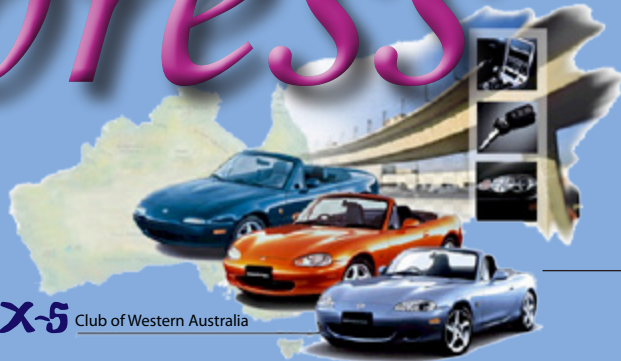


THE BIMONTHLY MAGAZINE OF THE MAZDA MX-5 CLUB OF WA INC.

MX-press

MERRY
CHRISTMAS



Editing, design and production Simon Corston & Bob Sharpe

Mazda
MX-5 Club of Western Australia

Nov-Dec 2014

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Christmas Edition



Rick Grigsby competing in November RAC autotest

Mazda Plans Sporty Future

AT LAST YEAR'S TOKYO motor show, Mazda CEO Masamichi Kogai boldly stated his company would launch five new models by March 2016. Those include the new Mazda2, new MX-5, all-new CX-3, new CX-9 and new Mazda5 people-mover.

With next month's redesigned Mazda2 joining the latest Mazda3, Mazda6 and CX-5, which will also receive a midlife makeover soon, the Japanese car-maker has finally renewed its four core models, all built around the company's new SKYACTIV chassis, body and power train technologies.

Next year, the fourth-generation MX-5 arrives and will be joined by an all-new model, a small SUV called the CX-3.

The remaining two models: the second-generation CX-9 and new Mazda5, will be revealed by early 2016.

"What comes after that is the interesting bit," says our insider. "The company plans to focus heavily on development of niche products, or in other words, special-editions."

Before mid-2016, we can expect to see a Mazda6 diesel hybrid landing in showrooms and the company is also planning a Mazda6 coupe for release in the second half of that year.

In what looks like being an exciting year for Mazda, 2016 will also see the car-maker release the much-anticipated Mazda3 MPS hot hatch, powered by a 2.5 litre turbocharged petrol engine pumping out more than 220kW and incorporating a new light-weight AWD system.

Adding even more spice to Mazda's fresh line-up, we can also expect to see MPS versions of the Mazda2 and Mazda6, as well as a successor to the previous Mazda2-based Verisa premium compact model in Japan, to target the likes of MINI and Citroen's DS3.

And, in order to cater to its market needs in developing countries, especially in Asia, our sources insist Mazda plans to launch an all-new entry model called the Mazda1. To be produced in the company's Thai and Mexican plants, the Mazda1 will sit on a revised version of the new Mazda2 platform.

Of course, there's also Mazda's born-again rotary-powered coupe, the RX-9, which is slated for a 2017 debut in concept form and should arrive in showrooms by 2020. As we've reported, the sleek two-door

rotary is strongly rumoured to employ a two-stage turbo system that should see it generate over 335kW.

But Mazda is not stopping there. The company also plans to apply its rotary technology in the form of a rotary range-extender as seen in a recent Mazda2 plug-in hybrid concept.

As part of its next-generation SKYACTIV II power train strategy, it also plans to commercialise homogeneous charge compression ignition (HCCI) technology, which achieves petrol engine-like emissions with diesel engine-like efficiency, including the emission of extremely low NOx levels without a catalytic converter.

And for anyone thinking Mazda wasn't interested in electric cars, our insider also tells us the company is working towards the launch of its own zero-emissions EV by 2018.

"From rotaries to range extenders, diesel hybrids to EVs, turbocharged sports models to coupes, the company is branching out in ways you can't imagine," said our source.

LATE NEDDY NEWS

New MX-5 to launch in Australia with down sized 1.5 and bigger 2.0 litre engines next year; 2.5 turbo MPS version possible.

Mazda MX-5 fans can rest easy. The Japanese car-maker has confirmed a 2.0 litre engine will indeed remain part of the fourth-generation roadster range, which was previously confirmed to open with a down sized 1.5 litre model likely to be priced from under \$40,000.

Motoring.com.au sources have confirmed Australians will have access to both engines when the new MX-5 goes on sale here in the second half of next year.

No details of either MX-5 engine have been released, but Mazda should reveal more when the Mk4 Miata makes its US debut at the Los Angeles motor show on 18 November.

Mazda has, however, announced that "the engine line-up will be tailored to each market, with either a 1.5 litre or 2.0 litre SKYACTIV-G petrol engine tuned exclusively for the all-new Mazda MX-5 and mounted longitudinally for its rear-wheel drive configuration."

As we've reported, the 7500rpm red-line on the tachometer of the vehicle that made

its motor show debut in Paris this month indicates the base 1.5 litre MX-5 will be more powerful than both versions of the same engine in the all-new Mazda2 launched this week.

The new 1.5 produces up to 85kW/144Nm in the 14.0:1 compression Japanese-spec Mazda2, but to cope with our 91 RON standard unleaded petrol Australia's Mazda2 will come with 79kW/139Nm (12.0:1) and 81kW/141Nm (14.0:1) engines.

But the down sized MX-5 engine will eclipse all those figures with up to 96kW, according to our sources, which is nevertheless a 22kW or 19 per cent reduction on the outgoing MX-5's 118kW/188Nm 2.0 litre engine.

However, our sources say the new soft-top's kerb weight will fall to just 1020kg, down about 13 per cent from the outgoing NC series MX-5 Roadster Coupe manual (1167kg).

The bigger 2.0 litre engine, meantime, is expected to produce at least 120kW, eclipsing the outputs in the non-SKYACTIV model it replaces and the newer direct-injection 2.0 litre engine in the Mazda3 and CX-5 (114kW/200Nm).

Therefore both versions of the new MX-5, in either six-speed manual or automatic form, will be quicker than the outgoing model (0-100km/h in 7.8 seconds).

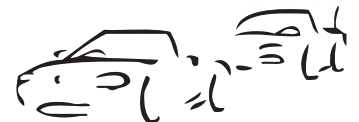
Naturally, less weight, a larger footprint, stiffer chassis, new steering and 50/50 weight distribution should also improve handling.

There's also the possibility Mazda will release an MPS version of the MX-5 later in its model cycle, powered by the new turbocharged 2.5 litre SKYACTIV four-cylinder that will power the reborn Mazda3 MPS and new CX-9.

Once Mazda has renewed its core model line-up by early 2016, it plans to develop a range of "emotional" sports models led by the revival of its MPS performance brand including hot versions of the Mazda2, 3 and 6.

