

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

MX-press



Editing, design and production Simon Corston & Bob Sharpe

Mazda
MX-5 Club of Western Australia

May-Jun 2014

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Don Messenger Midvale Speed dome Sprint

The Way We Were

IN A LITTLE OVER a year's time (actually in early November 2015) our club is a quarter of a century old. A subcommittee has been formed to suggest ways that this major milestone can be celebrated and if any of you has any bright ideas for this celebration (that the club can afford!) please contact any of the subcommittee members (myself, Dave Turk, Jenny Ellison, Lyall Tilson).

During the recent NatMeet, a former President of the Queensland club gave me some early copies of our club magazine that he had been lovingly hanging on to for nearly 20 years. So to help get our members into the club history mood, a series of looking back articles will be produced leading up to our 25th. I invite our long-term members to dust off their archives and to write down some recollections of the early WA MX-5 Club.

To start the ball rolling, some memories and comments from the very originally titled "MX-5 Newsletter" of May 1996 (no smart title for our magazine back then!), selected for no other reason than it was top of the pile given to me.

Wheels magazine reviewed the new 1996 Mazda MX-5 LE (no NA, NB, NC necessary back then). The quoted cost of the LE was \$45,850, plus \$1,995 for aircon. Applying the Reserve Bank's Inflation Calculator results in the LE costing \$75,000 in today's money. The review of course praises the car; but I think that today's buyer would think hard before forking out 75 grand on a new NA.

A few headlines from the Newsletter:

"The MX-5 Supercharged Speedster – will Mazda really make it?" We know that the answer is no.

"An MX-5 Racing Series for Australia?" That never happened either.

Club events in June 1996 were the monthly cruise on the first Sunday of the month (some things don't change), a Combined Car Club Hill Climb at Barbagallo Raceway, a night at the movies and the monthly committee meeting on the last Tuesday of the month (we have changed but since returned to our roots).



Current members who were members back then and made it into the magazine included Peter Hall, whose blue MX-5 was part of the six different colours display at the Whiteman Park Classic Car Show. Our display of MX-5s was supported by older model Mazda vehicles provided by Mazda WA and by one of the metropolitan dealerships. NatMeet in Canberra (it was NatMeet II, but they didn't number them then) was attended by 12 from WA (obviously members had more time on their hands in 1996) including now Life Members Ash and Sandra Price and Ian Lewis (then El Presidente) and Founder Member Graeme Martin. One of the WA attendees won all of the competitive speed events at NatMeet; and it wasn't



Ian Lewis Track Day Champion

anybody who now lives in the Land of the Long White Cloud; nor was it the member who, according to the Newsletter, had been very busy obtaining a grant to research "Endocrine and neuroendocrine mechanisms underlying reproduction in the emu."

Then members Mike and Dee Bosma attended club events when they came to Perth from their home in Kununurra. The Bosmas now live in Queensland and we caught up with them recently when we were there for NatMeet. Mike was recently in WA, presenting another opportunity for ourselves and Simon Corston to catch up to chat about the early club (well before my time).

Other Newsletter articles were a report on the Annual Perth Auto Expo (long since gone) and a member's driving vacation in North America (but not driving a Mustang).

At that time the club had 76 members (now over 170) and Perth phone numbers had seven digits. For some reason the magazine did not include committee members' mobile numbers or email addresses, nor provide details of the club's website!

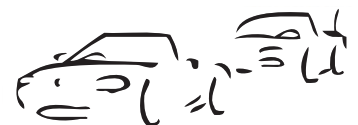
Barrie Parker



These B&W images were scanned from the May 1996 issue of the MX-5 Club Newsletter.



Mike Bosma with Barrie & Lianna



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

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Cover Photograph: Don Messenger Midvale Speed dome Sprint 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

All other club correspondence can be made to the committee via the club website.

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

As the location of our meetings has changed recently please check coming events at www.mx5club.com.au

Mazda

MX-5 Club of Western Australia



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Editor's Desk

GDAY ALL.

I see where Ford has developed an automatic burnout system for the new Mustang. It enables the front brakes to be locked so that the rear wheels can produce a lot of noise and smoke when great gobs of power are applied. It is supposed to enable race cars to heat their tyres quickly but I think the risk of flat spotting the tyres might outweigh the advantages. Nevertheless it has been developed and it may not be on the Mustang to be released here in 2015. If it is on the said vehicle you can anticipate the "hoon" cries going up all over the place.

The "West" ran a story in May dissecting the road accident statistics in WA for 2013. Apparently we had 31,038 crashes of which 73 were fatal. So less than one quarter of one percent were fatal. Each one a tragedy but hardly a mass slaughter. Only 473 crashes "involved" speed. No breakdown of how much speed and in what areas. Neither is there a definition of what "involved speed" means. Any moving vehicle is involving speed. 424 resulted in a pedestrian being hit but no record of how many of those were represented in the fatality figure. No breakdown of country and city figures either. When you dissect these figures in light of the continued push for demerit points for low level speeding it doesn't seem to stack up.

The biggest area for concern was the rear end collisions, mostly caused in congested traffic. That seems to say that excessive speed was not a factor and driver inattention probably was. More demerit points is not the answer.

Also the subject of synchronised traffic lights has been brought up again. It is my understanding that synchronised lights create a faster flow of traffic and moves a larger volume of vehicles in a shorter time over a given distance. It should be a no-brainer but I guess lack of money is to blame somewhere.



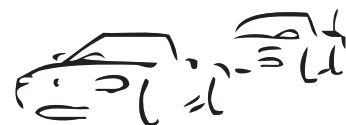
Elsewhere in this issue you will see a short comment on Chinese traffic in Guangzhou, a city with a population slightly less than that of Australia. It all moves with a mixture of cars, trucks, busses, bicycles, three-wheel transport devices, pedestrians and anything that has what can loosely described as wheels. Cutting cars off by changing lanes is not only normal but desirable and acceptable. You cannot get anywhere without doing this and as long as a very small bit of your car is in front of the car beside you, you can change lanes in front of him, with or

without indicators, and it is accepted. Also the more expensive your car, the more outrageous your driving can be. It may be that only powerful people drive expensive cars so no one wants to annoy them in a land where a word in the right ear can have severe consequences for a non-connected person or it just may be that the costs of repairs would be beyond the average person. Insurance may not be the same as here. Gaps between cars are measured in millimetres not metres and theoretically the whole driving population could be arrested for tailgating and dangerous driving, but it actually works and if we could be trained to drive in very, very close proximity to other cars without the aggression as vehicles change positions constantly the result could be as amazing here as there. I saw a breakdown on a major freeway where a lane was closed by the driver doing up a hi-viz vest around a plastic bag of whatever he found in the car and placing it in the centre of the road behind his car. All traffic merged around the car and vest almost seamlessly, without "aggro" and life went on. Incredible!

Motorcyclists are now being targeted by police for having obscured number plates, no number plates or plates rigged so they flap upwards at speed and can't be read by speed cameras. Apparently the gripe is not that the government is missing out on revenue but that normal law-abiding motorists might crash into a speeding bike so they must be stopped. The way to stop them is to "dob in a hoon biker" after camera photos appear in the newspaper. I don't think I can comment on this weird lack of logic but feel free to work it out yourself if you can.

That's all for now so keep having "Fun on Wheels" and I leave you with these interesting quotations: "Political language is designed to make lies sound truthful" (author George Orwell), "The only reason so many people showed up to his funeral was because they wanted to make sure he was dead" (Movie producer Sam Goldwyn about fellow producer Louis B Meyer). "Doctors are just the same as lawyers; the only difference is that lawyers merely rob you, whereas doctors rob you and kill you too" (Playwright Anton Chekhov).

