

THE BIMONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF WA INC.

# MX-press

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



Editing, design and production Simon Corston & Bob Sharpe

Jul-Aug 2014

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Sophie Pilot competing at the RAC autotest

# 25 Years of the MX-5 Club

**T**HE BURSTING OF THE MX-5 into the world in 1989 coincided with the year Ash and I burst out of London across to Perth. So for us, the West Australian MX-5 Club being formed in 1990 meant a great deal, as we were quite new to Australia and we suddenly had a social life and lots of interesting friends!

Ash had been following news of the early design of the MX-5; having been involved with the car world for a long time, he knew this was going to be a landmark car and placed an order for one before it was actually launched. For myself, I had been fortunate to have access to beautiful cars as Ash worked in a prestige car dealership in London. I had owned a Fiat Bertone X/19 and thought this was the perfect sports car. But the MX-5 was to be something else as we all know! Gorgeous styling, fantastic to drive. You didn't want to get out of it, and kept on driving the long way home ..... When the WA club was formed, we mixed with other people who felt the same and liked going for drives and weekends away - priceless!

How fortunate we were that the Australian Mazda state managers took the initiative to start up clubs in each state. Ash and I were involved from the beginning in Perth and so much enjoyed working alongside others to get the whole thing rolling. And roll it did, it very quickly got a life of its own. Such energy in a club is not a given; I've often wondered about the social phenomenon that makes the MX-5 clubs so successful. 25 years on, the WA club is still rolling along beautifully, as we can see from the MX-press that gets delivered to us in NZ (thank you).

The very first meeting which Brian Butterworth held at the old Mazda WA

headquarters in Belmont was well attended and nominations for a committee were quickly put forward. Ash couldn't attend as he had an exam, so I went along to nominate him for treasurer. Well, I mucked up there, as he had the job of secretary, newsletter editor and membership for those first few years. For myself, I didn't think I was a car club person and didn't intend to be involved. But I got swept up in the enthusiasm and became social secretary which was great fun.

The first run to Houghtons winery was a "standout" really - we all gasped at the sight of a line up of 30+ little MX-5s like our own. That is when we started taking the first of thousands of photos of line-ups of different coloured MX-5s in the sunshine, photos of convoys of different coloured MX-5s snaking around the sunny WA roads..... And we started getting to know each other over a glass or two of wine. That's how the addiction started!

Key elements from those early years?

1. The variety of skills which people donated so generously to get the club off the ground - graphic design for the club logo and magazine layout, accounting to set our financials up on a sound basis, knowledge of the fashion industry to start off the merchandise lines, prior knowledge of car clubs so we had a structure for organising membership details, local knowledge and enthusiasm for social event planning
2. The variety of jobs and backgrounds and ages of owners providing a wonderful mix of people. These were people who would probably not otherwise have met.

3. Sheer unadulterated enthusiasm for this unique new affordable sports car.
4. The generous support and encouragement of Mazda WA (Brian Butterworth)
5. The ideas for fun places to visit, the range of cafés, winding roads, themes for driving events, weekends away, motorkhanas. It seemed effortless!
6. The open sunny friendliness of the members. This was definitely an inclusive club, not at all cliquey which we heard from others.
7. The support of the five Mazda dealerships in sponsoring events: naming rights for the anniversary dinner, providing prizes for observation rallies and motorkhana layouts (these were called MazdaMania Motorkhanas).

In New Zealand, we mirror you in a smaller way. The groups around our South Island are filled with friendly enthusiastic people who simply enjoy driving their MX-5s; they are always happy to get together and socialise with other owners. Ash and I have had a little contact with MX-5/Miata clubs in other countries (including a memorable holiday in Washington State where we met hundreds of other owners from Canada and North western USA). The sparkle and sociability that happens when "five or more owners are gathered in the name of the MX-5" is amazing! We simply have to think of another term for "car club", as this doesn't reflect the phenomenon!

What a great 25 years! Ash and I are on our sixth MX-5 now and I don't see us stopping the trend any time soon.

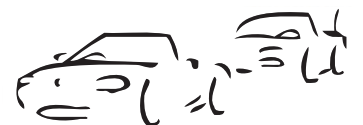
Sandra Price



Houghtons Run 11Nov90



Parade with Simpsons Apr 91



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

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**Cover Photograph:** Sophie Pilot competing at the RAC autotest by Simon Corston

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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 can be sent to the committee via the club website.

The committee meets on the last Tuesday of every month at 6:30PM.

The location of our meetings is now the **Dutch Club**, 230 Cambridge Street, Wembley.



# Editor's Desk

**G**'DAY ALL.

Everyone knows about the tragic shoot-down of flight MH17 and efforts of the Dutch and Australians to assist to bring some order in the aftermath. Barrie Parker, our club president, and his wife Lianna, who is president of the Dutch Club in WA, where we hold our monthly committee meetings, have been involved from Perth in assisting the friends and relatives of victims here. Their response has been practical and professional included arranging a memorial service which was very well attended. I have no doubt that their efforts have been appreciated by all concerned. Well done, you two, for demonstrating yet again that there are some very capable and caring people in the Mazda MX-5 Club of WA.

Next, we had a newspaper story under the heading of "Hoon Blitz" which told of car club members speeding in the vicinity of the Zig Zag in Kalamunda one Saturday night. The story said that "more than 120 drivers received infringements". The car club founder replied saying "We had upwards of 60 cars and only two got infringements". Someone can't count! The police said "the vast majority of Perth's 70 known car clubs (I believe there are closer to 200... Ed) are law abiding but some fringe members at specific clubs were lunatics on the road." I have

to agree and while I have never heard of this particular club it may be more than that in this case.

I say this because I asked an informant whom I shall call "Deep Gizzard" (He gets to the guts of things... Ed) who speaks freely with the rozzers. Anyway "Deep" reports that this club organised two runs to deliberately break the law. An entry fee was charged for one and both runs had radio communications and spotters to try to evade police. The runs were made at night, making them more dangerous. The police had no choice but to act. This of course took police away from more important duties on a Saturday night. Now every reasonably sized city in the world has a clandestine street racing fraternity but these blokes openly bragged about what they would do and have probably tarnished the name of every car club in WA, including ours. We could have had our favourite weekend cruise roads targeted by police and the whole car club scene could have changed because of these clowns.

Fortunately "Deep" confirms that the local police have a more reasonable attitude and while they are well aware of the popular weekend cruise roads they will not be specifically targeting these except for the Zig Zag which the aforesaid "gooses" used idiotically. Car clubs have been using the hills roads

around Perth for many years without, to my knowledge, any serious consequences and this status quo will continue until someone else forces their hand. I believe at least one politician has already urged a crackdown in an effort to gain votes.

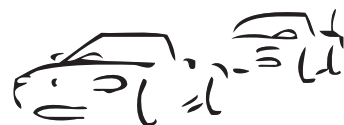
On another note, I have been told that the Queensland MX-5 club has abandoned convoy rules. Well done, Queensland. I guarantee that your cruises will be much more enjoyable from now on. You may get some teething problems initially but we expected some and never got any all those years ago when we abandoned "kill joy rules".

We have our Motor Trades Association boss commenting on figures that show a new fixed camera on the freeway catching an average of 193 speeding motorists a day by saying he doesn't know why, when the camera location is known. Perhaps it's because drivers are driving to the speed of the traffic on a freeway in an area that has just been widened and allows traffic to proceed safely at a speed in excess of that posted. This section of the freeway is one of the few places that this can occur and if you have just come out of congested traffic and know that a short distance ahead is more congestion, most drivers will increase speed automatically, albeit for a short time.

