death and Julie Speer's bringing flowers to the hospital.

To me the sound track was the real star of the movie scored exclusively with Hawaiian music: it was all about the ukulele, 'slack-key' (so named in honour of the open tuning and slackened guitar strings) and the haunting, almost mournful tranquillity of the vocals.

**Aart ter Kuile**

## DAWN BREAKFAST RAID: TOODYAY—19 February

Despite an early start (7:30AM from Hungry Jacks, Midland) the traffic was heavy, but we were heading off for breakfast at Toodyay with some excellent driving roads to cover on the way. This early start avoided the coming heat as well.

O'Brien Road was, as expected, great fun to drive. I have to say the curves are better going uphill rather than downhill. Even better for very little traffic other than a few motorcycles coming the other way.

After O'Brien Road the route took us along some nice roads that would have been great but for a driver with a horse float determined not to let us pass. This was exacerbated by the cycle road race through part of our course. They don't even pay rego fees!

On arrival at Toodyay, the cafe was jumping and not just with MX-5ers, but all those motorcyclists who had also been enjoying a spirited drive without the attention of Mr. Plod.

It was good to see the turnout to support Aart's efforts to provide a mid-month dash as well as the regular monthly cruise. Thanks from all of us, Aart.

**Simon Corston**



# Sporting Fun All Year Round *by James Page*



Mk1 MX-5 handles beautifully and even good ones can be picked up for peanuts, says Page



**T**HREE YEARS AGO, I set out to buy an MG Midget and ended up coming home with a Morris 1800. I'm still not quite sure how that happened. Anyway, after an enjoyable tenure, I decided that the 'Landcrab' was a big old bus to be driving around in on my own, so for the second time I started looking for a Midget. I had a budget of £2,000, which should have been enough for a decent 1500, but my attention was diverted once again.

First, I noticed how tidy a Porsche 924 that budget buys you. It even gets you close to 944 ownership. But I've already had a 924, and a cheap 944 sounded like a major invoice waiting to happen, so I started looking at Mazda MX-5s. This made a lot of sense for many reasons: whatever I was buying would end up being my daily drive, so I needed it to be reliable; there are plenty of Mk1s to choose from at this money; and they're great fun to drive. I'll admit that I had always been slightly dismissive of them until I actually drove one. OK, so it was a concours-winning, 16,000-mile example, but it was astonishingly good.

The first car I went to see was a Eunost import that had seemingly had the suspension removed. There's a big aftermarket tuning scene for the Mk1, but it's so good in

standard form that I don't know why you'd fiddle with it for road use alone. Eventually, though, I found an unmolested example in south London. It had good history, was honestly described and, although it wasn't cosmetically perfect, it was mechanically sound.

A deal was done and I drove it back down the M4. It ran perfectly, as it has done since. There have been various jobs to do, though. The rubber seal that runs around the drivers door, before heading down the window frame, has seen better days. It's perished at the top corner of the window, and when I wound up the window, the seal would be pushed up with it.

The proper solution would have been to buy a new one, but it isn't the cheapest bit of trim, so I sprayed the window frame with lubricant and pushed the seal back down it, removing the door-card so that I could check that it was correctly sliding into place. I will eventually buy a new one, but for now I'm just being careful about how I open and close the window.

Another equally straightforward job concerned the bonnet, which didn't shut squarely after a routine bit of fluid-checking. It turned out to be the offside hinge, which was a bit stiff and wouldn't fold down fully. All it needed was a dose of WD40, a bit of wiggling back and forth, and normal service resumed.

As winter set in, there was the pressing need to apply some more underseal to the



*New coating of underseal for rear arches*



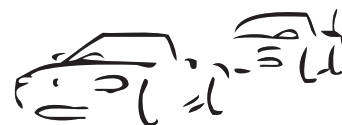
*Drivers door window seal needed fettling*

wheel arches. The protection that was on there was starting to look a bit bare in places, and the rear arches in particular are a known weak spot on the Mk1 MX-5s. There was a time when corrosion was a long way down the list of checks when buying one of these cars—sadly, that time has passed.