Bob Sharpe



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President's Report

NATMEET XI: CALOUNDRA, QUEENSLAND (Part Two)

The major event of day two was the Concourse d'Elegance. Now I have to do a bit more explaining. Natmeet is not just a social gathering, it is also a competition. Points are awarded for most events to the winners and participants, which then accumulate to the state clubs; the first of these is the concourse. Like most MX-Sers I like the car I am driving to look good, but "concourse clean" I just don't get. But many of the Natmeeters do and spend hours making sure that everything is super clean and compliant with the regulations of the class that they are in. If there are any WA members who get the point of a Concourse d'Elegance maybe you can take me aside sometime and explain it. Anyhow from our previous experience we think the whole points thing is a bit silly and we had withdrawn from it, preferring to just have a good social time. But we were still judges. Debby from NSW and I had roofs and rear windows of standard NC hardtops. Two of them had a finger mark that you could see at the correct light angle, so got deducted half a point! Lianna's co-judge Henri is the only three times individual champion, so she did the wise thing and deferred to him in his judgements. The weather just about held for the concourse but did not for the afternoon cruise to a very wet Maleny. Maleny is so alternative that it makes Denmark look conservative. People still wear "I won't shop there" badges against the Woolworth's supermarket that was built, after much protest, years ago. And while we walked down the main street of Maleny we met a tall thin man with a very bushy beard by the name of Hanson Wheeler who passes on his regards to all and misses our club and especially the motor sport. His Mum lives in Maleny and the beard is to help him blend



in when he visits. That evening started with an unscheduled fire alarm evacuation into the pouring rain and was followed by the scheduled Theme Night and Dinner (you get scored for costume quality), the theme being The Roaring Twenties. Lots of effort had gone into all the Al Capones, Flappers and similarly themed costumes.

Day three was the track day for the motor sport participants and a funkhana for the rest. The weather driving south to Lakeside Park was atrocious, though it cleared up to showers for most of the rest of the day. Of course we could not enter our borrowed car in the motor sport (carrying crash helmets would also have been impossible), so we joined in the slow speed funkhana, which we thoroughly enjoyed. Event one was blindfold driving through a simple slalom into a garage, being guided by the directions of your passenger. Event two was the passenger throwing a bean bag into a hoop over the head of the driver who was circling the hoop. Event three was a course with the driver operating only the pedals while the passenger steered. The last event produced the biggest laugh when the famous "Speedy", who had the American lady as passenger, just put his foot down. The screams could be heard from a distance as she tried to steer a high speed NA from the passenger's seat and she leaped out of the car when Speedy slammed his foot down to stop in the garage. The spectators loved it. The motor sport group had a five-lap sprint event in the morning and a six-lap regularity event in the afternoon. At lunch time all 80 cars assembled on the track for photos and parade laps. Even at a sensible speed it was fun following a 2.5 litre NC. Afterwards we took the optional way back through the Bellthorpe Ranges that I mentioned earlier. We did go back after Natmeet on a perfect day and it is spectacular. That evening was free so a number of us searched for a good Thai restaurant to provide some relief from the bland offerings of the Oaks.

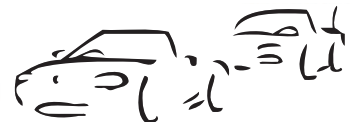
The final day was cruise day and Queensland had returned to being the



Sunshine State. Though Queensland has abandoned convoy rules, many people feel more comfortable driving in convoy. We told the leader of our seven-car group that we didn't need a radio and that we would follow the cruise notes in our own time to the destination, and could be ignored. We are different in WA! The cruise was in the Glass House Mountains area over perfect MX-5 roads. The destination was a function centre overlooking the Glass House Mountains and the coastal plain, just beautiful. We returned via Noosa so that we could say that we had truly "done" the Sunshine Coast. That evening was the Presentation Dinner where the awards for Concourse, Motor sport and to the overall State and Individual winners were made. Much of it was a Hunter versus Queensland contest with the Hunter group loudly supporting all its winners with a loud "Hunter, Hunter" chant. For the record, NSW (read mostly Hunter) were the State champions on 1,350 points followed by Queensland on 1,330 and SA on 330, VIC/TAS on 250; the 1,000 point difference between second and third pretty much summarises the whole points thing. Queensland member Mark Seville was the individual champion.

The following day was final goodbyes over breakfast and some promises to meet again in two years' time, scheduled for Tasmania. Many congratulations to the Queensland organisers. They have been working on this for the best part of two years and did a great job, which we all thoroughly enjoyed. We met old friends and made new ones. My final thoughts were that there are many positives of being in WA.

Barrie Parker



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Coming Events

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

JULY

- 6 **MONTHLY CRUISE: BRING A PLATE AND A DATE—SUNDAY**
An opportunity for a nice drive before a social get-together with your fellow club members. All participants are asked to bring a plate of food to share for lunch. Carol will collect the food at our meeting point in Kewdale, then Don takes us on a scenic drive down to Rockingham and then back to the Messenger residence in Belmont.
So that Carol knows how many to expect she asks that you RSVP on <http://www.piratepad.ca/p/iUDsskAkQw>. If you know what food you are bringing please list it. If you haven't decided yet, please add your name and you can come back and add your food later. The Messengers residence has a large undercover area and patio heaters if it is cold.
We meet in the carpark of **Adapt-A-Lift Hyster** at 1 Kurnall Road, cnr Orrong Road, Welshpool at 9:00AM and depart 9:30AM.
- 15 **AFTER WORK GET TOGETHER: LAST DROP BREWERY—TUESDAY**
Derek and Bonny are taking us on a short cruise to the Last Drop Brewery to enjoy locally brewed award-winning beers and tasty cuisine all in the surroundings of a Tudor-style pub.
Whilst the pub décor may be English Tudor, the beers are distinctly German with a Bohemian-style lager, German-style dark lager, almost black in colour, and a true Bavarian-style wheat beer being the house specialties.
Go to <http://www.lastdropbrewery.com.au/> if you want to have a look at the menu.
We meet at the Mill Point carpark under the Narrows Bridge in South Perth at 6:30PM and depart at 6:45PM.
- 29 **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.

AUGUST

- 3 **MONTHLY CRUISE: WILLIAMSON WANDERINGS —SUNDAY**
Paul and Judith Andriessen are organising an observation rally for this cruise. Come along for a Sunday drive, challenge the brain cells, and be in the running for some great prizes.
We meet near Muzz Buzz at the Central Beechboro Shopping Centre on the corner of Beechboro Road North and Benara Road, Beechboro at 9:00AM for a 9:30AM start. The final destination is a picnic barbecue in a park.
- 12 **AFTER WORK GET TOGETHER: CAR MAINTENANCE—TUESDAY**
Join us in the workshop of Parkland Mazda to get the good oil on how to look after your MX-5 from one of their leading mechanics who will go over some of the finer points of our Mazdas.
Make your own way to **Parkland Mazda at 1287 Albany Highway, Cannington**, at 6:00PM for a 6:30PM start.
It is a good opportunity for potential members to come along, have a chat in an informal setting, and find out more about the club.
- 26 **COMMITTEE MEETING AND ANNUAL GENERAL MEETING—TUESDAY**
Our Annual General Meeting to elect new the committee followed by the regular committee meeting will be at **Dutch Club**, 230 Cambridge Street, Wembley. Arrive at 6:30PM for some food before we start at 7:00PM.
This is an excellent opportunity to socialise and participate in to the running of your club.

QR Codes

In this issue of MX-press I have included some QR codes on pages 10-11. I have tried them before and this may be the last unless I get some feedback indicating they are useful.

What are QR codes? The simplest way is to show you one. Just below is the QR code for our club website.