Mazda has produced turbocharged MX-5s before, and the company's new 2.5 turbo four is an obvious candidate to power the MX-5 SP.

(Source: carsales.com.au)



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Cover Photograph: Rick Grigsby competing in November 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

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.

Mazda

MX-5 Club of Western Australia



Editor's Desk

G'DAY ALL.

Merry Christmas to you all. As a belated Christmas gift we will all be able to see NeDdy in the new year, that is the new ND MX-5. The new vehicle has had such a drawn out gestation period that you would think Mazda will be glad to finally have it out of them. It comes with such promise and we hope the hype doesn't exceed the reality.

A small campaign is underway to ease the penalties for talking on mobile phones while driving. The argument is that talking on a phone is not as distracting as say a kid jumping and yelling in a car. That's all very well but two wrongs don't make a right and that example is like saying murder is worse than robbery so let's reduce the penalty for robbery. Hard as it is to ignore a ringing phone, there is no doubt that the scrabbling to find it and set it so you can talk and then put it away has to be distracting. Texting while driving is even worse. Until we get self-driving cars we will have to put up with the penalties, unless of course we have designated "talkers". That is, like designated skippers for drunks, we ensure we have a passenger who answers our phones and passes on the inane gossip, sorry, urgently important information, so that we can continue to drive.

A recent newspaper article contained the quote that "Children born today may

not need to learn to drive a car". I hope that means that when, inevitably, driverless cars do become commonplace that a choice can still be made to drive or not to drive. Perhaps the road lanes will be separated into driver and driverless categories. Traffic crashes aside, it would be a pity to legislate away the experience of driving. It will be great that those who drive only as a means of getting from A to B will no longer have to and will be removed from among the rest of us who enjoy driving. Perhaps though, everything will be driverless and you will only be able to drive on designated tracks or road sections. If the past is anything to go by, politicians will never change so cars that need a driver will be taxed to the limits, fuel will cost a fortune, parts will slowly become non-existent for non-driverless cars and drivers' licences and insurance will be charged at gold prices. In effect, cars as we know them will be taxed out of existence and drivers' licences will be as rare as rocking horse droppings. My advice is to buy the last MX-5 before all this happens and hang on to it.

On another note, if you are thinking of being a hero and taking some demerit points for your kids or mates who are on or near suspension already, our local rag says that recently 16 people were caught doing just that and fines of \$800 and \$850 were levied

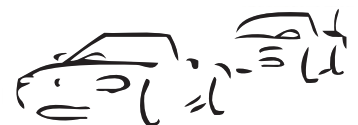
against them. Who says crime doesn't pay? Not the government anyway.

What would you like in an automobile way for Christmas? Cars that can't crash (they are being developed), tyres that won't puncture (they are being developed), driverless cars (they are being developed), cars that never need washing (they are being developed but I'm sure I had one when I was a teenager), cars that change colour at the push of a button when you are tired of the colour you have (One for the ladies I suspect, but not being developed as far as I know), cars that never need servicing (The intervals are getting longer but some people I know think they have one already), cars that come with a portable parking bay so you can park anywhere anytime (beats me), cars that don't need fuel (technically possible already with atomic fuel but huge safety and environmental problems), cars that can fly and float (already exist but cost and other problems not yet overcome). Can you think of anything else?

Don't forget to come to my run on 4 January, 2015. I have no idea what sort of cars will appear this year so don't miss it.

Well, that's all for now, Merry Christmas to all you MeXicans and here's some facts you won't find in your Christmas crackers: In 18th century English gambling dens, there was an employee whose only job was to swallow the dice if there was a police raid. In San Salvador, people who drink and drive can be punished by death before a firing squad. That noise on New Year's Eve that you thought were fireworks must really be drunks being executed. Finally, in Atlanta, Georgia, it is illegal to tie a giraffe to a street lamp or telephone pole. Personally I keep my giraffe tied to a tree outside because he kept hitting his head on the door every time he came in.

Bob Sharpe



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President's Report

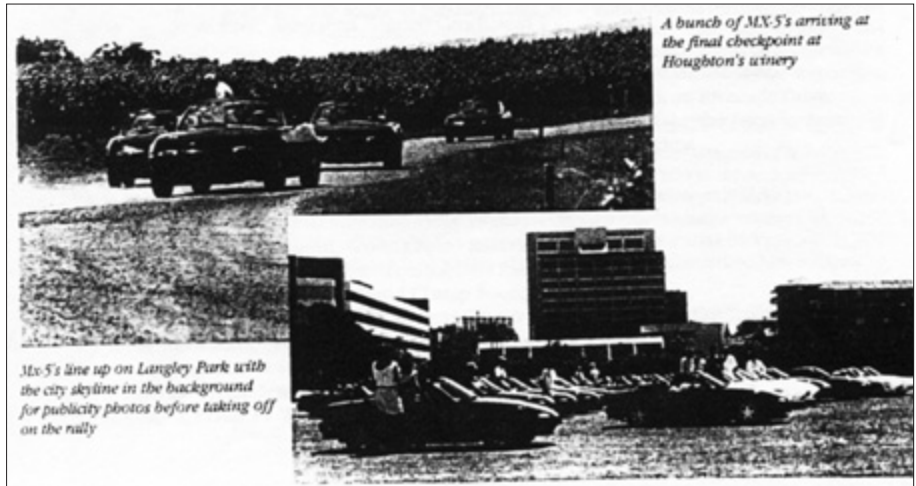
The producer of this excellent magazine would define the first MX-5 Club of WA newsletter as the first one with photos; that is that "No.1", a reproduction of which was included in the last MX-press, did not count as it was only words. So, if we are to agree with the producer, then the first newsletter was the December 1990 edition. In that edition the editor addressed all of the 23 members of the WA MX-5 Club as follows:

"Best wishes to everyone for a Merry Christmas and New Year."

Twenty four years later I think that those words to our now over 150 members remain appropriate.

Included in that newsletter was a photo of the club gathered at the eastern end of Langley Park for a publicity photo with, in the background, apartment blocks and other buildings lining Plain Street where now there is a park and lakes. Obviously we don't just build and expand in Perth – we knock down too. A member's survey indicated that the most popular choices for social events were visits to wineries and historic towns, with observation rallies following. Lap dashes and driving courses were requested followed by mechanical awareness sessions. Maybe Perth changes, but the preference of our membership apparently stays pretty much the same.

As this is the last MX-Press before our Annual Dinner and Awards Night, I will take this opportunity for another reminder that this event will be held during the evening of Saturday February 7th at the Oxford Hotel in Leederville. To the motorsport group – we changed the date of this event to fit in



with the motorsport season and this is when the trophies for the 2014 season will be handed out. We expect an appropriate turn out from you all.