I note that a Ferrari 250GTO is being auctioned in America with an estimated price of \$60 million. Even pristine VW Kombi vans can reach \$100,000 these days. Makes me wonder what pristine NA MX-5s will go for in years to come when they get scarce.

Finally, keep having fun on wheels and spare a thought to these people having their "senior moments". In 1962 the \$18 million dollar Mariner 1 space probe had to be destroyed four minutes into a planned 100-day mission because someone forgot to put one symbol into the guidance computer's program. Cellist Yo-Yo Ma once left his \$2.5 million cello in a taxi. It was recovered and when asked how he could do such a thing, answered "practice". Finally, Mark Twain said "When I was younger I could remember anything, whether it happened or not, but soon I will only remember the things that never happened".

**Bob Sharpe**



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

# President's Report

**OUR CLUB, IN COMMON** Our club, in common with all incorporated associations in WA, is governed by the Associations Incorporation Act. As it states in the Guidelines to the Act (all members should try reading it sometime – it runs to 175 pages!):

“The Annual General Meeting (AGM) is a central part of an incorporated association's governance structure, as it holds an association accountable to its members. It is the only association meeting specifically provided for in the Act.”

Hence to maintain our squeaky clean legal status we held a formally and correctly constituted AGM on August 26th, which was attended by a very pleasing 31 members. Thank you all for turning up. I hope it was worthwhile and provided you with some insights into what is involved in running this excellent club. The committee very much appreciates your support.

For those who didn't (shame on you, but it would have blown the AGM budget if you had turned up), I will endeavour to provide a précis of the meeting.

To make sure that everybody was fortified for the impending AGM, we started by providing an excellent meal (thanks Carol) and drinks from the bar. With some effort, the meeting Chair managed to break up the groups engaged in eating, drinking and MX-5 chat to bring them to order to start the meeting.

After the minutes of the previous year's AGM had been accepted, the reports from the various committee members on the previous year's activities were presented.



The finances of your club remain in a very strong position such that the club can continue to offer significant support for its key Motorsport and Social activities. Your

committee has committed to continue its policy of running a series of negative budgets over the next few years to provide even better value for money for the membership.

Club membership increased last year while remaining in the 160 -175 band that we have had for the past few years. The club welcomed 58 new members, about 15 more than in an average year. As Merchandise then mentioned, many of these new members have not claimed their free club cap; she encouraged these new members to make contact to claim their cap.

Motorsport continues to add to and adapt its program in response to the continued increase in numbers interested in extracting that bit more out of their MX-5s in the safe track environment. Last year we had 74 members (almost 45% of membership) take part in at least one motorsport sponsored event. The variety of tracks has been increased to six to test all driving skills from hand brake turns to flat on the floor in 5th. At the AGM it was announced that a seventh track may be added which may present the opportunity to organise a Motorsport Festival and Family Day for all club members. Another event for the (presently) non-motorsporters will be the basic driving skills clinic in November. All this could not happen without a legion of helpers and volunteers, Don, Kristy and Aart getting special mention.

Since the last AGM there have been 30 social events including, of course, our regular monthly cruises and monthly mid-week events. As a member commented, it must be a challenge for the events' organisers to come up with new ideas to maintain members' interest, but somehow they do, to maintain the club's excellent Social program. For next year expect more of the same, but different!

There has been a radical change to the publication of this magazine. We were approached by a company that produces the magazines of two of the Eastern State clubs. After initial scepticism and some negotiation we decided to change to the new publisher. The quality is at least as good as the previous supplier, and a significant benefit is that the new printer looks after distribution, leaving

our editorial staff more time to make our magazine even better. A big win all round. We must also thank our sponsors whose advertisements appear in this magazine and of course all who are involved in the production and content of MX-press and our annual calendar.



Our website is the main source of information about the club to the outside world, averaging 1,500 hits per month. It is now backed up by the club's Facebook page.

Once the reports had been formally accepted, the nominations for this year's committee were presented to the AGM.

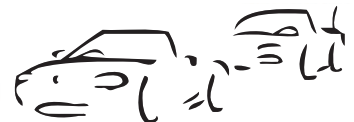
Four of the present committee members have stood down and thanks were given to all of them for serving on the committee. Special thanks were given to Gary and Bev, Gary for many years on the committee looking after Social and then Membership, plus a stint as Vice-President; and Bev for her years as Club Secretary. To all of you, enjoy your time as ordinary club members.

The AGM then welcomed Jenny in her new position as Club Secretary and Fernando to look after Membership; and then the new committee members, Janine who will take over Social and “Tilson and Son”, Lyall and Seanan who are joining the committee to find their feet as Ordinary Members of the Committee. Many thanks for putting your hands up to provide us the opportunity to renew part of our committee.

The big thing for the committee and the organising sub-committee for next year will be planning for the Club's 25th anniversary, which occurs in early November 2015.

The Merchandise Report as presented to the AGM was actually just two words: “all good”; which pretty much summarises the state of our club.

**Barrie Parker**



# Coming Events

Don't forget to check out our website ([www.mx5club.com.au](http://www.mx5club.com.au)) for the latest events

SEPTEMBER

- 7 **MONTHLY CRUISE: SPENCERS BROOK—SUNDAY**  
Aart is taking us on a cruise that includes some nice driving roads to the Spencers Brook Tavern for lunch. We meet near the Muzz Buzz at the Midland Centrepoint Shopping Centre at 309 Great Eastern Highway, Midland at 9:00AM and depart 9:30AM.
- 20 **NIGHT CRUISE: BURGER RUN—SATURDAY**  
A tradition of the MX-5 Club of WA, Life Member David Turk takes us for an evening drive to one of Perth's reputable burger emporiums and by popular request he is now doing it on a Saturday night. It's a good opportunity for potential members to come along and have a chat in an informal setting and find out more about the club. Don't forget to bring a torch to read the trip notes. We meet in the City West Scitech undercover carpark at 5:30PM and depart at 6:00PM.
- 30 **COMMITTEE MEETING—TUESDAY**  
The committee will meet at **Dutch Club**, 230 Cambridge Street, Wembley. Arrive at 6:30PM for some food before we start at 7:00PM.

OCTOBER

- 5 **MONTHLY CRUISE: SCARPING —SUNDAY**  
Pat Gannon will be taking us "scarping" along the Darling to the Murray River. "Scarping" as the name suggests takes us up and over the scarp on the type of roads we enjoy; some fast and some winding, through our beautiful jarrah forest. We finish with a run across the flats to the Ravenswood Hotel where you may enjoy the Sunday carvery roast and soup or choose from the a-la-carte menu. We meet at the Gosnells Civic Centre located between Albany Highway and Mills Road West in the parking area near Mills Road West at 9:00AM for a 9:30AM start.
- 14 **AFTER WORK GET TOGETHER: TOP CATCH—TUESDAY**  
Join us on a midweek cruise along the river and ocean to "Top Catch" and enjoy fish 'n' chips with your fellow Fivers whilst you watch the sea gulls cruise over Hillarys Boat Harbour. Top Catch is rated as one of the best fish 'n' chips in Perth, the food is freshly prepared and cooked to order, nothing is pre-made. For those who would prefer not to eat fried foods, they can grill your fish and offer an assortment of fresh salads. We meet at the UWA Boatshed carpark on the corner of Mounts Bay Road and Hackett Drive in Crawley at 6:30PM for a 6:45PM start.
- 28 **COMMITTEE MEETING AND ANNUAL GENERAL MEETING—TUESDAY**  
The committee will meet at **Dutch Club**, 230 Cambridge Street, Wembley. Arrive at 6:30PM for some food before we start at 7:00PM.