So, what is the advantage of that when

you already know the URL or web address? To answer that you will see in the Computer Corner section some lengthy and complicated web URLs that can be difficult to get right when you type them in yourself.

These QR codes are a pictorial representation of URLs for a given website that are easily generated although they cannot be read by us.

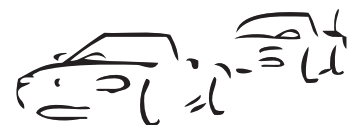
Now here is the great trick. If you own a smart phone or tablet you know that they have a camera embedded in them. As with everything else these days you can get an app called a QR Code reader. The best thing about them is they are free.

So, go to the iTunes store or wherever you get your apps from and find a free QR code reader and install it.

With your smart device and the QR code reader active scan the QR codes in this issue of MX-press and it will automatically take you to the website it represents.

In the examples on pages 10-11 the QR codes will take you to more of the images on my Flickr site. The one on this page takes you to the club website. If these are found to be an improvement over the long complicated websites on page 7 then I can replace them with their QR codes.

Simon Corston



Bits 'n' BobS

PORCHES FOR COURSES

My observation on a recent business trip to Guangzhou, China was that there was a disproportionate number of Porsche Panameras compared to other makes and indeed other Porsche models. There was the usual plethora of Beemers and Mercs and a sprinkling of Jags, Lambos and 911s. No MX-5s were sighted though Mazda was represented by the ubiquitous 3s and 6s but these were swamped by Nissans and unreadable (to me) Chinese makes. Toyota was there but not in the numbers of other Asian cities.

The surprise (to me again) was how well traffic flowed in this city of over 20 million people. It was only at peak hours that traffic slowed to a crawl and even this was for a couple of hours morning and night. Horn sounding in annoyance only occurred after about 9pm when it was explained to me that some people had already had some Chinese beer and were venting their frustration. Vehicles regularly cut in and out of traffic, changing lanes with millimetres between each other but all done without angst. Pedestrians are tolerated but gently nudged on crosswalks and passed with millimetres

to spare. It all works but at first sight you wonder how.

Footnote: A Portuguese member of our business owner's family, who has English as a second language, announced to some other members of her family that most people in China spoke fluent Orange. She was of course referring to the Mandarin language.

MILKY WAY

The winner of the Indianapolis 500 race each year celebrates by drinking milk not champagne. Why? Apparently back in 1936 three-time winner Louis Meyer drank buttermilk and an enterprising milk executive fought to have the tradition continued. He succeeded. Interestingly Dario Franchitti himself a three-time winner found out that it was not wise to tip it on your head like champagne because after a short time in the heat the stuff goes off and smells terribly. People then start to avoid you even though you are a winner.

AUTO CLEAN

(From West Wheels 3/5/14)

Nissan is developing a self-cleaning car. A new "super hydrophobic and oleophobic paint" creates a protective layer of air

between the paint and the environment, stopping water and road spray from leaving grotty marks on your prized mode of transport. Yippee, that means that Montezuma will not need his annual wash ... Ed. Maybe future parents can paint their kids with this to stop the little urchins getting grotty too. Nah, they'd probably eat the paint. PS. Oleophobic comes from the Greek meaning "afraid of oil" i.e. repels oil and greasy stuff and is mainly used currently on mobile phone touch screens to repel greasy fingerprints left after you've just eaten your KFC and texted your 10,000 closest "friends" about it.

FAST FUZZ

Police in Somerset, England have taken delivery of an Ariel Atom decked out as a police car, all in the name of road safety. How putting one of the fastest cars on the planet on public roads increases road safety is beyond me, but they are not alone. Italian police have a Lamborghini Gallardo, the Germans have an Audi R8 and the Dubai rozzers have a Ferrari FF. Maybe the local hoons give up and join the police force.

Bob Sharpe

Computer Corner

WHO NEEDS A ROUNDABOUT?

And you thought traffic was bad where you live!

However, note there were no crashes and no pedestrians or cyclists got flattened.

<http://devour.com/video/meskel-square-intersection/>

REVOLUTIONARY NEW CORKSCREW

Only an engineer could design something so complicated to do something so simple.

<https://www.youtube.com/embed/wSuH9u0kvhU?rel=0>

THE X-47B

On July 10, 2013 the Navy successfully conducted take-offs and landings from a fairly new nuclear aircraft carrier, the USS George W. Bush, with a new stealth jet called the X-47B.

What is so different about this plane is the fact that it is a 'drone'. Yes, it is completely unmanned. Drones come in all sizes, and the

X-47B is likely one of the larger ones.

What is so ironic about all of this is, the fact that the enemy cannot detect a plane like this in the first place. In the unlikely event they get lucky at shooting one down, there will be no human loss of life or captivity. As you view the flight deck crew signalling the plane, they are simply signalling the on-board cameras, who in turn are being manned by staff inside the command intelligence centre (CIC) on board the ship.

Check out the short distance this plane needs for a takeoff. Impressive indeed.

https://www.youtube.com/embed/WC8U5_4lo2c?feature=player_embedded

WHAT DO RETIRED GUYS DO?

The next time someone asks "now that you're retired, what do you do?" send them this.

http://www.youtube.com/embed/96I_UrTOZF0

FRIGATE

This is a fantastic video, but what amazes me is how and from where the filming took place.

<https://www.youtube.com/embed/YuIO4Cyni-w>

CAR GRINDER

Designed in Sicily, made in America, exported throughout the world.

Hooly dooley, it eats engine blocks!

<http://devour.com/video/car-grinder/>

NAME THAT ENGINE

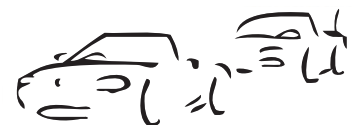
Can you match up the noise with the machine which produces it? Find out with our interactive quiz.

<http://www.telegraph.co.uk/sport/motorsport/formulaone/10687266/Formula-One-2014-Do-you-know-your-cars-Name-that-engine.html>

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2015 Mazda MX-5 Miata

IN 25 YEARS, THE Mazda MX-5 Miata has become a cult icon and entered the Guinness Book of World Records as the best-selling, two-seat, open-top sports car. But that is old news, and we are here to show you just what Mazda plans to do in celebration of the Miata's 25th year in existence. The auto maker is launching a 25th Anniversary Edition at the New York Auto Show to show buyers just how important the roadster is to Mazda.

This special-edition MX-5 Miata is based on the power retractable hard-top (PRHT) version of the car, giving this drop-top a nice and quiet cabin when the top is up — I noted this in my recent test drive of the Club version. The 25th Anniversary Edition will be exclusively available in Soul Red Metallic — a proper colour for the iconic sports car — with contrasting black mirrors, A-pillars and top. On the inside, the special model gets off-white leather seating and door trim, and a hand-finished decorative panel.

Under the hood, things will remain the same, as it will feature the 2.0 litre, four-cylinder mill that cranks out 167 horsepower and 140 pound-feet of torque when mated to the standard six-cog manual. You can also opt for the six-speed auto transmission, but that results in 11 fewer ponies under the hood. This special MX-5 also gets the added

benefit of Bilstein dampers to keep it glued to the road in the twist.

Unfortunately, there are no real modifications to this car other than the exclusive colours inside and out, the hand-worked decorative panel and badges, but it is still a nice send-off for the NC-generation MX-5.

Updated 5/2/2014: Mazda has revealed new details and pricing information on the MX-5 25th Anniversary Edition.

EXTERIOR

25th Anniversary badges with the particular serial number for each car on it adorns the front fenders. Typically, these types of badges are reserved for the cabin, but apparently, Mazda wants people to know that this is a special model — just in case that deep Soul Metallic Red body with Brilliant Black A-pillars, windshield surround, mirrors and hardtop doesn't give it away.