We have now locked in Saturday 7 November 2015 as the date for our 25th Anniversary late lunch/early dinner. The location is The Vines, selected partly because there is a large grass area where we can park and display our cars. The 20th anniversary celebration drew 67 member's MX-5's. We now have over 100 cars belonging to club members so our target for the 25th anniversary is to have 100 MX-5's on the lawn at The Vines. There will be plenty of reminders emailed to our members leading up to the event; but this should be an event that every member makes every effort to attend. Our intention to organise a family fun/motorsport day on Sunday 8 November is taking a bit longer to organise but hopefully we will get there.

The other big event in the long term, of interest to those who can afford the time and resources, is NatMeet XII in Tasmania in February 2016, which seems to be shaping up as the most popular NatMeet of my time driving an MX-5. Life Member and first Vice-President of our club, Ian Lewis, commented as follows – "Tasmania has some of the best MX-5 roads in Australia. If they use some of Targa's roads you'll be in for thrills and spectacular scenery!" I have already emailed all of you with as much information as we have at the moment and so that we can keep those interested well informed. It's a long, long way to go but it should be well worth it.

Well, that's it for 2014. I wish all of you a fantastic 2015 and, if I have any piece of sage advice to our members, it would be "Try to stay away from concrete barriers."

Barrie Parker

WHEELS FOR SALE

Set of four Advanti wheels 17" for NB.
Lots of tread on tyres but rubber is old.

Price: \$400 ono.

Contact: Alan Wallace

Mobile: 0414 809 922

Email: alan@inleceng.com



NUMBER PLATES FOR SALE

MX5TURBO red lettering on white number plates

Price: \$350 ono.

Contact: Troy Taylor

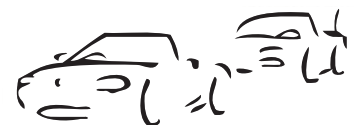
Mobile: 0417 902 100

Email: troyt@inet.net.au



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MX-5 Club of Western Australia



Coming Events

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

JANUARY

- 4 **MONTHLY CRUISE: BOB'S DO THE LOCOMOTION CRUISE—SUNDAY**
Join in and be part of something special for the first cruise of 2015. There is a \$9 per head entry fee to this great collection of locomotives, diesels and rolling stock. Parking is on the street. A fun way to learn about the railway history of WA, see the work done by the volunteers and get up close and personal with some steam locomotives.
We meet at the Cockburn Gateway Shopping Centre in the car park near the Gate Bar & Bistro at 9:00AM and depart 9:30AM.
- 18 **DAWN BREAKFAST RAID: DARLING RANGE —SUNDAY**
A drive for members who don't mind rising early to enjoy clear open roads for a spirited 86 km drive along some nice twisty roads, including Lady McNess Drive, to Sizzler in Kelmscott for an all you can eat breakfast.
We meet near the Muzz Buzz at the Midland Centrepoint Shopping Centre, Midland, at 7:00AM for a 7:30AM start.
- 27 **COMMITTEE MEETING—TUESDAY**
The committee will meet at **Dutch Club**, 230 Cambridge Street, Wembley. Arrive at 6:30PM to share some food before we start at 7:00PM.

FEBRUARY

- 1 **MONTHLY CRUISE: VALLEY VIEW DRIVE —SUNDAY**
Steve Harris is taking us on a short but sharp 79 km cruise that ends some 14 km from Perth for an early lunch at The Rose & Crown in Guildford.
We meet near the Muzz Buzz at the Midland Centrepoint Shopping Centre, Midland, at 9:00AM for a 9:30AM start.
- 7 **ANNUAL DINNER AND AWARDS NIGHT: THE OXFORD, LEEDERVILLE —SATURDAY**
The club's annual dinner will be held at the Oxford Hotel in Leederville commencing 6:30PM for 7:00PM sit down for the meal and presentations. The club presents awards and trophies to its members. There is a cash bar for drinks and the dress standard is smart-casual. Numbers are limited to 85 and the costs per person is just \$25 for members and \$55 for non-members. Reserve your places now by emailing social@mx5club.com.au stating how many places you want to reserve.
- 21 **NIGHT CRUISE : SEA TO SCARP II—SATURDAY**
A 106 km cruise along the ocean, through the Swan Valley and across the scarp and the little and big dipper to "Alfred's Kitchen" in Guildford.
We meet in the North Mole car park at the end of North Mole Drive in North Fremantle at 6:30PM and depart immediately after sunset.
- 24 **COMMITTEE MEETING—TUESDAY**
The committee will meet at **Dutch Club**, 230 Cambridge Street, Wembley. Arrive at 6:30PM to share some food before we start at 7:00PM.

Computer Corner

HOLDEN BLUE

The reference to Holden Blue was a video tape I had the film company do on the stripping down and reassembling a Holden Blue motor so that any dummy (like me) could follow it. It is about three hours long but totally detailed and we sold some to a few TAFE's. I still have a copy... Bob

<http://boingboing.net/2014/11/28/watch-this-guy-strip-down-and.html>

SLEIGHT OF HAND

Watch closely what he does. The hands are truly quicker than the eyes! I know you'll enjoy it.

<http://biertijd.com/mediaplayer/?itemid=48417>

KEN BLOCK SEVEN

Ken Block's Gymkhana Seven: Wild in the streets of Los Angeles. See how many cop cars were involved in closing the streets. And Block's car control is still extremely good... Bob.

<https://www.youtube.com/watch?v=5qanlrrRWs>

STUNNING BBC COMMERCIAL

If only they could make more commercials like this one there would be no complaints. This really is magic. David Attenborough does it again.

www.youtube.com/embed/auSo1MyWf8g?rel=0

GOLF MAGIC

This guy is too much. Don't know how his right hand is still working after catching a pro's drive!

Here is one I think everyone (especially golfers) will enjoy.

www.youtube.com/embed/NIZ_bmCP7GQ

TIME ATTACK

Mazda 767B at World Time Attack Challenge 2014. Onboard and external video footage of the Mazda 767B ex-Lemans race car ripping around Eastern Creek Raceway.

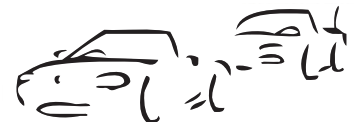
<http://vimeo.com/109547702>

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Bits 'n' BobS

CHRISTMAS COLOURS

The colours most often associated with Christmas decorating are green, red, white, blue, silver and gold. These colours have been used for centuries and, as with most traditions, the reason may be traced to religious beliefs. In this instance, green represents everlasting life, red represents the bloodline of Jesus Christ, blue represents the sky from which the angels appeared, white represents the purity of the Virgin Birth, and silver and gold represent the richness of God's Blessings.