## Computer Corner

### PERTH NOW AND THEN

Check this out. Just drag the slider from left to right at the bottom of each picture. You see a modern view and then the early view.

<http://feature.thewest.com.au/nowandthen/>

### YIKE BIKE

Take a look at this, made in Christchurch New Zealand.

<http://www.yikebike.com/site/gallery/video/yikebike-discovery-channel>

### SHEET METAL

Who would have thought that a piece of sheet metal could give so much enjoyment.

<https://www.facebook.com/photo.php?v=678311985555852>

### FERRARI HISTORY

Fascinating Californian Ferrari history.

<http://www.supercompressor.com/rides/watch-this-legendary-ferrari-625-250-trc-tear-up-the-california-coast>

### NC MODIFICATIONS

For NC owners planning to modify their MX-5.

<http://rallyways.com/specialty/mazda-mx5-miata-nc-essential-mods/>

### BUDAPEST AIRSHOW

The airshow is certainly worthwhile, but the scenes of Budapest are great, too.

<https://www.youtube.com/watch?v=0px9HFIVYjY&list=UU67qNIS T48Hbbwq0xLn1j>

### THIRTY YEARS LATER

A woman goes back to work after thirty years. Watch carefully, the video is only five seconds long, but if you're younger than 40 years old, you may not understand it.

[www.youtube.com/embed/qteu4ld\\_SCE?rel=0](http://www.youtube.com/embed/qteu4ld_SCE?rel=0)

### MOUNT EVEREST 3D

Experience the trek to the summit.

<http://everestavalanchetragedy.com/mt-everest-journey.html>

### EXTREME HILL CLIMB

View some of the most extreme hill climbs ever.

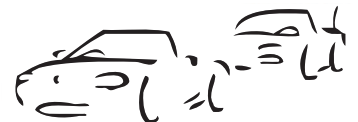
<http://safeshare.tv/w/zEUXHEJUxG>

Mazda

**MX-5**

Club of Western Australia

6: MX-press: July-August 2014



# Bits 'n' BobS

## AUTO DRIVE

(From West Wheels 3/5/14)

Volvo has put 100 self-drive cars onto the streets of Gothenburg. These cars can handle lane following, speed adaptation and merging traffic all by themselves. The aim is to have vehicles driving totally autonomously under the company's "Drive Me" project.

Theoretically if this project succeeds economically, it could put most other car manufacturers out of business if Volvo refuses to sell or share the technology.

## ADDENDUM

On this "May the fourth be with you" day there was almost no Star Wars connection on our run. Unfortunately I managed to introduce "May the Force be with you" when I was pinged by a speed camera in the HSV Commodore. It should only be a "less than 9kph" in a 100km zone but this was one of three speed traps on Toodyay Road that day. Two police on bikes with hand held units and one marked police car parked just around a bend added to the camera in the bush that I fell afoul of. I had taken the Commodore because the MX-5 didn't cater for three people but it is very easy to wander over the limit in that vehicle. Fair cop so, no whinges and the government says it needs the money but I did ring Aart to advise him and ask that he warn other members of the traps before they left Toodyay. It was a great outing and the good folk of Toodyay go all out to make it so. Editor Bob.

## ONLY IN AMERICA

Replying to the question of "Why people would drive their Miata on a beautiful day with the top raised?", Greg Burkhart suggested that perhaps they "Didn't know the hard top (or convertible top) was removable."

Believe it or not, it's not an urban legend. It actually happened! Gary Fischman got the story from Jim Rothschild at West German Mazda in Fort Washington, PA and printed it in the Del-Val newsletter. The story goes like this:

Jim got a call from a man who owned a Miata and was considering trading it in. He wanted to know about how much it would be worth. After given the approximate value, the man asked how much it would have been

worth if it were a convertible. Jim explained to the man that ALL Miatas were convertibles. The man then confidently told Jim that, no, that wasn't true. He bought his Miata used three years ago and it's definitely a hard-top. Jim finally convinced the man and was met with a long silence. Finally the man exclaimed "You mean to tell me that I've been driving this car for three years and didn't know it was a convertible?"

Truth really is stranger than fiction.

## TUR-BO OR NOT TUR-BO? THAT IS THE QUESTION.

Rumours are hotting up about the next MX-5 but so far there is no definitive answers other than a look at what Mazda says is the new chassis.

That is as boring as watching a photo of any lump of iron and answers no questions at all. In September we have been promised some real answers to some real questions. Really, really, truly, I hope we can give you some of these really, really true answers in our next issue.

The last "got it from a high-up source in Mazda" was that there was definitely NO turbo option being made available at factory level. In the West Australian on Saturday 2/8/14 there definitely WAS a turbo version coming. Seems like people have more sources than Dolmio and they are just as mild.

Don't listen to anyone except us at MX-press and we will only tell you what we know to be fact...er, or else we will print rumours to fill space...but at least we will tell you they're only rumours.

## MAZDA OUT

Mazda will not return to the Australian F1 Grand Prix in 2015. Australia's number three new car brand and top importer has decided to cease its sponsorship of the event's crash-prone Celebrity Race and says it will look for other motorsport opportunities next year.

Mazda was the event's novelty race sponsor in 2013 and 2014 with a fleet of Mazda 6 and Mazda 3 models competing with celebrity drivers.

Although the events generated significant air time for the brand, the 2013 races (in particular) were marred with numerous

crashes. Indeed, every one of the 24 Mazda 6s supplied for the 2013 event was damaged. Eventually Mazda was forced to write-off the full fleet.

Mazda Australia spokesman Steven Maciver told motoring.com.au the company was happy with the exposure the F1 association had generated but had made the decision to "look for other opportunities".

"Mazda Australia still wants to have an involvement in motorsport," he stated.

"There is nothing obvious yet, but we are continuing to examine options," Maciver stated.

Mazda's sportiest models are essentially out of 'circulation' currently. An all-new MX-5 will make its global debut next month (September 2014... Ed), while Mazda Australia boss Martin Benders commented that the brand's MPS high-performance hatch model sub-brand is in "intermission".

## GREEN HELL

Mazda enters a production Miata into one of earth's most gruelling races by A. George.

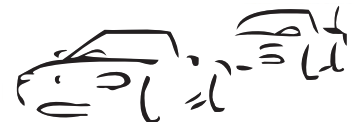
2014 marks the 25th birthday of the Mazda MX-5, and the automaker is celebrating by sending the Miata on a trip through the Green Hell.

Mazda has handed over a production 2014 MX-5 to UK-based JOTA Sport to prepare it for the 24 Hours Nürburgring Endurance Race in Germany. The Nürburgring, dubbed the Green Hell by F1 driver Jackie Stewart, is one of the world's toughest circuits. The Miata will compete in the V3 class, which is limited to soft-topped vehicles with 2.0-litre naturally-aspirated engines.

British race car builders JOTA will be handling the race modifications to the car, but there's not much to do. V3 class car are required to be kept nearly identical to their production variant, so JOTA will just be adding some racing-spec safety gear like a roll-bar, and a few sponsor stickers. A stock MX-5 with its four-cylinder engine and six-speed manual gearbox won't be much different from what you see on the track for this race.

Four drivers will take turns racing around the 15 miles-long circuit.