On the corners are 17-inch aluminum alloy wheels coated in Dark Gunmetal and wrapped tightly in 205/45R17, W-Rated rubber.

INTERIOR

The Almond leather seating and door trim panels are exclusive to this 25th Anniversary Edition MX-5, and the definitely kick the interior up to a new level. Additionally, the exclusive, hand-finished decorative panel and satin chrome louvre rings are

simply incredible.

The Brilliant Black accents make their way into the cabin as well, tying the interior and exterior together. The black accents continue on to the leather-wrapped hand brake, steering wheel, armrests and shifter boot.

DRIVE TRAIN

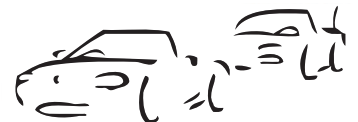
The 25th Anniversary Edition model uses the same 2.0 litre engine that the rest of the 2015 MX-5 lineup will use. The difference is that this engine will feature special, hand-selected pistons, connecting rods and flywheel. Sure, these shouldn't increase power any, but Mazda claims they will allow the engine to rev more freely, thus improving acceleration and response.

PRICING (USD)

There will only be 100 of these models available, and you have to register your interest for pre-ordering starting at 10:25 am PDT on May 20, 2014. After the cutoff date of May 31, 2014 at 11:25 am PDT (too late) or when 250 pre-order registrations have been made—whichever happens first—the ordering system will be shut down for good. You can check out the microsite for more details and to get a reminder of the pre-order date emailed to you.

As for pricing, the MX-5 25th Anniversary

(Continued on page 9) ▶



2015 Mazda MX-5 Miata (Continued)

◀ (Continued from page 8)

Edition bases at \$32,205 with the manual transmission, while the automatic version bases at \$32,655.

Along with the car, you also get a custom Torneau watch and a display winder box. The stainless-steel watch has a 42 mm face and a black leather strap with red contrast stitching. On the rear of the face, the watch has a sapphire crystal looking glass to allow you to observe the exquisite movement of rotor and gears. The watch and its display case will, of course, have MX-5 and 25th Anniversary logos on them.

CONCLUSION

Fair thee well, Mr. NC Miata. And this is a nice way to send it off into the sunset. When Mazda first revealed the model in New York, I thought the modifications were not suitable for a send-off model. After seeing the full list of mods and the new watch, I am satisfied that the MX-5 25th Anniversary Edition is suitable to send the NC Miata off into the sunset.

(Source: <http://www.topspeed.com>)

WAIT! IT LOOK LIKE?

The new MX-5 that is. Here's a theory off the net by Andrei Tutu on 14th April 2014 albeit edited by your editor Bob.

Take a moment to remember the multitude of renderings of the next Mazda MX-5 that are floating around the web. Good, now you can forget all about them, as they point in the wrong direction, as a Mazda insider recently revealed.

The Mazda source, who has seen the car, told Drive that the next-gen Miata will come with a dramatic change in terms of styling, the biggest in its 25-year history. Despite this, it seems that the roadster's design will bear some resemblance to its predecessors.

Mazda has tried to pull a similar move back in 1993 with the Ibuki concept, but the third-gen MX-5 that arrived subsequently ditched the new-age looks, staying closer to its predecessor instead.

The Mazda insider explained that the wheel arches will be less bold, while the grille differs to what we've seen on new Mazda models, such as the Mazda 6 or the Mazda 3. The future Miata is expected to bring a new evolution of the company's current KODO design language.

It appears that the next MX-5 will be launched with a folding soft top instead of the folding metal top the current model has

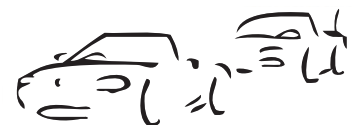
accustomed us with over the last few years.

As for the interior, this should offer a retro look. For instance, it will feature body colour paintwork on the door cards. Nonetheless, the cabin will move upmarket, as will the car itself. The auto maker wants a clear distinction between the MX-5 and the rest of the cars in its line-up. Let's just hope we will still be able to file the Miata under "affordable"

We'll remind you the next MX-5 will share its platform with a Fiat Group sports car, which will arrive under the Alfa Romeo or Abarth label. Nonetheless, not just the bodies, but also the engines will be bespoke.

However, the new platform is expected to shed some serious weight, with the source hinting at a weight of under 1,000 kg (2,200 lbs)

The Mazda inside has confirmed that the MX-5 will come with a naturally-aspirated 1.5-litre engine, probably an evolution of the 100 HP unit Mazda currently offers. At the other end of the scale, we'll find a revised version of Mazda's current 2.0-litre naturally-aspirated petrol power plant. This is expected to deliver about 180 bhp, with Mazda aiming for a 0 to 62 mph sprint time of 6.5 seconds.



May Event Photos

Photos by Simon Corston



May Cruise - Moondyne Festival



May Motor Sport Events



Barbagallo



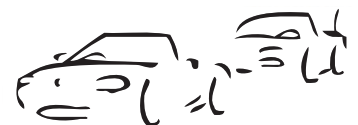
Midvale

Motorplex



Dawn Breakfast Raid -
British Car Day Gingin

Photos by Gary King





Evan from Canada



June Cruise - Williams Wonderings



Dessert



◀ Click to play



RAC Autotest, Single Skidpan, June



Sophie Pilot Learning Her Lines



Rod Willis Strips His Tread



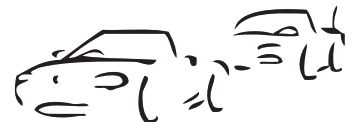
Shannon Dittmer Locks Up

After Work Get Together—Croquet

Photos by Lianna Parker



For more photos of Mazda MX-5 Club event photos go to http://www.flickr.com/photos/simon_corston/



Event Write-Ups

NATMEET—NOT ONLY ABOUT CARS

A few years ago my nephew's girlfriend, visiting from the Netherlands, casually mentioned that she had an uncle living in NSW. She continued to tell us that she believed he owned an MX-5, just as we did. We got rather enthusiastic about this piece of information and we wondered if this uncle might be a member of the NSW MX-5 club.

After some enquiries with friends in the NSW club we found out that he was! So we exchanged a few emails with each other and that was it until NatMeet 2014.

After Barrie and I had registered for NatMeet, we received the program and we learned that Peter and Maureen Hilkmann would be attending the national meeting too. So soon after our arrival in Caloundra, where this year's NatMeet was held, we started the hunt for them.

We got on really well with the Hilkmanns once we found them. Pete and I occasionally spoke Dutch, which is special as Peter came to Australia at a young age and it was interesting to talk with him about the early years when he arrived in Australia with his Dutch parents.

The cultural heritage aspect of NatMeet did not stop there: during the dinner on the first night of the NatMeet event, Barrie and I shared the table with four other couples of which three people were of Dutch descent with an English-born spouse.

We got on so well that first night that we continued to look out for each other's company during the rest of the social gatherings. Consequently, Barrie and I now have additional interstate friends.

And that is the beauty of NatMeet: it's not only about cars and petrol heads; it is also about like-minded people with whom you socialise. Strangers at the start, friends at the finish, in the shared knowledge that there is a common interest: the love of MX-5s!

Lianna Parker

MONTHLY CRUISE: MOONDYNE FESTIVAL—4 MAY

What a great turn out for the MX-5 club on this cool and overcast day meeting at Beechboro Shopping Centre and those who love their coffee in the morning Muzz Buzz was available to wake them up.

Much to our delight we were joined by four Jaguars from the Jaguar Club. We also had one MG, one HSV Commodore and a total of 16 MX-5s to make a total of 22 cars on the cruise.

Finally we hit the road 9:35am and we were the only Woosie La La's with our top up following behind a gentleman in his beautiful open top silver Jaguar and at the time I thought good luck to him!