HISTORY

Many of today's Christmas traditions were celebrated centuries before the Christ Child was born. The Twelve Days of Christmas, blazing fires, the yule log, the giving of gifts, carnivals or parades complete with floats, carollers who sing while going from house to house, holiday feasts and church processions are all rooted in the customs observed by early Mesopotamians.

According to some legends, the Christian celebration of Christmas was invented to compete against the pagan festivals held in December. The 25th was sacred not only to the Romans, but also to the Persians whose religion of Mithraism was one of Christianity's main rivals at that period in time. The Church was, however, finally successful in removing the merriment, lights and gifts from the festival and transferring them to the celebration of a Christian Christmas.

In Colonial America there were no Christmas celebrations. As recently as 100



years or so ago, such observances were declared illegal in many parts of the United States, including most of New England, being defined as pagan and a reproach to the Lord.

In Puritan Massachusetts, anyone caught observing the holiday was obliged to pay a fine. Connecticut also enacted a law forbidding the celebration of Christmas and the baking of mince-meat pies. A few of the earliest settlers, however, did celebrate Christmas, but it was far from a common holiday during the Colonial era.

REINDEER

The reindeer driven by Santa Claus are the only known flying reindeer in existence, believed to have been endowed with the power of flight by virtue of magic corn given to Kris Kringle by a great and wonderful wizard. Through this magic corn, the strength of the reindeer is increased threefold, their stamina increased to infinity and their hooves can manipulate the air as though it were solid ground. Thus, a complement of nine reindeer would be able to pull a sleigh brimming with 13,500 pounds of toys for an unlimited amount of time.

CHRISTMAS TREE

According to some sources, the Christmas tree is actually a throwback to "Yggdrasil," the Great Tree of Life mentioned in Norse mythology.

The first written record of a Christmas tree is that of an anonymous Frenchman who was a visitor to Strasbourg, Germany, in 1601. He describes a fir tree he had seen in a home upon which had been hung: "wafers and golden sugar-twists (barley sugar), roses cut out of many-coloured paper, apples, gold foil and sweets."

Thomas Edison's assistant, Edward Johnson, put forward the theory of electric lights for Christmas trees in 1882. Christmas tree lights were first mass-produced in 1890.

SANTA CLAUS

It is generally accepted that the name "Santa Claus" was derived and abbreviated from his original Dutch title of "Sinterklaas."

Though originally depicted as tall, thin and stately, Washington Irving created a



new image of Santa Claus in 1809 with the publication of his "Knickerbocker's History of New York." This revamped and more modern Santa was a fellow who looked very much like the stereotyped version of a Dutch settler living in the State of New York at the time.

In 1822, Clement C. Moore's now popular seasonal poem "A Visit from St. Nicholas," perpetuated the portrait of Irving's contemporary Santa Claus. Moore's Santa was described as a "chubby and plump, right jolly old elf," depicted as round and jocular with twinkling eyes, nose like a cherry and white beard.

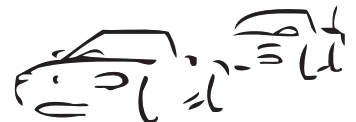
Beginning in 1863, Thomas Nast, a political cartoonist, created a different annual illustration of Santa Claus for the cover of "Harper's Weekly." Nast's gift-bringer was again a plump, jolly old fellow with a white beard who smoked a long-stemmed pipe.

The most recent depictions of Santa Claus have come from the soft-drink giant, Coca-Cola. From 1931 to 1964, Haddon Sundblom created a new Santa each Christmas for the beverage's advertisements. This is basically the Santa who is universally loved today complete with a red suit, trimmed with white fur, leather boots and belt, long white beard and a pack of toys slung across his back.

TWELVE DAYS OF CHRISTMAS

In this carol the four calling birds were originally four Colly birds. Colly means black as coal, hence four blackbirds. Five golden rings refers not to jewellery but to gold ring-necked birds such as pheasants. Thus the first seven gifts are all birds.

Bob Sharpe



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MX-5

Club of Western Australia

Mazda MX-5 25

CAN YOU REMEMBER WHAT you were like 25 years ago? No! Can it really be 25 years since the MX-5 has been in production. Surely not? But it was in September 1989 that we ordered our first MX-5, never guessing how amazing the journey would be. Now, a quarter of a century later, nearly a million cars have been produced, and over 200 owners' clubs exist to bring friendship, fun and fulfilment to sports car lovers worldwide. Here in New Zealand, Mazda NZ was determined to celebrate by presenting a memorable day of action events for NZ Mazda MX-5 Club members at the Hampton Downs race track, just south of Auckland.

With the cut off set at 70 cars, Sandra and I sent our confirmations in for the "25 and Topless" event in mid-June, and before the end of July, the day was oversubscribed! As we live 820 km away from Hampton Downs, with a 3+ hour ferry trip as well, the only realistic way to get there for the weekend was to fly. Mazda NZ very kindly helped out by loaning us a new Mazda 3 Hatch for the weekend. We were, in fact, the only members attending from the South Island.

Despite a grim weather forecast, Saturday morning dawned bright and sunny. Unfortunately, the 45-minute drive down to the track included a 15-minute deluge, with the State Highway awash in places. Once at the track, blue skies started to appear, and Glenn, Terriane and their Mazda team cheerfully checked in the long queues of MX-5s (whilst trying to stop their shelter tent from blowing away!). We drove through the tunnel into the circuit where we found a huge permanent marquee with coffee, juice, muffins and fruit, videos already playing, and three racing simulators available for the keenest drivers to practise their lines on the twisty 2.2 km Hampton Downs track.

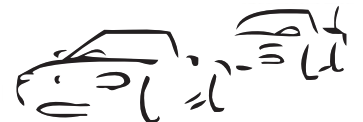
Glenn Harris, General Manager, Vehicle Sales & Marketing with Mazda NZ, was our host for the day, ensuring that everything ran smoothly. He introduced the program for the day, dividing us into five teams of around 25 people. Designated team leaders to shepherded us around the five separate activities that would test our skills and abilities driving various Mazda vehicles provided from the Mazda NZ fleet. Breaks for lunch and afternoon tea (which includ-

ed a huge chocolate 25th birthday cake!), and a final wrap up and prize giving would finish the day.

But wait.... we had sports cars at a race track.... yes, two lengthy track sessions were also scheduled, so that we could all experience the fun of our cars performing as they were designed to do, on a safe yet challenging race track. Fortunately friends Ross and Murray from Tauranga were both attending on their own, and offered to share their NC MX-5s with us – wonderful! Thanks so much guys, that made our day. The initial track session was the opening event of the day. The cars were split into five groups so that we could explore the cars' abilities (and ours!) and enjoy the track. Despite a shower for the first group, most of the cars completed their runs top down on a rapidly drying track.