So, armed with a tin of Waxoyl, I set to work. There are plastic trims within the wheel arches, but those were removed in a matter of seconds and, once the crud had been wire-brushed out, I could apply the new underseal. The biggest potential problem area is the small return lip on the arches. Even though I had comprehensively jet-washed in there before starting, the brushing removed a huge amount of dust and dirt.

With that done, I could get down to using the car as intended. The lower section of the offside front wing had been poorly repaired at some point, meaning that the paint there had started to flake, so I'll be investigating that soon. A service wouldn't go amiss, either, but so far the little Mazda is behaving impeccably. With my current commute involving the occasional hike up and down the M4, I'm quite glad I didn't end up with that Midget.

(Source: Classic & Sports Car February 2012)





# A Very Special MX-5 For Sale

**W**HEN THE MX-5 WAS first released in 1989, due to worldwide demand Mazda only allocated 200 cars to Australia and of these only 10 were allocated to Western Australia. Our car (7XX 579) is one of those initial 10 vehicles. It was first purchased in November 1989 by a Robert Broughton and sold in September 1990 to Graham and Gina Petroni who were founding members of the MX-5 Club. We purchased 7XX 579 in May of 2000 when it had only 30,000 km on the odometer. It was in showroom condition and we have continued the loving attention lavished on it by Graham and Gina.

We purchased it with the view to modifying it to a suitable standard for club competition without compromising daily drivability. The modifications started with the installation of an AVO stage 1 turbo kit, roll bar, upgraded suspension, LSD and performance brakes. It was a competitive car in both club events and various classic rallies

in the hands of Dennis and son Michael.

It comes with many non-performance extras including a spare set of wheels and tyres, hardtop, wind deflector and an assortment of other bits and pieces.

Many club members will be familiar with 7XX 579 through the Down South weekends we have run in Bunbury over the years.

We are reluctantly offering it for sale to a good home and would like to see it remain in the club. If you are interested in a vehicle with provenance, which is a great daily drive with club competition possibilities at a reasonable price, then we would like to hear from you.



**Price:** \$10,500 ono  
**Contact:** Dennis & Maree Courtney  
**Email:** courtney1@iinet.net.au  
**Phone:** 9725 2368 or 0419 928 254

## Computer Corner

### TINIEST ENGINE

For people who appreciate and fully value the fine engineering required to achieve this remarkable outcome. Go to:

<http://www.wimp.com/tiniestengine/>

### SURFIN' DOG

This is just pure fun. [http://www.youtube.com/watch\\_popup?v=cqxTUxZOceE&feature=youtube\\_gdata\\_pla](http://www.youtube.com/watch_popup?v=cqxTUxZOceE&feature=youtube_gdata_pla)

### V16 MIATA

In the beginning, there was the Monster Miata, which took a first-generation Mazda MX-5 and stuffed a 5-litre Ford V-8 between its front fenders.

Why stop with one engine when you can bolt in two? We give you Tony Hair's twin-engine, V-16, 1990 Mazda Miata.

[http://www.motorauthority.com/news/1072271\\_twin-engine-miata-is-16-cylinders-of-awesome-video?fbfanpage](http://www.motorauthority.com/news/1072271_twin-engine-miata-is-16-cylinders-of-awesome-video?fbfanpage)

### SKYDIVING

Skydiving without an airplane in China. This is worth watching all the way through.

<http://player.vimeo.com/video/31481531?autoplay=1>

### MICRO CAR MUSEUM

The Bruce Weiner Microcar Museum seeks to pay tribute to the people who built and loved these wonderful vehicles, some of which achieved lasting fame, others sinking into obscurity.

<http://www.microcarmuseum.com/info.html>

### BASIC CARS

A slide show of the ten most basic cars ever built. Can you guess which ones they are?