Bob Sharpe



# Who is George Barris?

**G**EORGE AND HIS BROTHER Sam (1924–1967) were born in Chicago in the 1920s.

The brothers worked at a restaurant owned by their family, and were given a 1925 Buick for their help. Although it was not in good shape, they swiftly restored it to running condition, and began to experiment with changing its appearance. This became the first Barris Brothers custom car. They sold it at a profit to buy another project vehicle.

They created a club for owners of custom vehicles, called the Kustoms Car Club. This was the first use of the spelling “kustom,” which would become associated with Barris.

The two built their “kustom” designs for private buyers, and George also built and raced his own cars briefly. These activities brought them to the attention of the movie industry, and they were soon asked to create cars both for personal use by the studio executives and stars and as props for films, their first being used in 1958’s *High School Confidential*. They also made the acquaintance of Robert E. Petersen, founder of *Hot*

*Rod and Motor Trend* magazines and, much later, of the Petersen Auto Museum (Not to be missed if you go to LA ... Ed). His car shows further publicized the Barris style, as did the car customizing how-to articles George wrote and Petersen published.

In 1951, Sam had customized a new Mercury coupe for himself, and a customer ordered a similar car. This vehicle, known as the Hirohata Merc was so popular it overshadowed the best work of Detroit’s top designers. In addition, Sam built Ala Kart, a 1929 Ford Model A roadster pickup. After taking two AMBR (America’s Most Beautiful Roadster) wins in a row, the car made numerous film and television appearances, usually in the background of diner scenes.

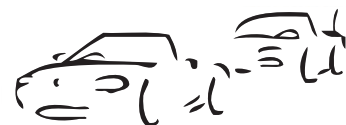
Sam decided to leave the business in the 1950s, but George had married and he credited his wife Shirley with major assistance in promoting the company, which eventually became Barris Kustom Industries. It began to license its designs to model car manufacturers such as Aurora, Revell, MPC, and AMT, which spread the Barris name into

every hobby, department, and discount store in the United States and also into the minds of millions of eager model builders.

He built and loaned some of his customs for the “future” scenes in the 1960 film adaptation of H. G. Wells’ *The Time Machine*. Other Barris-built film cars included a modified Dodge Charger for *Thunder Alley*, a Plymouth Barracuda for *Fireball 500*, the futuristic *Supervan* for a film of the same name, a gadget-filled Mercury station wagon for *The Silencers*, and a sinister rework of a Lincoln Continental Mark III for *The Car*.

In the 1960s, the Barris firm became heavily involved in vehicle design for television production. At the beginning of the decade, Barris, who loved extravagant design, had purchased the Lincoln Futura, a concept car of the mid-1950s which had been built by Ghia of Italy. It remained in his collection for several years, until he was rather unexpectedly asked by ABC Television to create a signature vehicle for their *Batman* television series. Time was very short, as filming would

*(Continued on page 9) ►*





# Who is George Barris? (Continued)

◀ (Continued from page 8)

begin in a few weeks, leaving insufficient time for a new design from scratch. Instead, Barris decided the Futura was a perfect base on which to create the Batmobile. Barris hired custom builder Gene Cushenberry to modify the car, which was ready in three weeks. The show was a hit, and the car gained notoriety for Barris.

Other television cars built by Barris Kustom Industries include the The Munster Koach and casket-turned-dragster (the "Drag-U-La") for The Munsters, an Oldsmobile Toronado turned into a roadster used in the first season of Mannix, a 1921 Oldsmobile touring car turned into a truck for The Beverly Hillbillies, the fictional "1928 Porter" for the NBC comedy My Mother the Car, Updated KITTs for later seasons of Knight Rider and replicas of 1914 Stutz Bearcats for Bearcats!

George Barris was responsible for the frame of the original Batmobile and other famous customized automobiles he created for various celebrities. Barris created a customized gold Rolls Royce for actress Zsa Zsa

Gabor. The golden Rolls Royce displayed the detailed work of Barris and included hand-etched window glass by Robb Rich showing butterflies, roses, and hummingbirds.

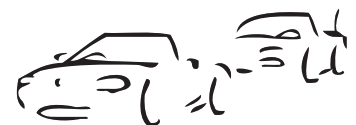
Barris has built many novelty vehicles for other celebrities; these include golf carts for Bob Hope, Bing Crosby, Ann-Margret, Glen Campbell, and Elton John; and 25 modified Mini Mokes for a record company contest involving the Beach Boys. He would also modify cars for Hollywood stars and others. Some examples include a Cadillac limousine for Elvis Presley; custom Pontiac station wagons for John Wayne, and a pair of "his and hers" 1966 Ford Mustang convertibles for Sonny and Cher. With the cooperation of American Motors, in 1969 he modified an AMX coupe into the AMX-400 show car which was later used in a 1972 episode of the TV mystery series Banacek, and a Cadillac Eldorado turned into a station wagon for Dean Martin.

Between 2002 and 2006, Barris also designed two custom Cadillac hearses for episodes of the cable television series Monster Garage. Barris' company often

builds replicas of non-Barris designed vehicles from other TV series, including The Monkees (Monkeemobile), Starsky and Hutch (Ford Torino), Power Rangers (Rad-Bug, Turbo Vehicles, and SPD Cars), and Knight Rider (KITT).

On November 29, 2012 Barris Kustom and George Barris announced the sale of the Number 1 Batmobile at the Barrett-Jackson car show and auction held in Scottsdale, Arizona. The world famous vehicle went on the auction block, on January 19, 2013. The final sale price after a very intense bidding war was \$4.6 million to car collector Rick Champagne from Arizona.

(Source: Edited from Wikipedia and other internet sources)





MX-5s Gather While The Storm Brews



Cruise Briefing by Carol Messenger



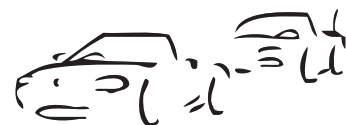
Cruise Leader Carol Messenger



Tesco Is Back on The Road



Celebrating Netherlands Win



# August Event Photos

Photos by Simon Corston



## BARBAGALLO AUTOTEST

CLICK TO PLAY



MX-5s In Pit Lane



# BARBAGALLO AUTOTEST

MAZDA MX-5 CLUB OF WA (INC.)

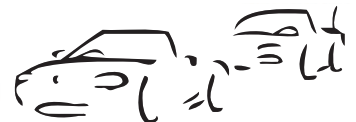


John Phillips MX-5 NA



Seanan Tilson Starts His Run

For more photos of Mazda MX-5 Club event photos go to [http://www.flickr.com/photos/simon\\_corston/](http://www.flickr.com/photos/simon_corston/)



# Event Write-Ups

## MONTHLY CRUISE: BRING A PLATE AND A DATE—6 JULY

Well, we all arrived ready for our Sunday drive, however a very gloomy grey morning. Bets were had as to whether it was going to rain or not. Carol said no it wasn't but alas she was wrong. 22 cars started with three cars being very game with their tops down. Thunder was rolling in the background and almost black clouds loomed around us. Sadly we were only three minutes into our drive and the heavens opened up so those three cars soon pulled over to put their tops back up. At least they only got wet for a few seconds. The rain was heavy and hard to see at times but luckily it was short lived.