Then the work started. Our group – the Green Team – started with a slalom, with two matching courses extending 200 metres each way down the track from a central point. Two cars competed at a time, with

(Continued on page 9) ►



Mazda MX-5 25 (Continued)

◀ (Continued from page 8)

the fastest of each declared the winner. Great fun, and easy to complete, though experience counted!

Next up, it was the huge purpose-built skid pan, complete with many rows of high pressure water jets to keep the surface diabolically slippery. The seamless concrete surface had been polished to create a very low-grip nightmare, with the occasional stretch of grippy deposited tyre rubber to suddenly catch you out! The cars used for this event were an MX-5 and Mazda 3. The idea was to “drift” the MX-5 sideways under power without spinning (impossible actually!) and to tug the handbrake on in the 3, to create oversteer despite the front wheel drive (easier and lots of fun). And every few minutes, the many water jets would suddenly be turned on – most disconcerting if you were driving over them! “Mad Mike” Whiddett, a world class drift racer sponsored by Mazda, was on hand to demonstrate what we SHOULD be doing. He also took passengers around afterwards for a close-up demo of his hand and foot coordination.

After an excellent lunch, we took turns on

the three racing simulators, set up as red, white and blue NA MX-5s competing over three laps of Hampton Downs, with a grid standing start. So if you were a little slow, you could be pushed off the track by your neighbour on the next simulator! You could also overtake him/her if you were brave! Best individual lap times were recorded for everyone.

Back outside to the main straight, for a match drag race; two identical Mazda 6s, and two CX-5s, flagged off for a 200 mt stretch of race track. There was plenty of time for everyone to try both models. (Ash conveniently forgot to mention here that I beat him on one of these runs - Sandra)

Finally, it was an ABS brake test, driving Mazda 3s and 6s down the track towards a coned off “garage”, and braking on a radio call from 60 / 70 kph. It was truly eye-opening for most to see just how quickly these Mazdas could stop when using ABS really hard. The cone at the end of the garage was called Elvis, and boy did he have some hits! Despite the occasional shower, we kept dry, and after afternoon tea, it was onto the track again for another hour-long lapping session

in our own cars, with dry track and blue skies. Brilliant!

To finish the day, Glenn announced various awards, including the top performer from each group. I’m not sure how he worked it out, but I took the prize for Team Green – a Mazda picnic basket filled with Mazda gifts and clothing!

Finally, it was goodbye to all the MX-5ers we had met during the day, and into our cars for the drive home – in our case, back to Howick, where we were staying with friends. Everyone had a great time, apart from Elvis! Thank you to Glenn and his hardworking team from Mazda NZ, for a splendid day; it was a fantastic way for us enthusiasts to celebrate the first 25 years of our favourite car. And from the look of the exciting new ND MX-5 (smaller, lighter, more powerful and more economical!) due on sale in about 12 months, this story is set to run and run.

 Ashley Price

This video was made by Mazda covering the “25 & Topless” event:

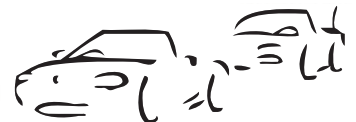
<http://youtu.be/uJuebQvZI-o>



Mazda

MX-5

Club of Western Australia



November Event Photos

NOVEMBER CRUISE

Photos by Simon Corston



Steve's New 25th Anniversary Soul Red MX-5



Steve's MX-5 Interior



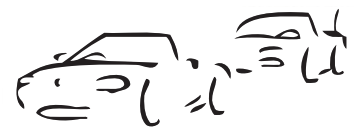
Gary, Rob and Barrie chatting



Pat and Rob pose

DAWN BREAKFAST RAID

Photos by Gary King



December Event Photos

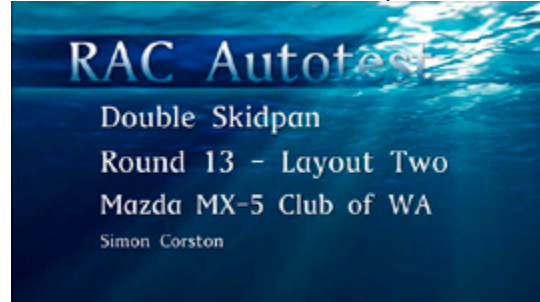
Photos by Simon Corston

RAC MOTORSPORT

James MacGillivray - Blue MX-5 NC - Class 3



Click On Movie To Play ↓



Seanan Tilson Loses A Tyre



Dave Fields - Gold MX-5 NB



Tony Hamilton - Red MX-5 NA



Peter Hein - White MX-5 NC



DECEMBER CRUISE



MX-5 Decorated For Christmas



Jen Ellison Cruise Leader With Her White MX-5 NA

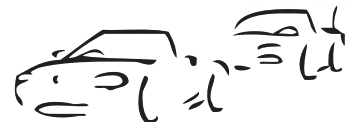


MX-5s At Fremantle Regroup Point



MX-5s At Fremantle Regroup Point

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



Event Write-Ups

MONTHLY CRUISE: BAZZA'S RESOURCES RAMBLE—2 NOVEMBER

With light cloud cover and mild temperatures the day was just right for a top down cruise. 18 magnificent MX-5s and an exquisite Lotus Europa assembled at the Cockburn Gate Shopping Centre where Bazz gave the cruise briefing and welcomed first timers Christine and Chris who arrived in a shiny black NC.

The run started out with a bit of a convoy down Kwinana Freeway. We don't do convoy, but that soon broke up as we took our turn at the lights at Mundijong Road. The farmland along Mundijong Road is still holding a good amount of green and farmers have been busy with hay and silage making.

From Mundijong we climbed up to Jarrahdale and on through the forest on a good road with a speed limit that allowed us to enjoy our MX-5s. The jaunt down Albany Highway was not inspiring, but the traffic was light (everyone was already in Albany for the ANZAC departure commemoration!) and after 126kms we arrived at Boddington where Lianna was waiting to welcome us. This was no ordinary re-group. Lianna had organised a typical country morning tea with tea, coffee and mouth-watering scones with jam and cream all provided by the ladies at the Boddington Arts, Crafts and Produce Shop. At the hall was an impressive display of local produce, art, crafts and farming memorabilia, including a 1924 Model A Ford ute in need of an expensive restoration.

The 108km stage two took us through

bauxite and gold mining territory, on through the forest to Dwellingup, then down to Coolup on little-known roads where we were amazed to see hundreds of hectares of new season's baled hay. A short stint on Forrest Highway took us to Old Bunbury Road, Old Coast Road and finally to Cape Bouvard Winery and Micro Brewery where the local fine ales and wines were enjoyed by those of us who were not driving.

This was a great day, well organized thanks to Barry and Lianna. In addition to the cruise notes, Barry had provided helpful information on the mining industry around Boddington and the thrombolites at Lake Clifton. The weather was perfect and we all enjoyed the good roads, the variety of scenery and the companionship of fellow MX-5ers.