[http://motoring.ninemsn.com.au/slideshow\\_ajax.aspx?sectionid=75583&sectionname=showroom&subsectionid=780432&subsectionname=mostbasicarsever](http://motoring.ninemsn.com.au/slideshow_ajax.aspx?sectionid=75583&sectionname=showroom&subsectionid=780432&subsectionname=mostbasicarsever)

### WEIRD CAR ACCESSORIES

A slide show of the 12 weirdest car accessories. Look out for some of these on Bob's MX-5.

[http://motoring.ninemsn.com.au/slideshow\\_ajax.aspx?sectionid=75583&sectionname=showroom&subsectionid=7804950&subsectionname=Top12weirdcaraccessories](http://motoring.ninemsn.com.au/slideshow_ajax.aspx?sectionid=75583&sectionname=showroom&subsectionid=7804950&subsectionname=Top12weirdcaraccessories)

### BUILDING AN AEROPLANE

This timelapse shows Boeing building a new plane for Southwest Airlines. The process used for the paint job is amazing.

[http://www.youtube.com/watch\\_popup?v=zKnsyYbfC60&feature=popular](http://www.youtube.com/watch_popup?v=zKnsyYbfC60&feature=popular)

### LAP BATHURST

Fasten your seat belts and take three angry laps of Bathurst in a well driven GTHO Falcon! Spot the R/T Charger, Ford Customline even an old EH.

<http://www.mustang.org.au/forum/viewthread.php?tid=15263>

### INCREDIBLE PERFORMANCE

This is an incredible performance by a Chinese acrobat.

<http://www.dump.com/2011/12/14/this-is-impossible-video/>

### ASTON MARTIN

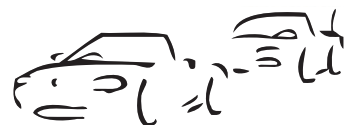
Sure, you could go tarmac rallying in an actual rally car like everybody else does, or you could find a nice ex-GT3 championship 6-litre V12 Aston Martin, and use that instead.

[http://youtu.be/19-1a\\_vbHNw](http://youtu.be/19-1a_vbHNw)

Mazda

**MX-5**

Club of Western Australia





# BazGaz Racing Part II

**F**OR ANYBODY CONTEMPLATING BUYING a secondhand NC, if you don't mind making a bit of effort, the option of buying in the eastern states could be very attractive. BAZGAZ (before it became that), a 2006 manual soft top (it does have 110,000km on the clock), was bought, transported and registered for just under \$20,000.

The first modification was, of course, getting the BAZGAZ plates (\$407). With this done, the now Shannons-insured (\$298) and BAZGAZ-plated NC went, for the only time in totally standard trim, on the twilight cruise to Point Walter.

By then, Gaz had the new hoist installed in his garage and many parts had been ordered and delivered. So modification could commence. But first, BAZGAZ (before any mods) weighed in at 1060kg on a public weighbridge. It will be weighed again on completion of all the mods.

The first job was to change all the suspension parts. These comprised new BC Racing coilovers, an Ultra Racing strut brace and recycling the Whiteline sway bars out of Gaz's street car (total cost of new parts \$1,511). As soon as we (it's a bit of a "royal we" as Gaz does most of the work) started on the suspension mods, we gave thanks to whichever entity takes care of car modifiers, for the hoist making life so very much easier. After removing a few unnecessary bits to gain access, all new suspension parts were fitted in a couple of hours. Job number one, once BAZGAZ is on the road, is to take it to the track and tune the suspension for best racing performance. But that is still some time in the future. Next came fitting the Goodwin Racing header, mid pipe and recycled exhaust (cost of new parts \$1,244). As both our street cars have modified exhaust systems, this is a job done twice before, so we were aware of all the difficult bits, which are mainly getting the factory-fitted headers and mid-pipe out. Again the hoist made life a lot easier and the exhaust system was replaced in about an hour and a half. Gaz was left to tidy up the wiring and fitting the oxygen sensors in his spare time and while he was doing that, he recycled the cold air intake from his street car and prepared the car for the next phase of work. Up to this

point about five hours had been spent working on the car.