The run didn't start out well for Bruce and myself not knowing the area well (being Northerners, ie Joondalup) and being new to run instructions, I told Bruce to head 17.6km down Karel Avenue (forgetting that this figure was a total so far), which we soon realised doesn't go that long when we reached the end of Karel Avenue. After doing a U-turn we headed back looking for Beringarra Drive, a spelling error on run instructions and yes, we didn't pick it up, we then realised it was Berrigan Drive, I read the instructions wrong again, twice in five minutes, doing well so far (For sale, one bad navigator, low km at a cheap price, all offers will be considered). That will teach us not to put our trip metre on at the start. As we were so far behind we thought it best to jump on the freeway to bypass some of the scenic routes and catch up on further down the navigation directions. We chose to skip down to Rockingham Road. On coming out onto

Rockingham Road there was not an MX-5 in sight, are we now the leader of the pack or still at the tail-end. My bet was leader of the pack; however, cheats never prosper.

Rain has now stopped, clouds are grey rather than black but for how long was the prize winning question. With no rain the drive was more pleasant. Hang on, another MX-5 in front of us, back on track but not the leader of the pack.

Now following directions again heading into Rockingham, but hang on we're lost again, as we only have beach ahead of us. Couldn't find Parkin Street, certainly never passed a street sign, damn you, street vandals. Wet-wild-and-lost again. Another U-turn and back on track again however, it was very short lived. Not our day today. Only missed one street so now back on track and all going well, until we are heading down Thomas Road and can't find Masters Road somehow got back onto Rowley Road but now can't find 11th Avenue. By this stage it's 11:15AM so we decide to get onto Kwinana Freeway and just head to Carol and Don's house for lunch and some chit chat. Thank god for GPS.

We arrived at Carol and Don's and low and behold we are the first there. Go figure. However, not for long. Everyone digs into a scrumptious feast of food and an array of drinks. The weather has started to come in again and it got a bit cold but a great lunch and conversation. Thanks, Carol and Don.

Janine Richardson

## MID-WEEK CRUISE: LAST DROP BREWERY—15 JULY

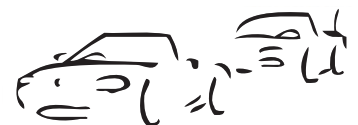
We gathered under the Narrows Bridge, with the beautiful city skyline behind us as well as some diehard fishermen trying their skill or luck on a rather windy and threatening night. The weather had obviously reduced the turnout to just four hardy souls. I had a Filipino friend visiting Perth and took the opportunity to introduce him to our little fun run.

We took off along South Perth Esplanade with our top down and immediately drew a comment from my Filipino friend as to how beautiful our city is. We turned into Mill Point Road and continued until Ciao Italia, the rather famous Italian restaurant where customers always seem to have to wait outside in the cool and the tiramisu is reported "to die for". Well, I have not tasted the tiramisu and so not able to provide an appraisal.

After driving along Douglas Avenue, we turned into the Technology Park business area and enjoyed some winding and twisting turns. I am rather familiar with the area but driving through it in the dark and after hours definitely put it in a different perspective and raised the pulse and the excitement factor.

From there we made our way to Fern Road, Wilson and Riverton. The council has added over half a dozen roundabouts along Fern Road and Riverton Drive East, probably to improve the flow of traffic in the busy times and slow down most drivers, but not all. Although I adhered to the speed limit in

(Continued on page 13) ►



# Event Write-Ups (Continued)

◀ (Continued from page 12)

navigating all the roundabouts, my friend found the passage to be more than comfortable and was ready to hit the electric window button. He then explained that in Manila their journeys normally result in 20% drive and 80% idling, because of the massive congestion all day.

We arrived at Last Drop Brewery in Canning Vale shortly after that. The brewery is reported to be Perth's newest venue for exceptional European style lagers alongside tasty cuisine. My initial trip advisor research of the brewery has reviewed a number of unhappy stories, but fortunately my experience of the beer and cuisine is quite different. In fact, I think all the participants enjoyed the drinks and dishes, many thanks to Don.

PS: My Filipino friend drove me home to avoid the possibility of him unloading his lovely Reef and Beef dinner in my car. It took much longer than usual but we eventually got home safely before midnight.

**Raymond Yau**

## MONTHLY CRUISE: OBSERVATION RALLY—3 AUGUST

A personal observation:

Who eats balls daily? The dog!

Who has a smiley face? M.L. Rose Property, Lot 30, 260 Jess Road!

If you don't know what I am talking about, you did not participate in the annual Observation Cruise organized by Paul and Judith Andriessen.

22 cars assembled at the Muzz Buzz Coffee Bar in Central Beechboro Shopping Centre.

We all turned left into Beechboro Road and before we turned left into Morley Drive I was already stressed out and told Barrie that we are either in or we are out - what do you want?

We're in, he said. I relaxed, the observation cruise was on.

Little did I know that we had another 2 ½ hours ahead of us repeating: are we in or are we out?

We're in? So, let's get the answer to the question!

There were 31 questions.

Thank goodness it was such a beautiful day: dry weather, pleasantly warm, the sort of day to fall in love with your MX-5 all over again.

Normally the monthly cruise is a pleasant gathering of people aiming for the same outcome: a (preferably) bendy drive and socializing afterwards.

At least, that is my experience, and I am certain that you all have similar stories and similar encounters with friendly and civil club members.

The observation cruise however, is different; in fact, the observation cruise is where you get to know your friends: gloves off.

I don't apologize, my gloves were off:

Today I had three groups: competitors, those I could bargain with and handpicked compatriots.

None of those groups disappointed me.

If you don't like observation cruises and if my article confirms that you don't like observation cruises, please think again - they are so much fun! These observation cruises force you to think outside the box. No matter how

tired and frustrated you get during the cruise, at the end of it all, we sit down together with our drinks and laugh about our mistakes.

Thank you, Judith and Paul for the organization of this observation cruise; it is not easy to be the judges for this competitive event. Under my silent protest you decided to cross out Q12, only answered correctly by the most competitive of members - thank goodness the cathode-ray tube TV (colour grey) was still there.

Thank you to Bob and Keith for being intolerable competitors, thank you to Peter and your two dogs for trading answers and thank you to Penny and lovely Mum-to-be with us all the way.

Winners of the Observation Rally 2014:

#1 Bob & Keith

#2 Aart

#3 Bruce and Janine

Wooden Spoon—Roscoe

Congratulations to you all.

Such a good day but one question remains:

Q32 How to tell two young guys from Queensland and potential new members that our club is the best when it comes to motor sport?

**Lianna Parker**

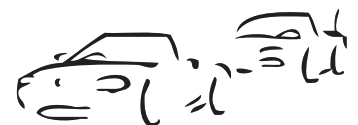
(With apologies to Barrie who thought this was just a leisurely Sunday drive interrupted by some interesting questions)



Mazda

**MX-5**

Club of Western Australia



# Hydrogen Rotary MX-5

**M**AZDA ONCE BUILT A rotary Miata powered by hydrogen.

Imagine! A world in which you can own a small, cheap, rear-wheel drive sports car that burns not the finite processed dinosaur juice extracted from the ground, but hydrogen in all its abundant glory! This isn't some science fiction dream — it's something Mazda actually did back in the early 1990s.

Yes, Mazda once built a Mazda MX-5 Miata that ran on the miraculous science-fuel known as hydrogen. And it did so with a rotary engine, of all things, making it one of the first in a long line of amazing rotary hydrogen cars that didn't really go anywhere.

And in combining those three things — hydrogen, Miatas, and rotary engines — this experimental vehicle from 1993 became perhaps the most Mazda-y Mazda ever made.

Like Honda and Toyota, Mazda has dabbled with various forms of hydrogen power in a number of experimental cars over the years. In most cases, these Mazda hydrogen vehicles had rotary engines as their power plants.

quality: it's extremely well-suited to hydrogen power. Mazda explains that achieving ideal combustion with hydrogen as a fuel is extremely hard in normal piston engines because the fuel is extremely flammable and requires less energy to ignite than gasoline.