Chris, one of our first-timers, commented that we had travelled on "the type of roads that the MX-5 was made for." Have we heard that before? You bet!

Pat Gannon

DRIVING CLINIC—8-9 NOVEMBER

On a clear Saturday morning in November, about 20 members gathered at the Dutch Club, meeting headquarters of the MX-5 Club WA. With ample parking and ample space in the building everyone was able to find themselves a comfortable seat in front of the big screen.

Fernando, who had spent a good three months on the preparation and execution of this two-day driving clinic, opened the

first day with an introduction of the material that would be discussed that day and presented by Fernando, Simon Corston and Aart ter Kuile.

Every page in the book that was handed out was a part of the slide show and as presenters Fernando, Aart and Simon are active members of our club's motorsport, the material was presented in an accessible fashion and it (almost) sounded as if we could easily do motorsport too.

The theoretical part of the driving clinic was not about driving hard and fast, it was about driving safely and smoothly (which ultimately leads to driving hard and fast).

The presenters made us so enthusiastic that we were truly looking forward to the following day when we gathered at Barbagallo Raceway's skidpan to practice what we had learned.

First of all we had to hand in our forms and, of course, we were all proud owners of a club racing license; a group of more experienced club's motorsport enthusiasts did the scrutineering. This scrutineering was another interesting part of the driving clinic. Scrutineering is all about getting to know your car: tyre pressure, fluid, steering, battery, etc. Once this was done we climbed in our cars and the waiting game started. Thirty minutes in the burning sun was not the best position to be in but this Sunday happened to be the hottest day in a very long while.

We were then allowed onto the

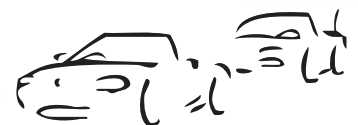
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Steve and Don - 25th Anniversary MX-5 Owners



Driving Clinic Participants



Event Write-Ups (Continued)

◀ (Continued from page 12)

skidpan after the Holdens and Fords had finally vacated the area. We were shown the garages where we parked our cars. There was lots of space to store our paraphernalia. The biggest blessing though, was that we had a shady place to hide from the hot sunshine.

For some of us, the driving was new: the boys couldn't wait whilst the ladies became increasingly nervous and doubtful about the fun of it all. However, after the first drive around the cones with an experienced club member as co-driver, the nerves had gone to make place for the adrenaline. Adrenaline rushes are imminent when you are driving as fast as you are told to do whilst trying to miss the cones; it is a very liberating sensation.

Soon the nerves had gone and we could not wait for our next turn; small groups developed whereby we constantly exchanged experiences. Barriers fell, new friendships were made. Apart from the social aspect, another positive of this driver-training course is that the participants grow in confidence behind the wheel of their car as they are learning to appreciate the possibilities of the car. A confident driver is a safe driver.

Once the official training session was finished, we could all have runs around the cones. This was a great way to test your ability to get the driving line and go as quickly and as controlled as possible. Again, everyone took part with great enthusiasm and excitement.

At the end of the day I realised that I had

missed the club's autotest sessions that I used to enjoy so much and I decided to go back next season, not to try and win but purely to experience the enjoyment of going hard and fast and to improve my driving skills.

I sincerely hope that, other women too will have a go at the autotest days next season. Don't worry about the clock, don't think about the mistakes you will undoubtedly make. Rather, think about your driving skills improving and this great bunch of people along the side who will always help and advise.

And for those of you who don't think they need the drivers' clinic or who think that they are not interested: why have the best sports car in the world and not know its true potential? Come and join the next drivers' clinic or otherwise, come and see what it is all about at the club's next autotest.

Thank you, Fernando and team for organising the theoretical part of the driver trainer session and thank you, Warwick, for always getting the best deals and the best venues for us to enjoy our MX-5s.

Lianna Parker

AFTER WORK GET TOGETHER: DRIVE-IN MOVIES—11 NOVEMBER

Twelve cars made their own way to the Galaxy Drive-in Kingsley including one Kluger with the whole family to watch Interstellar. As it was the 24th anniversary of the inaugural club event, which was a cruise to Houghton's Winery back in 1990, Carol brought a birthday cake and we all sang

happy birthday to the amusement of the other patrons. We all gathered around from 6:30PM for a friendly chat and a few nibbles as the cars came in dribs and drabs. While we were all enjoying great conversation the movie started, so we all scrambled back to our cars to settle in to watch Interstellar. What a great movie and a great night.

Janine Richardson

MONTHLY CRUISE: PUT, PUT, PUTTING ALONG—7 DECEMBER

With Christmas coming up quick and a lot of our regulars away only 12 cars made it to the December cruise.

Once chat was out of the way, a laid back, easy-to-follow run saw us cruise from Midland down a few back streets before hitting the highway and cruising up to Freo. Once there, a lap down the café strip got a lot of looks and then a longer than intended stop at Captain Munchies for a catch-up and coffee stop. After another chat session, only five cars made it up West Coast Highway past the beautiful beaches to the finishing point at the Wanneroo Botanical Gardens and Mini Golf. Once there members chose to enjoy a nice coffee and lunch (no one wanted to play in the end) before heading off home.

Thanks to the members who decorated their cars, hopefully next year we can get a few more numbers.

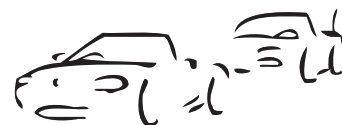
Jen Ellison



Dereks Decorated MX-5 NC



MX-5 Decorated For Christmas



Armstrong 500 1964

THE 1964 ARMSTRONG 500 was a production car race held on 4 October 1964 at the Mount Panorama Circuit just outside Bathurst in New South Wales, Australia. The 500-mile race was open to Australian-built production sedans of which 100 examples had been registered. It was the fifth Armstrong 500 and the second to be held at Bathurst although it is commonly referred to as the fifth "Bathurst 500".

Official results reflected only class placings, with no outright winner recognized by the organizing body, the Australian Racing Drivers' Club. The first car to complete the full 130 lap distance race was a factory backed Ford Cortina GT driven by Bob Jane and George Reynolds, the 1964 event being the fourth consecutive Armstrong 500 in which Jane had achieved an unofficial "line honours" victory.

Cars competed in four classes based on the purchase price of the vehicle in Australian pounds. There was little change from the 1963 race. Class A entries proliferated, taking up space on the grid from a shrinking Class B. Ford Australia had a strong presence in Class C with three factory-entered Cortina GTs and Australian

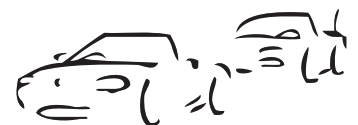
Motor Industries entered two Triumph 2000s in Class D.