The next work phase didn't need the hoist, so BAZ's gunmetal grey Advan Racing rims and Yokie A050's, with new D1 Spec light weight black nuts (\$69), were fitted to roll BAZGAZ outside.

For the roll bar, we had opted for a Hard Dog roll bar (cost \$1,085) that allows for the soft top to close normally and to which the racing harness can be fitted. Once the interior trim and seats had been removed (about an hour's work) for access, the factory roll bar can be removed and the new, much stiffer and heavier, bar fitted perfectly. Some drilling in the bodywork is required to fit the rear brace of the roll bar and it was noted that the Americans must always make a statement about their love of feet and inches. Most of the nuts and bolts to fit the new roll bar are recycled, but the four new ones supplied were half inch and nine sixteenth imperial sizes. In a couple of hours BAZGAZ had a new roll bar and some imperial fittings.



Then we went on to the job that we were least looking forward to—removing the entire console and dash to gain access to remove the heater, sound system, air conditioning and any other bits not required in a car designed to race. It's a one-man job, so Baz was there mainly to run for spanners, screwdrivers and pliers, while Gaz sweated and cursed in a confined space. After about three hours the console was out. Then the dashboard behind the console had to be removed, another fiddly job, which took a further couple of hours. Once out, the heater and ducting system were removed in a few minutes and the dash set aside for refitting. At this point the car was at its most naked,

with only the hand brake, gearshift, steering column and seat belts in the cabin. So it was



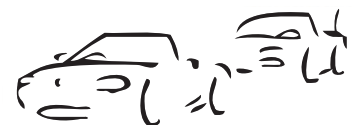
finally time to add a few things. First came the seats. We chose Cobra Imola S seats (\$1,698) as the most suitable and comfortable for us and for the sort of motorsport that we will compete in. We have initially fitted the seats on the original sliders so that we can find the best position to suit both of us, before fixing the seat position. Fitting the seats was the first time that any drilling or cutting had to be carried out. The seats were fitted in about two hours.

There had been some debate on what to do with the door trim and the electric windows and mirror adjusters. After removing the trim and the bass speakers it was decided that there was little to gain by changing anything else, so all the electrics and the trim remain.

Meanwhile we have been selling off any of the bits that we won't need. If you are in the market for NC parts, check it out on the forum ([MX5cartalk.com/Used Parts/NC Interior and Suspension Bits](http://MX5cartalk.com/Used Parts/NC Interior and Suspension Bits)).

That was the status in mid-February, with a total of about \$26,000 spent and about 14 hours worked. The plan is to get the dash and console back on and all the wiring reconnected so that we have the car ready to drive for tuning the suspension and checking out the setup at the club Sprint Day on 5 March. Then we can go on to sorting out the ECU and tuning the engine, plus anything else that comes out of driving the car. On Wednesday 14 March BAZGAZ Racing has an open evening for club members to have a look at what we have been doing. Check it out on the club website [Coming Events](http://Coming Events). Look forward to seeing you there.

**BazGaz**



# Motor Sport Report



popularity of the club motor sport events, thirty drivers were booked for this event, though one driver had to pull out. This number of competitors can affect how many runs at each layout the drivers get meaning it was up to everyone involved to keep the runs flowing.

However, it wasn't the drivers so much as the timing gear which caused a few reruns. Apparently the positioning of the infrared eyes on the finishing set is critical. When the timing gear fails to record the driver finishing in the garage, they have to rerun that layout to keep the results fair.

Despite this, all participants had an excellent morning with adrenalin buzzing in everyone's veins. As well as all the usual culprits, it was good to see Pete Corboy back on the track in his supercharged MX-5. Pete is also preparing a V8 MX-5 for track days as well. It is getting hot in open class!

In the outright results, Graeme Martin was unbeatable coming in nearly 3.5 seconds faster than Simon Corston in second place. A further 1.5 seconds back was Rod Willis in his V8 MX-5 followed by Matt Kemner (welcome back to racing, Matt) by only one tenth of a second. Warwick came in a further two tenths of a second back in fifth place.