But on a rotary engine the intake chamber is separated from the combustion chamber, reducing the risk of abnormal combustion and making hydrogen more viable as a fuel source.

As you can see, these engines actually burned hydrogen in the internal combustion process; they were not electric fuel cell vehicles. The advantages are still there, like clean emissions and a fuel source we'll never run out of.

Mazda's first foray into hydrogen rotaries came in 1991 with the HR-X, unveiled at that year's Tokyo Motor Show. The decidedly odd looking car could travel 125 miles

small, two seats, open top, delightful pop-up headlamps. But under the hood it was



remarkably different from any Miata we've seen before or since. It dumped the Miata's 1.6-liter inline four for a two-rotor, 1.3-liter engine adapted from the one used in the RX-7. (It's not clear whether it had the turbos or not, but I don't think it did.)

Outfitted to run on hydrogen, this Miata put out 118 horsepower and 121 pound-feet of torque, which wasn't that far off the output of the standard NA Miata's four-cylinder engine.

Popular Science previewed the car back in October 1993, and they said the little Miata was also outfitted with a storage tank used to hold the hydrogen fuel in a safe state. Inside the tank was a form of hydrogen mixed with metal to create metal hydride, which was then heated to give up the gas fed to the engine.

The tank was a system of tubes stacked like logs in the Miata's trunk, and within each tube was a grid of cells for the metal hydride and tiny pipes for heating and cooling water. It's a complex and heavy setup for sure.

A year later, Popular Mechanics, actually got to drive the thing. That's where editor Jim Dunne encountered the biggest difference between the hydrogen Miata and its conventional counterpart — the 500 pound weight difference necessitated by the fuel tank.

This probably would have put the diminutive Miata around 2,700 pounds or so, making it easily one of the heaviest Miatas ever, if not the heaviest. Obviously, that cut into the car's performance.

For one thing, you instantly notice this Miata does not have the smart acceleration

*(Continued on page 15) ►*



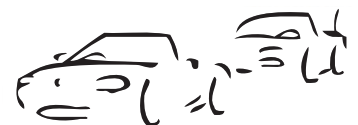
Track day, bro and back road hoons everywhere love Mazda's rotary engines for their ability to achieve stratospheric revs with unbelievable smoothness. The problem is the rotary engine falls down in important areas like fuel economy, emissions and the durability of their apex seals, which is probably why it's been kept out of production since the RX-8 was put out to pasture a few years back.

The rotary engine has another unique

on a tank of hydrogen without refuelling its rotary engine, and it led Mazda down the path of testing other hydrogen rotary cars to examine their commercial potential.

Fast forward to 1993, when Mazda decided to put a hydrogen rotary into a car that doesn't look like a character from a manga (well, it still kind of does, but we love it anyway): the MX-5, Miata, or Eunos Roadster as it was known in Japan at the time.

On the surface it looks like any old Miata:



# One Fast Mexican

**FROM THE AUTOEVOLUTION WEBSITE**  
written by Gabriel Brindusescu on 10th April 2014.

We've seen a lot of cars borrowing the Supra 2JZ engine to make them faster and more fun, but this one is pure madness. It's almost like fitting a jet engine to a go-kart, which is nice... but deadly.

Whoever did this awesome job, managed to perfectly fit the inline-six 2JZ in the place

of the old 1.6- or 1.8-litre four-cylinder and of course, looking at how the new engine looks, it must be seriously upgraded.

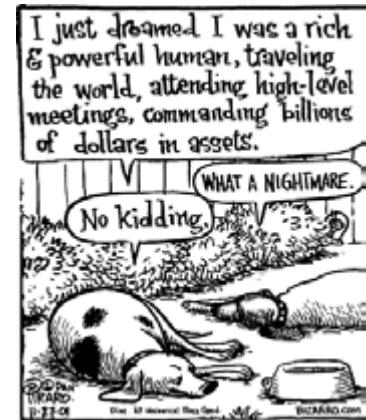
That huge turbocharger on the left there means this Miata can bite really hard and it must develop somewhere above 550 hp. Which fitted to a car that tips the scale at a bit over 1,000 kg (2,204 lb) means that either you'll turn the rear tires into ashes or die in a massive ball of flaming twisted metal.

The top-trim MX-5 MAZDASPEED of those days, fitted with a 1.8-litre inline-four was making 148 hp and 124 lb-ft (168 Nm) of torque, was doing the 0 to 60 in 6.2 seconds. So imagine how this thing goes if it can properly put all that power to the asphalt.

To help you make a better idea about this Miata, a Mark4 Toyota Supra with a custom 2JZ weighs around 500 kg (1,100 lb) more and still beats supercars.



Mazda MX-5 fitted with inline six-cylinder 2JZ engine producing around 550bhp.



## Hydrogen Rotary MX-5 (Continued)

◀ (Continued from page 14)  
you expect from Mazda's small sports car. For another, this car's handling is slightly less nimble than the norm.

But in reality, during my test drive with the most-rare Miata, I found that the car performs and handles on a level with some current midsize sedans. Acceleration is slower than you'd expect in a rotary-powered Miata, because of the 120 hp rating and hundreds of pounds of fuel in the trunk. And weaving through a small slalom course betrays the extra weight of the car, revealing a slower response to handling manoeuvres.

A Miata that handles like a midsize sedan? You may as well have bought a Chrysler Sebring!

Weight and complexity weren't the hydrogen rotary Miata's only problems. The magazine reported that filling up the tank with enough hydrogen for it to travel 60

miles took about 10 minutes, and while that's not as bad as an electric charging time, it's still more than gasoline drivers were used to.

Mazda built the rotary hydrogen Miata purely as a test vehicle, to keep experimenting with the viability of hydrogen as an alternative fuel. At the time they were targeting hydrogen-fuelled production cars by 2020. A few decades later, it seems to be a non-starter, unless we're talking about hydrogen fuel cell vehicles, and even those are still in the baby stages with plenty of critics saying they have no real future.

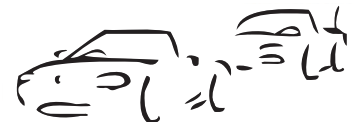
That hasn't stopped Mazda from trying. They built and experimented with rotary hydrogen vehicles for years after the Miata, starting with a Capella wagon tested in Japan for four years starting in 1995. The company also had a succession of RX-8 prototypes built to run on hydrogen or gasoline. (Road & Track called one of them "sluglike" back in

2010, which is not encouraging.)

And as they discontinued the RX-8 in 2012, they insisted they were continuing research into ways to make the rotary more efficient and earth-friendly. They've even talked about using a hydrogen rotary engine as a range-extender on an electric car, but nothing has come of that yet, production-wise.

So the hydrogen rotary engine isn't there yet. It wasn't in 1994 either, and it may never be. Still, it's a noble attempt, and it's fascinating that Mazda once chose their roadster as a test car for this technology. I'd like to think it's still out there, getting thrown through slaloms at some research facility in all its hydrogen-y, midsize sedan-like glory.

Enthusiasts have always wondered why Mazda never put a rotary engine into a Miata. It turns out they have, just not in a way anyone expected.



