

you just feel like it. Enjoy owning your MX-5!

Gearbox woes

Mazda claimed their five-speed gearbox was more than adequate for the power of the Mk I & II MX-5s.



MX5Ts Usual Residence

During the rebuild of my car I had the mechanics at Brookings replace all the bearings just to be sure it was as strong as it could be for the new turbocharged engine. On a recent dyno power run my gearbox developed a whine, which it turned out was gear teeth bot-toming, wearing off the case hardening, caused by a collapsed bearing on the input shaft. I wasn't able to find a stronger replacement



You'd need a magnifying glass to see the wear

gear set (other than a racing 'dog-box' at great expense from Japan) so I've replaced the whole box with a 'pre-loved' unit and turned down the boost to limit the power to about 200 kW to get some longevity.

MaxAuto Action Autokhana

Winter Round 1 - MX-5 Club member Graeme Martin finished in first place again in his Lotus Elise, just ahead of fellow member Ashley Price in his PRB Clubman. Simon Corston finished first in class.

Round 2 - Ashley again finished in second place & first in class, narrowly beaten by a very hot 4WD. Mark Hardcastle finished seventh & first in class & first on handicap - the fastest and possibly oldest MX-5 of the day. Dave Masters also finished first in class. See the club competition chart for other members placing's.

Nitrogen anyone?

I heard a lady on the radio the other day saying that she had recently had new tyres fitted to her car and the dealer offered to fill them with nitrogen, saying it would improve her fuel economy and she wouldn't have to check her pressures again - they'd do it when she came back in six months for a refill. She happily paid for this service. Please don't waste your money! The dealer says that because nitrogen doesn't expand as much as air when it gets hot they can pump the tyres up 20% above recommended pressures and this gives better fuel economy. Whilst this is partially true (air contains nitrogen anyway), the same economic benefit can be gotten by increasing

the air pressure in your (cold) tyres by 10% (20% when they're hot) and air's free! The idea of not needing to check pressures comes from the theory that nitrogen doesn't leak through the rubber like air does. The flaw in this theory is that the tyre is already full of air when it's fitted to the rim. When they 'fill' it with nitrogen they are actually adding nitrogen to the air, so there's still air in the tyre, able to leak through the rubber! Check your tyre pressures every time you fill up and you'll maximise your fuel economy and tyre life - free.

Private Practice (Tuning) Days @ Barbagallo Raceway

These are really good fun and improve your driving skills no end. To be involved you first have to join the WA Sporting Car Club (\$200 p.a. + \$35 nomination fee) then pay \$50 for a day on the track. Practice days are held one Saturday a month and usually the Friday before a race meeting. A few MX-5 Club members already spend time on the track. For more info go to www.wascc.com.au or

contact me.

It had been quite a while since I had driven at Barbagallo, so given the opportunity this week I prepared the car @ Wheelspin and left early to drive between the forecasted intermittent showers. Intermittent? It varied from drizzle to downpour the whole day! As long as you keep your speed up you don't get wet, so I joined half a dozen other road cars on the track. On lap two I was held up going over the top, so I put my foot down and passed him approaching Kolb corner, not immediately noticing that there was a small river flowing across the track just where I needed to brake. The nose went left, the tail went right and I spun down the hill and off into the sand! The volunteer tow truck drivers were with me within a couple of minutes, dragged me back onto the track and I drove back to the pits. It took about 30



Super sprint series—Oran Park

mins to hose all the sand out of the intercooler, wheels, brakes and undertray then I was back out again - this time paying a lot more attention to where the water lay. It caused wheel spin in two places coming up the hill out of Kolb and another two on pit straight - a little disconcerting when you're accelerating hard. I enjoyed about 40 laps, rarely got close to any other cars and regularly saw 185 kph down the hill, in the rain - exciting!

Renault Blows Their Own Trumpet

Go to the link to hear a Renault V10 'playing Queen's' 'We Are the Champions' <http://www.renaultf1.com/en/car/engine/index.php?news=tcn:3-41673>.

State AutoTest

Ashley Price finished fourth outright on July 9th and a very impressive seventh in the rain on August 13th.

State Motorkhana Championships

Peter Corboy finished 15th outright, followed by (non-members) Frank & Jarrod Ferrari in 19th & 23rd. Rounds are held at venues around Perth every month. You can be a spectator or if you have a CAMS licence, compete quite cheaply. State Sprint Championships July 23rd As usual Graeme Martin was amongst the fastest drivers but a 'Wrong Way' cost him about 20 seconds and put him in 12th and Kim Stephens (in his WRX) finished 49th.

Tune To Win

Driving and tuning articles from past MX-Press magazines are available at www.mx5club.com.au and you can read more in Engineer To Win, Tune To Win & Prepare To Win by Carroll Smith, How To Make Your Car Handle by Fred Puhn, Race Car Engineering by Van Valkenburgh and Inside Racing Technology by Paul Haney, all available from PitStop Bookshop, King Street Perth.

Mazda

MX-5 Club of Western Australia