Class results were as follows:

**CLASS A:**

- 1 Peter Hein
- 2 Brian Back
- 3 Robert Seres

**CLASS B:**

- 1 Don Messenger
- 2 Aart ter Kuile
- 3 Michael Tite



**CLASS C:**

- 1 Graeme Martin
- 2 John Veevers
- 3 David Masters

**CLASS D:**

- 1 Simon Corston
- 2 Rod Willis
- 3 Matt Kemner

All the results from the days racing can be found on the club website and downloaded as a PDF.

Coming events for motor sport in the near future are:

**Sprint Day** on the Labour Day holiday Monday 5 March. There are already 24 entrants enrolled already, so if you want to participate you better get an entry form in to Don Messenger quickly.



**Autotest Series 3 Round 3** will be on 18 March at the RAC Driving Centre. There are still places left for this event, but don't delay if you want to play. Get those forms into Don Messenger.

**Simon Corston**



## AUTOTEST SERIES 3 ROUND 2

Round 2 of the third club autotest series was held on 18 December at the RAC Driving Centre track in fine but slightly overcast weather. The bit of cloud cover managed to keep the heat down to a reasonable level.

As if to demonstrate the continuing

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Osborne Park 6017  
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**WHEELS WORLD**

Mazda

**MX-5** Club of Western Australia



# Tyre Developments

## NOTICE TO MX-5 RACERS

Your tyre selection will determine (amongst other modifications) the class you end up in on race day.

I have been working on the basis that tyres with a wear rating (UTQG) of 200 or higher are "street tyres" and any thing below that is an R-compound tyre.

Having purchased and run some Yokohama ADVAN Neova ADO8s (which have a wear rating of 180) these "semi" tyres are probably closer to a street tyre than an R-comp tyre.

To give you an idea, Toyo Proxes R888 have a wear rating of 100, Yokohama AO48s' wear rating is 60 and no one knows the wear rating of Yokohama AO50s because they don't state it, but it would be low.

The new Bridgestone Potenza RE-11 wear rating is 180 as is the Kumho Ecsta XS (KU36) and the Dunlop Direzza D Sport Z1 Star Spec has a 200 wear rating.

I have decided to lower the wear rating on street tyres from 200 to 180 so that

it now includes a lot of the tyres mentioned above. The reason for this is that these tyres have been designed for drivers who use their car on the road and also on the track, the tyres are designed (as mentioned in a previous article in MX-press) to not distort and have excessive wear when pushed through track work. I feel it is better for our members to be able to use these types of tyres for exactly what they have been designed for.

Please note this information in our supplementary regulations. If competitors are unsure what class they fit into they should seek clarification from the motor sport group well before an event.



**Warwick Gates**

Motorsport Manager

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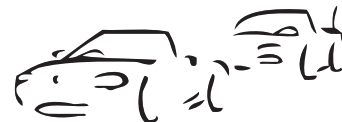
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Mazda

# MX-5

Club of Western Australia



MX-press January-February 2012 17



## MX-5 SP FOR SALE

Black 2002 MX-5 SP only 100 built.  
The most powerful factory built MX-5.  
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Torque: 280Nm.  
Six-speed manual, Torsen LSD fitted.  
Only 79,000 km.

**Price: \$23,500**  
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**Mobile: 0414 809 922**  
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## NUMBER PLATES FOR SALE

Number plates "MAD MSX" for sale.  
**Price: \$5000 ono.**  
**Contact: Stephen Gasper**  
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# FOR SALE

## MX-5 FOR SALE

MX-5 NB, manual, 92,000km, new tyres, full service history, new battery, immaculate condition.