# Motor Sport Report



## PERTH MOTORPLEX SPRINT: ROUND SIX - MAY 2014

So, we were back at the Perth Motorplex, it was a bit cold and the showers were threatening. With the closeness of the curbs, fences and concrete barriers driving was going to feel faster than usual. There were a few problems with one group and their times and a few people thought they were disadvantaged because the rain came down after their run

but as has proven in other visits to this venue, fastest times are usually recorded at the end of the session as the track dries out in the mid day sun. In fact all but one recorded their fastest time of the day in one of the last three times out on the track and most people had between 9-10 runs around this fabulous sprint layout.

Tesco Cheung learnt a good lesson and that is to make sure you check brake pad levels. Turns out that he wore his pads down to the metal and could not stop on a corner. He did quite a lot of damage to the underside of his car when it hit a curb and launched him into the air but it could have been a lot worse if it had been at a different spot on the track. So a good lesson learned by everyone here, check your car regularly because motor sport can be dangerous (and costly if you get it wrong).

Class winners were 1. Seanan Tilson. 2. Ross James. 3. Fernando Paraguassu. 4. Johnny Reble. 5. Warwick Gates. 6. Simon Gratton.

(10-year-old and twins, 9 years) to visit relatives and friends and to see all the big tourist attractions in Paris and London as well as Disneyland and Harry Potter land. I wonder what will stick in the minds of the kids; time will tell.

## Warwick Gates

### BARBAGALLO AUTOTEST ROUND 8

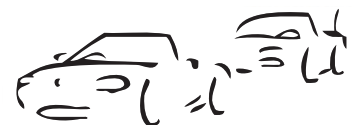
It was a good time to reflect as the second half of the MX-5 motor sport season sped into action at Barbagallo. A time to take stock of positions, goals, aspirations and arguably the most important thing, the fun already had.

Round eight started with some stern words from Warwick and not without good reason. Having been involved in the organisation of club motor sport in the UK for many years, I can attest to the effort and dedication that is required to pull off such an amazing calendar of events.

So, onto the action. Course one was a series of zig zags the full width of the tarmac, with hairpins at each end. This course appeared to favour power due to the more open turns. Ross and Seanan put on their display of maximum attack sideways action that we have all become accustomed to, with the tyres begging for mercy and the engine trying to break free of the rev limiter.

Viewing the mid-year standings, the battle is very close between Warwick and me. Having come second to Warwick on the first attempt at this event, I saw a chance to grab an extra point for the championship. So for me, I was hoping this layout would provide an opportunity to take some time out of Warwick's to build a small cushion, but my perceived power advantage did not play out. Before run four, I played back the previous runs in my head searching for improvement; maybe I was getting the maximum and that was it. But then I realised, the previous week at the driver training, I was running the Achilles 123s and I was driving to this experience. I was not extracting the maximum from the A050s. So, I lent on the tyres that little bit more in the faster turns and turned the car more aggressively on the hairpins. At the end of course one I was 0.5secs up on Warwick.

(Continued on page 17) ►



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# Motor Sport Report (Continued)

◀ (Continued from page 16)

Where the previous week's driver training session had a negative impact on my driving, for most people their results were positive. Looking down the time sheet for course one, you could see many improvements, and looking out onto the course their lines seemed smoother, they were braking later and for some a change of tyres paid dividends.

The second course of the night was almost the exact opposite of the first. The changes of direction were much tighter, with a high speed entry to a four-cone slalom requiring an 180 degree turn around the last cone and a more open hairpin at the opposite end of the course. This course opened up the debate: to hand brake or not? Is a properly executed hand brake turn faster than just driving the turn? Probably, but the risk of

error is so much higher. Warwick, Dave Turk and a few others seemed near flawless with the hand brake.

On the first run of course two, I experience some brain fade and happily went for a third lap around the course. This really put the pressure on me to deliver perfection in the remaining three runs. As with any form or motor sport anything can happen. As I lined up for the second run, I saw the back of Warwick's car wipe out the cone at the end of slalom. Although we were one wrong way a piece, Warwick's first run had wiped out the 0.5sec advantage I had. Run three saw the advantage swing back to me, the margin 0.4secs.

This was it, two drivers, turbo vs NA power, one run and all to play for. Well a Toblerone really, but that's not the point. The close racing through the whole field brings

out the inner racer in everyone, sure we are racing MX-5s on a square of tarmac; it's not F1 qualifying, but do we feel any different?

So, how did it all end? Unfortunately, Warwick missed a shift from first to second off the line in Run four. This eased the pressure on me a little. In my head, I just had to produce the same speed as the third run. My run four was 0.4secs slower than the third, but it was enough, the final margin being 0.9sec and a win for me.

Before the event, I took about 7kg out of the car (seat, belt, seat rail), so I could fit my second wheels and tyres in. Maybe 7kg = 0.9sec, who knows, but, we have the closest club motorsport events in WA.

Simon Gratton

**Warwick Gates**

Motor Sport Manager

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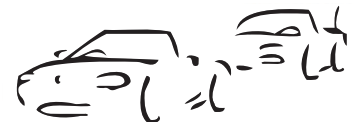
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Mazda

**MX-5**

Club of Western Australia



MX-press: July-August 2014: 17

# Tyres, Tyres, Tyres

**I HAVE ALWAYS LOVED DRIVING.** Way back in my distant youth I travelled a couple of hundred thousand miles on motorcycles and collected a few scars along the way. Single and well paid I learned that you always get the best tyres money can buy. Why is it then that for the next thirty plus years my car tyres were selected almost entirely on a cents/kilometre basis?

## HOOKED

My enlightenment started with participating in an MX-5 Club of WA Funkhana just two weeks after taking delivery of my brilliant NC Coupe in May 2009. (I'd had a brief three-season encounter with rallying back in the mid 70s, great fun, but ridiculously expensive). With 427kms on the clock, I hit the skid pan for the first time. At the grand cost of \$30, in a dead stock MX-5, I experienced the best fun driving I had ever done.

## COMPETITIVE, NOT ME!

Well, it started off that way. Even though I have driven well over seven million kilometres I rapidly came to the realisation that I had one hell of a lot to learn about getting the most out of a superb sports car like an MX-5. How is it that these gals and guys can go around these courses in such a good time? Fellow club members with a wealth of knowledge and enormous generosity, have bought me up to a standard of 'reasonably competent' in the relatively short time of a couple of years. But learning to actually change my old ill-founded habits, can only be put down to the competition.

## HOW TO GET COMPETITIVE IN AN MX-5

Ask any seasoned motor sport competitor and every one of them will give you of a whole list of things not to do and go on to

tell you how much money they have wasted. This is where our club comes into its own. The total cost of mods to my car come to the grand total of \$734.60; this covers three full seasons of motorsport and includes the two wheel alignments. Of course it helped that mine was a new car, all the suspension and brakes were good to start with. Obviously your car needs to be in good condition but being competitive always comes back to your driving skill and your tyres.

## TYRES 1

Being new to the world of motor sport participation, I took notice of the tips shared at our events. Go to Wheels World (club sponsor) and get a wheel alignment, stiffen up your suspension as much as you can bear and buy the best tyres you can afford.

## TYRES 2

I told Wheels World how I wanted to use my car. I bought some stiffer sway bars and they set it up accordingly. Spot on the first time. I still run on those settings today. Because my tyres were new, I didn't buy any. My times improved considerably but why were the top guys so fast? The answer I got was always the same, seat time and the tyres.