Turning into Whiteman Park and thought this would be great seeing a little of the wildlife but none to be seen. The little creatures were probably still tucked up in bed somewhere. Lucky buggers. Where are the kangaroos when you want to see them!

We hit the Great Northern Highway and able to hit 100kph Yippee! Now my dreams come true. Feeling the need for speed. Oops! I forgot, it's not a race.

Entering Chittering Road in Bullsbrook, being a Sunday, we passed the Pilgrims Shrine Church. But our speed was only

60kph and then Woo Hoo we hit 90kph. Just loving the country side and finally seeing animals along the way like sheep, cows and veal, Yummy! Feeling hungry now. Hey! Even saw two emus in the field. But all was good as we managed to get a group of ten cars in convoy.

Once we turned onto Chittering Valley Road, Derek decided to pull over and may I say there was a lot of confusion but he just wanted someone else to lead the way. Thank you, Derek, for thinking of us all.

The high-speed climb up Julimar Road (within the speed limit of course) made our ears pop. What was that you said, Phil?

We finally passed over the Avon River into Toodyay and parked near the train station. To our delight, the gentleman in the silver XK140 Jaguar had commented that he had nearly frozen to death on the journey. The group then split up and had a casual stroll around the Toodyay Moondyne Festival. Lovely atmosphere and plenty to see and do, like a quick drink at the pub, for some.

We were unable to catch up with everyone during the festival but we caught up with a small group and decided to move onto Northam for lunch. We decided to drive the rest of the way with our top down and heater on, of course! Fantastic.

Thank you to the Padre for organising such a wonderful day.

Phil and Robin Nicholls

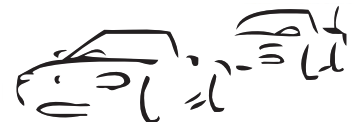
(Continued on page 13) ▶



Barrie and Lianna Parker with Peter and Maureen Hilkmann



Moondyne Festival - Toodyay



Event Write-Ups (Continued)

◀ (Continued from page 12)

MONTHLY CRUISE: WILLIAMSON WONDERINGS—1 JUNE

Well, if you weren't there, you missed one of the best Sunday cruises for a loooong time. Our hosts Penelope Williamson and Tony Borger organised us to meet at Joondalup Shopping Centre carpark where many imbibed in a nice hot coffee to ward off the chills of the cold and slightly damp morning.

Maybe it was the promise of those home-made pizzas for lunch, but there was a fabulous turnout of 20 sporty little MX-5s in a rainbow of colours, and 33 people rugg'd up in jumpers and jackets. We even had an overseas visitor. Evan from Canada had contacted the club to see if he could get a sticker and Simon offered to go one better and bring him on the cruise. He has his eyes set on a future MX-5 purchase when the funds permit. There being a distinct lack of offers to write up the event, I agreed to do it and was rewarded with a scratchie on which I promptly won \$10 - hopefully that will encourage you to volunteer next time!

After a lovely chitchat where we caught up with members that we hadn't seen for a while, Penelope brought us to order to hand out lollipops (sustenance for the trip) and our trip notes. She then gave us a brief run down of the cruise before a hand over to Dero who reminded us of the midweek croquet (you had to be there) game that had been planned.

So off we went through the wilds of northern Wanneroo before cutting through to the coast and then down to Penelope and Tony's place in Stirling. At one stage we

went through Jade Loop onto Emerald Drive, some missed the turn, so came through the loop the wrong way and there were cars going every which way.

We were set a few observation questions, with a couple of tricky ones thrown in - the winners, Roxy and John Veevers were the only ones to get all the answers correct.

Arriving at the finish point we were warmly welcomed by Penelope and Tony and invited in to their gorgeous house where they had been hard at work preparing a magnificent lunch. Platters of antipasto and bottles of wine, punch and home made lemon water greeted us and then before you knew it, Tony was banging out home made pizzas which we enjoyed on the deck overlooking the lake. Penelope and Tony worked non-stop making and then cooking a wide variety of the MOST yummy pizzas and then providing us with choc-mint cheesecake and tea and coffee.

A really lovely morning. Special thanks to Penelope and Tony for opening their house to us all and for providing a scrumptious lunch (and helping me try to convince Don that we need a pizza oven!)

Carol Messenger

AFTER WORK GATHERING: MARVELLOUS MX MALLETEERS—10 JUNE

Perfect! Oh Aart, that's a beauty!
Good shot Carol! Nice one John!
A bit to the right and you are in! Oh yes, that's nice!

That's socking it to them Judith! Don, you owe me two now!

All these exclamations were heard in Nedlands on a crispy cold evening when the Marvellous MX Malleeters met for the annual MX-5 mid-week croquet get-together on Tuesday, 10 June.

Roxanne got a hole-in-one and danced with joy while Carol was (and still is) convinced that her blue ball was the lucky one as she got at least three holes-in-one. Witnesses however believe that Carol is a natural. All will be confirmed in future competitions.

Twenty of us arrived at the Nedlands Croquet Club where pizza, soft drinks and enthusiastic croquet club volunteers awaited us.

Once we were ready, we went to the playing area to play croquet under lights. We carried our mallets and the boxes with four differently coloured balls (blue, red, black and yellow, also the playing order) to form five teams of four with an NCC member per team explaining the rules and revealing the secrets of this exciting game.

It was a fun and cold night. And the icing on the cake came when we learned that NCC President Michael is a good friend of Sandra and Ash, who are foundation and life members of our club.

Yes, it was a great night and thank you Dero and Bonnie for organising the event; we're hooked.

NCC welcomes anybody who wants to give croquet a try. (www.nedlandscroquet.org.au).

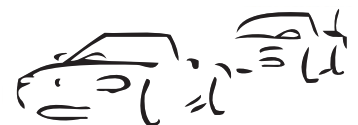
Lianna Parker



Tony Borger, Pizza King



Croquet Mallets and Balls



Caversham

SOUNDING MORE LIKE AN English Butler's name than a Western Australian suburb, Caversham was home to WA's premier motor racing circuit from 1946 to 1969, hosting the Australian Grand Prix in 1957 and 1962 and the Six Hour Le Mans endurance race from 1955 to 1968. Racing activities ceased when the airfield was re-activated as a military facility and Western Australian racing shifted to Wanneroo Raceway in 1969. Caversham Airfield, also known as Middle Swan Airfield was an airfield constructed at Caversham, Western Australia during World War II as a parent aerodrome for the United States Fleet Air Arm of the 7th Fleet. The airfield had a triangle of three landing strips and the United States Army Air Corps also utilised the airfield during World War II. It was also a gliding club location after the war.

All runways were used for motor sport at different times, but the most famous is the "D" circuit which was used for both AGP's and included the near-mile-long straight. Following the WASCC (West Australian Sporting Car Club) move to Wanneroo the facilities were utilized as a transmitter site for the Defence Department up to 2005 and then the site was decommissioned and eventually sold back to the state in 2007.

The triangular circuit to the west of the site is destined to become the new suburb of Albion, however the "D" circuit to the east has been preserved in remnant bush land and contained within the strip of bush that runs through the Swan Valley and includes Whiteman Park. The circuit which was often subjected to inundation with water is in surprisingly good condition, possibly due to the drop in the water table over the last 30 years. It was last resurfaced for the 1962 AGP and little or no maintenance has been carried out since, except that the police have covered the main straight with a thin layer of gravel to use as a driver training course.