**Price: \$16,000**  
**Contact: Elly Lubout**  
**Phone: 9446 7724**  
**Mobile: 0419 045 636**

## MX-5 FOR SALE

1997 MX-5 Limited Edition for sale.  
114000km and excel condition.

**Price: On application**  
**Contact: elizabeth antonio**  
**Email: antonio75@optusnet.com.au**  
**Mobile: 0415 111 374**

## MX-5 RIMS FOR SALE

4 x Rodney Jane Racing 15"x 6" alloy rims, with 50% worn Maxxis Surpasa tyres, to suit NA. One rim has curb scrape. **\$100 rims and tyres.**

360 page Enthusiasts Workshop Manual for NA 1.6. A great book that I used constantly. **\$20, can post.**

**Contact: Robyn Thompsett**  
**Mobile: 0419 587 776**  
**Email: thompset@bigpond.net.au**

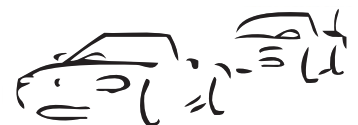
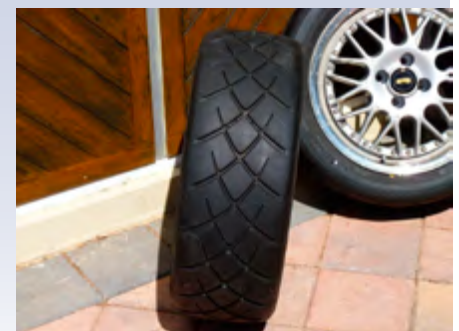


## WHEELS FOR SALE

16 x 7 Simmons OM with 205/50x16 AO32 Yokohamas. Bought for a Cooper S to 'rally' with but never got around to using them. The offset isn't marked on the wheels and not easy to measure with the tyre on but I calculate it to be about 45mm positive, could be out by 10% either way.

**Price: Make an offer.**  
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**WITH A HISTORY THAT** began in 1989, the Mazda MX-5 is one of the best sold convertibles on the market. In its 21 years of history, the MX-5 saw three different generations, numerous design updates, and even more engine changes. However, the most impressive update has been announced for the fourth generation that is set to be launched in 2012.

The Mazda MX-5 will remain a rear-wheel drive compact sports coupe with exterior design inspired by the Shinari Concept unveiled earlier this year. With the new generation, Mazda will focus on reducing the total weight to less than 1,000 kilos.

At the launch of the Shinari concept, Ikuo Maeda, general manager of Mazda Motor Corp.'s design division said: "this design will lead to the next generation of Mazda design

and will lead to other elements." Guess the MX-5 will be among the first to adopt Mazda's new "Kodo - Soul of Motion" design language.

UPDATE 12/02/2011: British magazine, AutoCar, has offered new details on the next generation Mazda MX-5 set to go on sale in 2014. It seems that the current 1.8 and 2.0-litre engines will be replaced by a new turbocharged version of the 1.3-litre four cylinder SkyActiv petrol engine. It will also be built on a new rear-wheel drive SkyActiv platform, which will be known as the S-platform.



of the MX-5 Miata is the large grille that looked like it was on a perpetual caffeine fix. The fourth generation MX-5 did away with that in favor of a more basic grille that's similar to what we saw on the original Miata.

The headlights of the MX-5 were also given a make-over where it now carries a distinct up-slanting teardrop shape with LED lighting technology. Upon closer inspection, you'll notice that the new lighting configuration is also pretty similar to the original's set-up. Meanwhile, the interior will get sports seats and different aluminum insertions.

Under the hood of the future Mazda MX-5, there will be a newly developed 1.5-litre Skyactiv-G four-cylinder engine that will produce around 125 horsepower and is mated to a six-speed manual transmission. As for the US-spec model of the Miata, Mazda will offer a 2.0-litre engine that produces north of 145 horsepower that's also mated to a six-speed manual transmission with an option to change it to a dual-clutch semi-automatic transmission.

The new engine will reportedly feature variable cam phasing, lighter, low-friction reciprocating parts, and possibly a new exhaust manifold design, all of them as part of Mazda's SkyActiv engineering campaign.



The body of the next generation MX-5 will be made in steel, but it will feature high-strength panels, and some ingenious structural solutions, such as a twin-backbone frame, to solve the problem of open-top rigidity.

One of the most unmistakable characteristics attributed to the previous generation



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