## TYRES 3

I love driving, so seat time wasn't going to be a problem, the club has so much going on with all the cruises, social events and motor sport events, I was rapidly clocking up the k's. But, what tyres to buy? I listened to all the Toyo, Bridgestone, Yokohama, Dunlop, Khumo, and Michelin biased commentaries (the old Holden versus Ford syndrome). Not able to make a rational decision I decided to go for the recognised best short course tyre in the world the Yokohama A050. No doubt

about it they sure are good. I did very well on them, but they put me into a different class of the competition. Also these are not cheap tyres and you have to look after them. A long run on a hot day can destroy them and this car is my daily drive. The search for tyres continued.

## TYRES, TYRES, TYRES

The current state of events is that I have three sets of tyres, the superb Yokohama A050 R-compounds, the Bridgestone Potenza Adrenalin Re002s and the Yokohama Neova AD08s. The Adrenalin's were to be my street tyres and the AD08s my 'Street Class' competition tyres. The Adrenalins quickly became my favourites. These are a brilliant street tyre, quiet, smooth, exceptional wet road grip, however all the advice was that the AD08s should be the better competition tyre of the two. I wasn't convinced so at our last Fun Sprint, armed with two sets of wheels, an air compressor, tyre pressure gauge, temperature gauges and the best advices John Fowler (long-time accomplished competition driver) can give I was determined to find out which gives the best grip.

## WHAT I DETERMINED

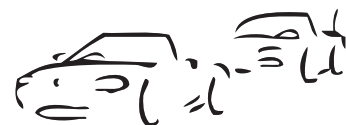
The Bridgestone Adrenalin RE002 is indeed a very good tyre for an MX-5. The tyres warm quickly and provide very good grip. Together with their proven wet weather performance, they are superb for the street.

The Yokohama AD08 when pumped up tight (36psi) felt very responsive but the grip was poor. When let down to 26psi as recommended by John, the feel was terrible, but I noticed that about half way around the second lap they improved greatly. By the third lap the grip level was very good, possibly better than the RE002. I let them down even more (24psi cold) and they were even better. I was very surprised to find that the tread temperature was still less than 40 degrees C. These tyres really start to work properly when the tread gets over 50 degrees C. Under normal conditions it is not possible to get Yokohama AD08s into their best operating range with an MX-5. This particularly true for our normal autotest and sprint events

## MY CONCLUSION

The Bridgestone Potenza Adrenalin Re002 is indeed very well suited to NC MX-5s (inflate to 26psi). Keep the Yokohama Neova AD08 tyres for your heavy powerful cars where they have earned their reputation as one of the best.

Don Messenger



# Humour Us

## **JESUS KNOWS YOU'RE HERE**

A burglar broke into a house one night.

He shined his flashlight around, looking for valuables when a voice in the dark said, "Jesus knows you're here."

He nearly jumped out of his skin, clicked his flashlight off, and froze.

When he heard nothing more, after a bit, he shook his head and continued. Just as he pulled the stereo out so he could disconnect the wires, clear as a bell, he heard "Jesus is watching you."

Freaked out, he shined his light around frantically, looking for the source of the voice. Finally, in the corner of the room, his flashlight beam came to rest on a parrot.

"Did you say that?" he hissed at the parrot.

"Yep", the parrot confessed, then squawked, "I'm just trying to warn you that he is watching you."

The burglar relaxed. "Warn me, huh? Who in the world are you?"

"Moses," replied the bird.

"Moses?" the burglar laughed.

"What kind of people would name a bird Moses?"

"The kind of people that would name a Rottweiler Jesus."

## **GETTING OLD**

A couple in their nineties are both having problems remembering things. During a checkup, the doctor tells them that they're physically okay, but they might want to start writing things down to help them remember.

Later that night, while watching TV, the old man gets up from his chair. "Want anything while I'm in the kitchen?" he asks.

"Will you get me a bowl of ice cream?"

"Sure."

"Don't you think you should write it down so you can remember it?" she asks.

"No, I can remember it."

"Well, I'd like some strawberries on top, too. Maybe you should write it down, so as not to forget it?"

He says, "I can remember that. You want a bowl of ice cream with strawberries."

"I'd also like whipped cream. I'm certain you'll forget that, write it down?" she asks.

Irritated, he says, "I don't need to write it down, I can remember it! Ice cream with strawberries and whipped cream. I got it, for

goodness sake!"

Then he toddles into the kitchen. After about 20 minutes, The old man returns from the kitchen and hands his wife a plate of bacon and eggs. She stares at the plate for a moment.

"Where's my toast?"

## **ANTIQUE ROADSHOW**

Paddy took two stuffed dogs to Antiques Roadshow.

"Oh!" said the presenter. "This is a very rare set produced by the celebrated Johns Brothers taxidermists who operated in London at the turn of last century. Do you have any idea what they would fetch if they were in good condition?"

"Sticks," said Paddy.

## **THE NAGGING WIFE**

An old hillbilly farmer had a wife who nagged him unmercifully. From morning until night she was always complaining about something. The only time he got any relief was when he was out ploughing with his old mule. He ploughed a lot.

One day, when he was out ploughing, his wife brought him lunch in the field. He drove the old mule into the shade, sat down on a stump, and began to eat his lunch. Immediately, his wife began nagging him again. Complain, nag, complain, nag - it just went on and on. All of a sudden, the old mule lashed out with both hind feet, caught her smack in the back of the head. Killed her dead on the spot.

At the funeral several days later, the minister noticed something rather odd. When a woman mourner would approach the old farmer, he would listen for a minute, then nod his head in agreement; but when a man mourner approached him, he would listen for a minute, then shake his head in disagreement.

This was so consistent, the minister decided to ask the old farmer about it. So after the funeral, the minister spoke to the old farmer, and asked him why he nodded his head and agreed with the women, but always shook his head and disagreed with all the men.

The old farmer said, "Well, the women would come up and say something about how nice my wife looked, or how pretty her

dress was, so I'd nod my head in agreement."

"And what about the men?" the minister asked.

"They wanted to know if the mule was for sale."

## **IRISH BUS THIEVES**

Two Irish friends leave the pub. One says to other, "I can't be bothered to walk all the way home."

"I know, me too, but we've no money for a cab and we've missed the last bus home."

"We could steal a bus from the depot," replies his mate.

They arrive at the bus depot and one goes in to get a bus while the other keeps a look-out.

After shuffling around for ages, the look-out shouts, "What are you doing? Have you not found one yet?"

"I can't find a No. 91"

"Oh bejeesus, ye tick sod, take the No. 14 and we'll walk from the roundabout."

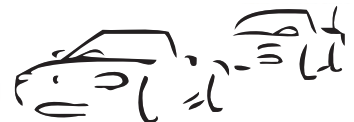
## **CAR HUMOUR**

I met her at the Civic. I'd been Holden up the bar all night and as she walked in, I looked her Rover. I thought she seemed Familia, but that was just a Mirage. She came up to me on her own Accord. I said "Audi", and she told me she thought I was Galant. I lied to her and told her I was an Executive. I was just being Calais. She was quite a Starlet, wearing a nice Mini, but not like that of Hunter.

Her name was Sylvia and she was a real Trooper. I'd drunk a few Corona's when I tried to Impreza. She told me not to Porsche it. I told her I wanted to Lancer. Turns out she was an Escort, so by her standards I wasn't that Ford. I didn't want to pay - she said "you don't know what you are Nissan". So I paid. I took her back to my place - or HQ as I like to call it. I had a Bighorn and, of course, I was an absolute Legend.

Later, when there was a Prelude, I went to see if there was any food left in the Lada.

It was a great night, but I really should have worn a condom because you see, I left her with my Legacy - a little Bambina.



Mazda

**MX-5**

Club of Western Australia

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REPUBLIC!



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