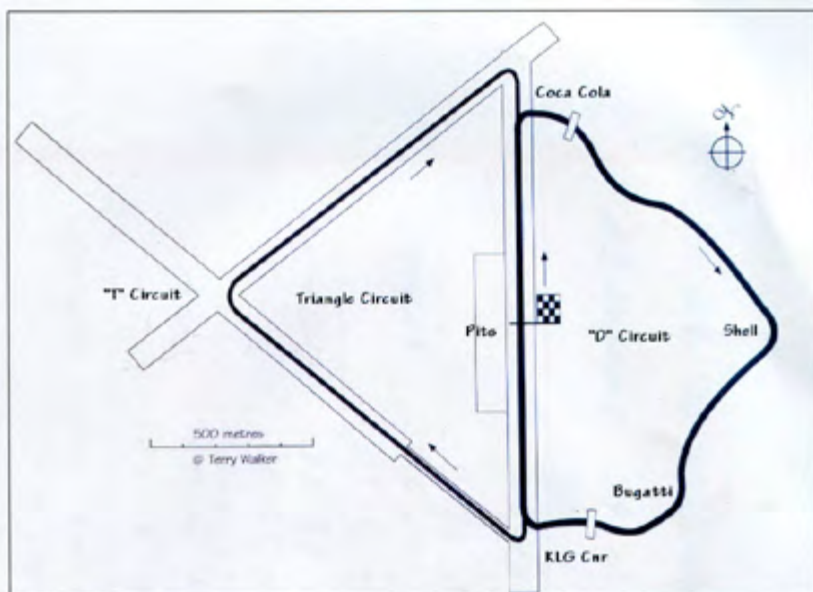
The obvious famous names include Bruce McLaren, Bib Stillwell, Bill Paterson, Lex Davidson and Jack Brabham. Jeff Dunkerton must surely be related to Ross, possibly his father and Syd Negus who I believe went on to be a federal senator who campaigned for the removal of death duties on the family home and succeeded in having the duties abolished. I believe he may be related to Wayne Negus, the Holden Dealer Team resident driver in WA.

On a personal note, in the early 70's I had a few illegal driving lessons on the main straight. My father decided I couldn't do much damage to his prized Valiant Safari

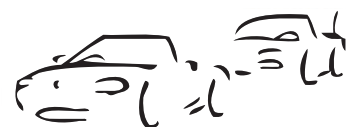
wagon on a wide runway so we entered through a rusted gate and drove onto the track, which even then was overgrown with weeds, and proceeded to drive in circles and do emergency stops and all that other stuff you teach wannabe drivers. The army was using the area for exercises and I found there a ripped soft army hat with the number KQ45 on it which I kept for many years and covered the rips with a couple of Torana XU1 cloth badges (after I bought an XU1) sewn over them. I might still have it somewhere if the owner is still alive and wants it back.

The Vintage Sports Car Club of Western Australia Inc. sub-committee has been formed to ensure the preservation of the motor racing heritage of the Caversham Airfield so anyone with any interest in assisting should contact them (See photo below).

This article has been cobbled together by raiding numerous websites and "borrowing" bits of texts and photos. I have tried to acknowledge the photographers, artists and organisations who have the websites. It is not a complete history nor a complete account of events but merely a way to create further awareness of a venue which hopefully can be preserved for future generations....Ed



Caversham consisted of three circuits: The "D" circuit, to the right, was the one most frequently used. The Triangle Circuit was used for the first Six Hour Races. The T circuit, at the junction of the two gravel runways to the west, was used probably only twice. In addition, there were two variations based on the D circuit. Once, a chicane was placed in the main straight; on another occasion the main straight alone was used for a "Southport" race, in which the cars U-turned at either end, making a very long narrow oval.



Who Was Bizzarrini?

GIOTTO BIZZARRINI WAS BORN in Livorno, Italy in 1926. In 1952, he constructed his first car, the Bizzarrini 500 Macchinetta coupe. He worked for Alfa Romeo from 1954 to 1957. He began working for Ferrari in 1957, eventually becoming controller of experimental, Sports and GT car



Bizzarrini 5300 GT Strada

development. He worked at Ferrari for five years.

Bizzarrini was fired by Ferrari during the “palace revolt” of 1961. He became part of Automobili Turismo e Sport (ATS), a company started by the ex-Ferrari engineers to build a Formula 1 single seater and a GT sport car, the A.T.S. Serenissima.

Bizzarrini’s engineering company, Societa Autostar, was commissioned to design a V-12 engine for a GT car to be built by another dissatisfied Ferrari customer, Ferruccio Lamborghini. Lamborghini considered the resulting engine to be too highly strung, and ordered that it be detuned.

He designed several models for Ferrari, Lamborghini, and ISO during the years from 1953 to 1963. In 1962 established the Autostar Company which was renamed two years later to Prototipi Bizzarrini and renamed again to Scuderia Bizzarrini.

Bizzarrini worked for ISO Rivolta and developed three models: ISO Rivolta GT, ISO Grifo. His work was to develop a pressed steel frame chassis for ISO cars. Renzo Rivolta hired him as consultant to the ISO Gordon GT project which became the ISO Rivolta GT. It was the fastest production car tested by Autocar Magazine in 1966 with a top speed of 160 mph (260 km/h).

The competition versions of the Grifo were named ISO Grifo A3C. Around 29 A3C sport cars were built under the ISO

name. A3Cs were widely raced. It achieved a Le Mans class win in 1964 and 1965 and a ninth overall in 1965 with no factory support. A3Cs were one of the fastest cars on LeMans’ Mulsanne straight in both years.

Due to the complicated deal with ISO, Bizzarrini left in 1964 and founded Societa Prototipi Bizzarrini (Bizzarrini S.p. A), which produced some 140 cars through 1969 at its Livorno factory.

One of the sources of disagreement between Renzo Rivolta and Giotto Bizzarrini was Bizzarrini’s desire to build race cars and Renzo Rivolta’s desire to build high quality GT cars.

DISASTER

Bizzarrini had mixed success in racing. The lowlight for Bizzarrini must certainly have been the Sebring 12 Hours on March 27, 1965 where both ISO/Bizzarrini race cars were crashed.

C. Rino Argento helped Bizzarrini manage the race cars during that terrible week in June 1965 where at Sebring car No. 8, driven by Silvio Moser, went off track due to brake failure and crashed into a VW bus. Later during a very heavy rain storm car No. 9, driven by Mike Gammino aquaplaned, hit the pedestrian bridge and split in two.

The famous California race car builder, Max Balchowsky, was also at Sebring helping the Bizzarrini team. He took all of the pieces of these two ISO/Bizzarrini race cars back to his shop in Southern California with the intention to build one ISO/Bizzarrini from the pieces of the two destroyed cars.

LATER

The highlight came later that same year at the 24 Hours of Le Mans on June 19–20, 1965 where an ISO Grifo/Bizzarrini won the 5000 CC and over class and was ninth overall.

In 1966 Bizzarrini S.p.A. released a stunning street legal Grifo A3C as the Bizzarrini 5300 GT Strada (or Bizzarrini 5300 GT America, depending on the market). The body shape and mechanical parts were the much the same as the ISO A3Cs, resulting in a power-packed yet sensuous coupe. At least

three 5300s were turned out as beautiful Style Italia designed spyder/targa versions, all of which survive.

Bizzarrini also managed a scaled-down 5300 GT project. Designed for GM-Opel, it was based on Opel 1900 platform. Bizzarrini then decided to build the car himself. Around 17 prototypes were completed. The car is officially named as the Bizzarrini 1900 GT Europa.

Bizzarrini’s advanced ideas emerged again with the superb Bizzarrini P538S, P for posteriore, 53 for the 5300 cc Corvette engine, 8 for V8 engine and S for Sportcar. The first V-12 car was ordered by USA racer Mike Gammino.