While the V8-powered Studebaker Larks again led early, fragile brakes saw them overtaken by the leading Cortinas as the race wore on. The Cortina driven by the Geoghegan brothers fell from the mid-race lead after a generator bracket broke, allowing teammates Jane and Reynolds into the race lead they would not relinquish. Barry Seton and Herb Taylor finished second ahead of Jane's former partner Harry Firth co-driving the third factory Ford with John Reaburn. In the other three classes, the early leaders each retained their leads throughout the day. Bert Needham and Warren Weldon brought their Class D winning Studebaker home as fourth car across the line, two laps down on Jane/Reynolds and a lap behind Firth/Reaburn. Charlie Smith and Bruce Maher won Class B, leading home a 1-2-3-4 for Morris Cooper ahead of four Renault R8s. Smith/Maher finished just six laps behind the Cortina GTs. Class A was dominated by Vauxhall, with the Viva of Spencer Martin and Bill Brown leading home five other examples. Seven cars failed to finish the event, with another being disqualified.

The 179 EH came about thanks to Victorian Holden dealers Bill Patterson and Bib Stillwell, who reckoned that the Armstrong 500 would make a good competition debut for the EH. They obviously had friends at GMH's Fishermen's Bend plant, who understood that a competition version of the EH was necessary – and it would be preferable if it were to include such additions as disc brakes, a floor-change four-speed box, bucket seats, larger fuel tank, etc. The 179 cu. in. engine had modifications including improved breathing and exhaust. Holden was keen to stress that their decision to build the necessary number of cars to make them eligible for racing should not have been misconstrued as an official entry into motor sport.

As you would expect, nothing was further from the truth. At the time of the EH, GMH were duty bound, as were the entire GM global conglomerate, to abide by the agreement among American manufacturers (Ford excepted) not to support motor racing. At the time GM was far and away the world's biggest automotive corporation, and many

(Continued on page 15) ▶



Armstrong 500 1964 (Continued)

◀ (Continued from page 14)

considered that, had the organisation have backed motorsport, they would have steam-rolled all opposition, and the sport would have suffered. So, while GMH was not officially into motorsport, they were following their successful pattern in the States, where you could buy a Chev or a Pontiac in various stages of tune (read racing trim) and with various extras. The EH 179M, judged historically, can be seen as nothing more than an attempt to gauge the extent of the growing market of pseudo-racers.

But such was the demand for the 179M that the General was soon to release the (officially designated) EH 225 M-S4 with its 179 cu. in. engine. It was identical to the EH 225 M except for a rear axle ratio of 3.55:1, a PBR servo brake unit, small clutch changes which included a different lining, a slightly modified steering column gearshift mechanism, a .25in. increase in the tail shaft diameter, and a 12 gallon fuel tank which was been achieved by enlarging the lower half. Other changes included a modified carburettor, float chamber, larger clutch housing, which also made it necessary to revise the exhaust pipe attachment bracket, etc. Since the race

rules permitted competition brake linings, the car was fitted with sintered iron linings on the front and Mintex on the rear. Sintered iron linings had already gained a good reputation, thanks to Norm Beechey's racing Impala, and many considered them as effective as discs.

A fire-extinguisher, a lap belt and a laminated screen are required for competition, were also fitted to the EH. Armstrong shocks were naturally a must for the race, and the Holden used competition Armstrongs all round with adjustable on the rear. Some 120 of these cars were produced and sold to the public for A£1160. There were some cases, it was alleged, of dealers selling these cars at inflated prices - and it was obvious that, with 600-odd dealers, GMH couldn't give one to each. This gave rise to the rumour that the cars were not available to the public and that the ARDC, the Armstrong 500 organisers, should have considered refusing their entry.

Apart from the 120 "produced and sold" cars, the factory produced for the Victorian dealers three cars to be driven by Bib Stillwell - John Youl, Bill Patterson-Doug Whiteford, Lex Davison-Brian Thompson, in the Armstrong 500, another one for

Scuderia Veloce for the same race, and a couple for themselves as test cars. The handling of the 179M, aided by the shock absorbers, was quite remarkable - flat and firm, yet never uncomfortable. Shod with Goodyear G8 tyres, adhesion was good. Not only was the car a pleasure to handle, but it stopped wonderfully and kept on stopping without any fuss or roughness. In fact, being abusive to the brakes actually made them better, any uneven pulling disappearing the more aggression was administered. The 179 didn't object to revs either, but it was unnecessary to go over 55-60 in second in any serious acceleration because the engine picked up magnificently in top.

It is disappointing then that no S4 EH Holdens raced. Had they have raced, they would have wiped the floor. But GMH was unwilling to press the case for the cars inclusion, and the Armstrong 500 would remain another Cortina GT event. The Victorian S4 EHs were given over to the Police Forces in Victoria and South Australia when the ARDC originally banned the cars.

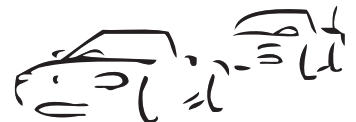
(Source: http://www.uniquecarsandparts.com.au/bathurst_1964.htm)



Mazda

MX-5

Club of Western Australia



Motor Sport Report



BARBAGALLO SPRINT OCTOBER

So, it was time to revisit Barbagallo Raceway. We had lots of enthusiastic MX-5 drivers wanting to experience what sort of lap times they could produce.

We had 14 runs total with half on each of the long and short track. Results were a combined time of your best time on each track, what they call a "time attack" style event.

We had a lot of club members help out with jobs:

- ♦ **Scrutineering:** Simon Corston
- ♦ **Sign in:** Dave Dubbelboer and Geordie Thompson
- ♦ **Timing Keepers:** Aart ter Kuile, Andrew Cathie and Peter Hein
- ♦ **Starters:** David Turk, Simon Gratton and Rod Willis
- ♦ **Clerk of Course & event organiser:** Warwick Gates
- ♦ **Paperwork before event:** Don Messenger
- ♦ **Recovery Crew:** Ross & Stuart James and Seanan Tilson
- ♦ Plus a bunch more with set up, cones.

It takes quite a team effort to put on an event like this and thanks must go out to all those that helped (sorry if I missed anyone out) this become such a wonderful event. No one does it better than the MX-5 club.

The racing was great fun and we did not have many excursions into the sand that helped the whole evening flow.

Class results are shown below:

- ♦ **Class 1:** Seanan Tilson 135.19
- ♦ **Class 2:** Ross James 137.98
- ♦ **Class 3:** Sean Bathe 138.69
- ♦ **Class 4:** Geordie Thompson 136.40
- ♦ **Class 5:** Warwick Gates 129.26
- ♦ **Class 6:** Simon Gratton 124.14

So once again, good fun, safe motorsport at an unbeatable cost!

RAC AUTOTEST NOVEMBER

Another great day with some close racing. Well, that's not really true because all the class winners took out their class wins quite easily but the battle for overall winner on the day went down to the wire.