This ultra low barchetta raced in the 1966 Le Mans and was entered in 1967 but did not start. In 1966, after a spin at the start line, it lasted less than a half an hour and retired with a cracked oil pipe. During the short race time, the P538 was clocked as one of the fastest cars down the Mulsanne straight.

1968 ONWARDS

In 1968, Giugiaro rebodied one of the P538s as the famous Bizzarrini Manta. After some years in Sweden, it was dismantled for an extensive restoration. Today, a dozen (or more) chassis are in existence, some of these are fakes claiming to be the real cars raced in Le Mans. At least two of these replicas are Lamborghini V12-powered. These V12 powered cars were truly the long waited Bizzarrini dream: his own engine and own chassis.

In 1990, Bizzarrini was involved in the design of a one-off supercar model. Based on Ferrari Testarossa bits, Bizzarrini and his team designed a superb car. The Bizzarrini BZ-2001 is the true follower of the P538. The car was the first one of a supposed production run, but only one more car was completed. The Kjara project was born in 1998. It was shown at Turin Auto Show 2000.

Today, he is still very busy, teaching and collaborating with the Roma University developing advanced projects and designing, building and developing his own sport cars.

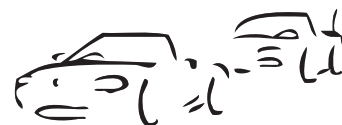
On October 23, 2012, Professor Giotto Bizzarrini was given the Honoris Causa Degree in Industrial Design.

(Source: Wikipedia & Others)

Mazda

MX-5

Club of Western Australia



Motor Sport Report



BARBAGALLO AUTOTEST—3 MAY

The Championship Series is always action packed and Round 4 of WA's best value racing at the Barbagallo skid pan was no exception. Whilst Don battled the leather clad temporary Australians to get us prime parking locations we were signed in and scrutineered (lucky #6 passing with ease) and we made our way to the infield where

the crack team of volunteers had us set up in no time. The timing station was set up on top of the pit garages and provided a fantastic view of the entire track.

The amount of dust on the track really reduced grip with many commenting they had less grip than the last event here in the rain.

The first test was a mixture of tight chicanes and long open corners and "Aarticle" set a cracking time out of the box that no one managed to come close to, even if they were doing more laps.

Dave Doublebonger and Don suffered from the red mist with some insane manoeuvres through the chicanes while Tesco took out a cone and Shannon Dittmer slightly bending her number plate at the far end of the track. Seanan, Ross, Olivier, Dave D, Peter Ferguson and Simon Gratton lead their classes at the end of the first test but it was Warwick with his new diff ratio that really set the pace, leading the field by four seconds.

The second test was an extended figure eight that looked long and flowing but

was very tight once you were behind the wheel. The drift practice session earlier in the week had left a trail of rubber marbles crossing the track that made things very interesting. The garage top proved to be a great place to watch the cars as they became unsettled and tested their drivers.

It was on the first run that #6 blew a heater hose and dumped its coolant, forcing a hurried pit stop to bypass the heater with the remaining hose and refill in time for the next run. A big thanks to Ross, Rick, Dave Turk and Phil who became a voluntary pit crew and had me back in action. With a good dose of mechanical sympathy, as I wasn't sure how much damage had been sustained through the overheating, the track proved to be a case of having to go slow to go fast, dropping my time of 93 seconds from the previous foot-to-the-floor run to a tidy 87seconds.

- ♦ **Class 1** win went to Seanan Tilson from Tony Hamilton.
- ♦ **Class 2** win went to Ross James from Lyall Tilson.
- ♦ **Class 3** win went to Olivier Pilot from Sean Bath.
- ♦ **Class 4** win went to Dave Dubbelboer from Terry Lim.
- ♦ **Class 5** win went to Warwick Gates from Rick Gisby.
- ♦ **Class 6** went to Peter Ferguson.
- ♦ **Class 7** went to Simon Gratton over Simon Corston on a recount.

I'm happy to be able to say it seems #6 will be just fine.

Seanan Tilson

MIDVALE SPRINT—11 MAY

Series 5 Round 5 at Midvale Speed Dome started out cold and slippery, but nevertheless the location proved its worth in providing plenty of thrills, and as the day went on, also came the spills. Gary Watzko started the day with his run and made it back safely, but unfortunately the

(Continued on page 17) ►

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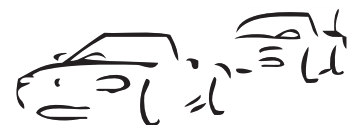


Seanan Leads sighting run

Mazda

MX5 Club of Western Australia

16: MX-press: May-June 2014



Motor Sport Report (Continued)

◀ (Continued from page 16)

pressure of being out first resulted in a “wrong way.” Johnny Reble and Lyall Tilson ran their MX-5s off the course on their first runs, but skilfully did so in tree, kerb and drain-free areas.

Second runs were faster, with Simon Gratton the first to break the 80-second barrier for the course. Followed by only one other driver, Warwick Gates, who broke through on his last run of the first course, by smashing his already fastest time by two seconds. Tony Hamilton ran out of steering lock and spun-out, as he drifted his MX-5 through the guts of the course. Tesco made short work of a hay bale on the outside exit of a left hander, with his exceptional display of gardening skills and his RHR wheel.

The second course saw Phil Shultz retire his vehicle due to a diff oil leak, suspecting

a problem with the output seals, but later found that a twisted axle at the splines, appeared to have been more of an issue. Extra time after completing the second course meant half the field headed back out for a fun lap. This venue is known for chewing up tyres, and the fun lap had its piece of the pie. I found out the hard way that you need rubber on your tyres and abruptly parked my MX-5 in a deep grassy drain, narrowly missing the concreted section. Thanks to Seanan and Stuart on the recovery team, I was quickly pulled back onto the track, lucky not to be calling a tow truck.

The day was held up slightly by a cone down at the hairpin on course 1 with no takers, but regardless, the day was once again jam-packed with plenty of track time thanks to Warwick, Don Messenger and all the others who put the effort in behind the scenes

and on the day.

- ♦ **Class 1** was taken by Seanan Tilson with a combined result of 528.194s.
- ♦ **Class 2** by Ross James with 536.037s.
- ♦ **Class 3** by Fernando Paraguassu with a 550.542s.
- ♦ **Class 4** vehicles were all absent.
- ♦ **Class 5** was Warwick Gates with 497.129s.
- ♦ **Class 6** went to Andrew Cathie with a 529.672s.
- ♦ **Class 7** was Simon Gratton with a 488.338s, who was also quickest overall.

Seanan took out both the timing gear and the overall street tyre category, consisting of Classes 1, 2, 3 and 4. Cracking round.

Ross James

Warwick Gates

Motor Sport Manager

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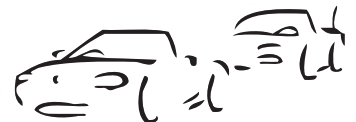
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Mazda

MX-5

Club of Western Australia



MX-press: May-June 2014 17

It's Not Only Tyres That Squeal

I "borrowed" this story from the Bolwell Car Club of Australia's magazine and figured that it was local and may interest a few members (and no, it wasn't me in the HSV... Ed).

It is apparently written by a member of the Police Traffic Control Unit and it has been edited for grammar and the substitution of any description other than "the driver".

BACKGROUND INFORMATION

The driver lodged a claim stating that he was driving his high-powered HSV sedan through residential streets in Willetton and as he turned a corner, claims that he missed third gear and accidentally changed into first gear. As a result he lost control of the vehicle, left the road into parklands and crashed into trees. The vehicle was severely damaged and both air bags were deployed. The driver said that he was only doing the speed limit at the time.



INQUIRIES

The driver's version of events, the extensive damage to the vehicle and the fact that it was a high-powered vehicle triggered concerns. As a result, police inquiries were

conducted and the driver was interviewed.

The driver maintained his version of events that he was doing 50KPH and only lost control when he put it in the wrong gear. He denied any reckless or deliberate acts.

Other inquiries were conducted to locate witnesses or physical evidence at the scene, however, on this occasion there was nothing available. Police had attended but no charges were laid. In many instances, without sufficient evidence to prove otherwise, these claims would be accepted.

However, members of the police TCU (Traffic Control Unit) had recently attended a conference on motor vehicle theft and fraud where there was a presentation on how it was possible to download and access information stored in certain vehicle's Air Bag Control Modules.

AIR BAG CONTROL MODULE.

The Air Bag Control Module (ACM) stores data much like a plane's "black box recorder" and can give an insight into what a vehicle is doing up to 10 seconds prior to an incident or crash.

The air bag control module is housed within the vehicle and is very well protected.

Parameter	-2.5 Sec	-2.0 Sec	-1.5 Sec	-1.0 Sec	-0.5 Sec
Vehicle Speed (MPH)	52	49	57	54	39
Engine Speed (RPM)	5376	4736	6592	4672	3712
Accelerator Pedal Position (Percent)	28	8	100	0	0
Percent Throttle	100	24	100	24	33
Brake Switch Circuit State	Off	Off	Off	On	On

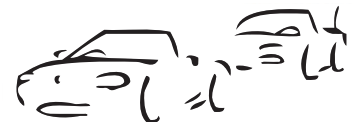
In this instance the data above was downloaded in regards to the crash.

What was of particular interest in these details is that 1.5 seconds prior to the air bags being deployed (when the crash occurred) the vehicle was travelling at a speed of 57MPH (91.7KPH) with the throttle at 100% and the accelerator pedal depressed at 100%. The vehicle was also red-lining at 6500RPM. What this tells us is that the driver was driving with his foot flat to the floor until he applied the brake a half second later when he lost control and it was too late. The speed limit was 50KPH and the driver was travelling a whopping 41KPH over the speed limit, which is dangerous in any circumstances.

RESULT

The driver was re-interviewed and surprised at the evidence the police were able to obtain. He could not offer any defence to the irrefutable evidence on his reckless driving and chose to withdraw his claim and arrange his own repairs. It is fair to assume that big brother is everywhere these days, and in this case even in your vehicle. The vehicle was a total loss and resulted in a \$50,000 saving (presumably to the insurance company... Ed). This has now become a very effective and invaluable tool in investigating claims with any questionable manner of driving. We have been able to get the 'Black dog' (depression... Ed) off the hook for the cause of several crashes.

(I did find it strange that the data still refers to MPH not KPH... Ed)



Humour Us

HOLY CAR

On one occasion Jesus was approached by Father Phredd, who asked, "Lord, on my journeys I have seen many twisty roads. Is there not a way to more easily traverse them?"

And Jesus said, "What is the noble truth of the twisty path? Just this very noble eight-fold path: right shocks, right sways, right tires, right braking, right shifting, right steering, right knob, right colour.

"And what are right shocks? Those which keep your tyres firmly on the ground. These are called right shocks.

"And what are right sways? Those which flatten your turns. These are called right sways.

"And what are right tyres? Those which always stick to the road. These are called right tyres.

"And what is right braking? Neither braking too early, and wasting time, nor braking too late, and missing the corner. This is called right braking.

"And what is right shifting? Upshifting at redline, and downshifting to always keep the revs up. This is called right shifting.

"And what is right steering? A smooth transition, following the proper racing line. This is called right steering.

"And what is the right knob? A Voodoo knob, as it cures baldness, improves your sex life, keeps you dry in the rain, and makes your stereo sound better, in addition to 15 extra ponies. This is the right knob.

"And what is the right colour? Red. This is the right colour.

"This is called the noble truth of the twisty path."

God's MX-5 is red!

THE IRAQI FOOTBALLER

Eddie McGuire flies to Baghdad to watch a young Iraqi play Aussie rules and is suitably impressed and arranges for him to come over to Collingwood.

He's signed to a one-year contract and the kid joins the team for the pre-season.

Two weeks later the maggies are down by six goals to Carlton with only 10 minutes left.

The coach gives the young Iraqi the nod and he goes in. The kid is a sensation - kicks seven goals in 10 minutes and wins the game for the Magpies!

The fans are thrilled, the players and coaches are delighted, and the media are in love with the new star. When the player comes off the ground he phones his mum to tell her about his first day of AFL.

"Hello mum, guess what?" he says, "I played for 10 minutes today, we were six goals down, but I kicked seven goals and we won. Everybody loves me, the fans, the media."

"Wonderful," says his mum, "Let me tell you about my day. Your father got shot in the street and robbed, your sister and I were ambushed and beaten, and your brother has joined a gang of looters, and all while you were having such great time."

The young Iraqi is very upset. "What can I say mum, I'm so sorry."

"Sorry? You're sorry?" says his mum, "It's your bloody fault we moved to Collingwood in the first place!"

MARITAL BLISS

A thoughtful Scottish husband was putting his coat and hat on to make his way down to the local pub. He turned to his wee wife before leaving and said, "Peggy, put your hat and coat on, lassie."

She replied, "Aw, Jock that's nice, are you taking me tae the pub with you?"

"Nay," Jock replied "I'm turning the heat off while I'm out."

HIDDEN MEANING

I went to the cemetery yesterday to lay some flowers on a grave. As I was standing there I noticed four grave diggers walking about with a coffin, three hours later and they're still walking about with it. I thought to myself, they've lost the plot!

GETTING THROUGH CUSTOMS

A distinguished young woman on a flight from Ireland asked the priest beside her, "Father, may I ask a favour?"

"Of course child, what may I do for you?"

"Well, I bought an expensive woman's electronic hair dryer for my mother's birthday that is unopened and well over the Customs limits, and I'm afraid they'll confiscate it. Is there any way you could carry it through customs for me, under your robes perhaps?"

"I would love to help you, dear, but I must warn you: I will not lie."

"With your honest face, Father, no one will question you."

When they got to Customs, she let the priest go ahead of her.

The official asked, "Father, do you have anything to declare?"

"From the top of my head down to my waist, I have nothing to declare."

The official thought this answer strange, so asked, "And what do you have to declare from your waist to the floor?"

"I have a marvellous instrument designed to be used on a woman, but which is, to date, unused."

Roaring with laughter, the official said, "Go ahead, Father. Next!"

RAFFLE

Dad and Dave saw an ad in the Daily Newspaper in Geelong, Victoria and bought a mule for \$100. The farmer agreed to deliver the mule the next day.

The next morning the farmer drove up and said, "Sorry, fellows, I have some bad news, the mule died last night."

Dad and Dave replied, "Well, then, just give us our money back."

The farmer said, "Can't do that. I went and spent it already."

They said, "OK, then, just bring us the dead mule."

The farmer asked, "What in the world ya'll gonna do with a dead mule?"

Dad said, "We're gonna raffle him off."

The farmer said, "You can't raffle off a dead mule!"

Dad said, "We shore can! Heck, we don't hafta tell nobody he's dead!"

A couple of weeks later, the farmer ran into Dad and Dave at the local grocery store and asked.

"What'd you fellers ever do with that dead mule?"

They said, "We raffled him off like we said we wuz gonna do."

Dad said, "Hell, we sold 500 tickets for two dollars apiece and made a profit of \$898."

The farmer said, "My Lord, didn't anyone complain?"

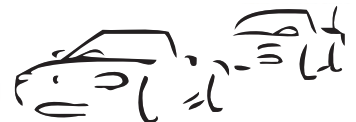
Dave said, "Well, the feller who won got upset.

So we gave him his two dollars back."

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Award Winning Lager



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