After an epic day's racing there was only a margin of 0.019 seconds separating Simon Gratton and Warwick Gates (next time I might have to skip breakfast to help get my car a bit lighter)

Class results are shown below with the full results on our website.

- ♦ **Class 1:** Seanan Tilson 314, Don Messenger 328
- ♦ **Class 2:** Lyall Tilson 335, Peter Wise 354
- ♦ **Class 3:** Aart ter Kuile 331, Olivier Pilot 336
- ♦ **Class 4:** Neil Harris 322, Geordie Thompson 326
- ♦ **Class 5:** Warwick Gates 299.722
- ♦ **Class 6:** Simon Gratton 299.703, David Turk 303

RAC SPRINT DECEMBER

So we have come to the last event of the year and we have one of the smallest fields of drivers. Two drivers turned up but their cars were not able to let them have fun on the track. Another (as I found out later) turned up on the Sunday evening instead of the Saturday and therefore did not get to play.

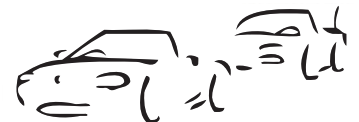
So out onto the track we all ventured and Seanan rolled a tyre off his rim (don't quite know how he did this but he is a bit of a magician) but he managed to re-fit the tyre and kept on going. Warwick's car cut out and refused to run and Andrew Cathie went and did something awful to the inside of his engine, not a great way to finish off a season.

I must say a big thank you to Andrew, who after having his car towed home, returned with a bit of an old wiring loom to re-wire part of my car so it fired up again and I was at least able to drive home, which was great because all the towing companies told me they were too busy to help.

Anyway, the remainder of the drivers had so much time on the track that we stopped before the light gave out because everyone was exhausted and a few guys either had to go to work or were taking the wife out on a date.

- ♦ **Class 1** winner was Seanan Tilson from Tony Hamilton.
- ♦ **Class 2** winner was Lyall Tilson from Dave Fields.

(Continued on page 17) ►



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Motor Sport Report (Continued)

◀ (Continued from page 16)

- **Class 3** winner was Fernando Paraguassu from Sean Bathe.
- **Class 4** winner was Neil Harris.
- **Class 6** winner was Rod (V8) Willis from Simon (turbo) Gratton.

MX-5 MOTORSPORT CHAMPIONSHIP 2014 REVIEW

Well we did it, the biggest year by far for MX-5 motorsport events (14 timed events) and I'm exhausted and looking forward to a bit of a rest.

Those drivers that did the whole season have saved themselves around \$1000 in entry fees when you compare our event prices to state-run events and spent more time out on the tarmac getting that valuable seat time – how about that for value!

- **Class 1** was taken out by Seanan Tilson and the **Class 2** winner was Ross James.

- **Class 3** had Olivier Pilot and Sean Bathe finish in a tie but Olivier takes out the win because he had more first place finishes on a count back.
- **Class 4** was taken out by Dave Dubbelboer and the **Class 5** winner was Warwick Gates.
- **Class 6** winner was Simon Gratton.

Simon Gratton (139 points) also took out the overall fastest R Comp tyre class from Warwick (135) in second and Rod Willis (124) and Simon Corston (124) in equal third place.

Overall fastest Street tyre winner was Seanan Tilson (139) from Dave Dubbelboer (128) in second and Ross James (125) in third place.

Well done to everyone mentioned above and thanks to Don Messenger (our Motorsport Admin guru) and

everyone who has helped run this year's motorsport program.

Over the year we had close to 50 people come out to have a go in our competition events which shows that lots of our club members have a bit of racing in their veins.

Enjoy your Christmas celebrations and look forward to ripping it up on the black stuff again next year.

Warwick Gates

Motor Sport Manager



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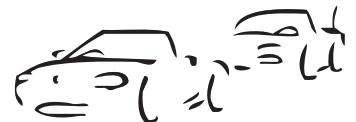
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Chaparral 2J - Fan Car

THE MOST UNUSUAL CHAPARRAL is the 2J. On the chassis' sides, bottom edges are articulated plastic skirts that seal against the ground (a technology that would later appear in Formula One). At the rear of the 2J are housed two 17-inch, JLO (pronounced "EE-lo") fans driven by a single 45hp two-stroke twin-snowmobile engine. The car had a "skirt" made of Lexan extending to the ground on both sides, laterally on the back of the car, and laterally from just aft of the front wheels. It was integrated with the suspension system so the bottom of the skirt would maintain a distance of one inch from the ground regardless of G forces or anomalies in the road surface, thereby providing a zone within which the JLO fans could create a partial vacuum which would provide a downforce on the order of 1.25–1.50 G of the car fully loaded (fuel, oil, coolant). This downforce, materially greater than the weight of the car, had one journalist remark—literally quite accurate—that the 2J, which weighed less than a ton, with

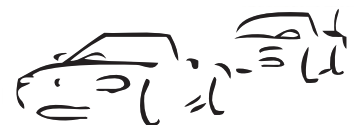
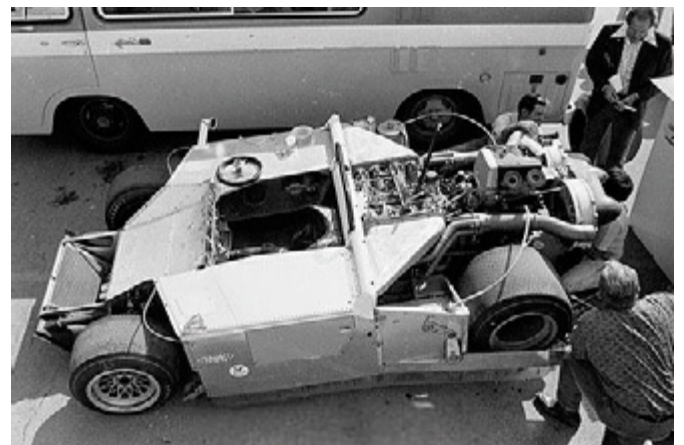
its JLO motors running and generating their downforce of 1+ G could have been unveiled to the public on the ceiling. This gave the car tremendous gripping power and enabled greater manoeuvrability at all speeds. Since it created the same levels of low pressure under the car at all speeds, down-force did not decrease at lower speeds. With other aerodynamic devices, down-force decreases as the car slows down or achieves too much of a slip angle, both of which were not problems for the "sucker car".

The 2J competed in the Can-Am series and qualified at least two seconds quicker than the next fastest car, but was not a success, because it was plagued with mechanical problems. It ran for only one racing season, in 1970, after which it was outlawed by the Sports Car Club of America (SCCA). Although originally approved by the SCCA, they succumbed to pressure from other teams, McLaren in particular, who argued that the fans constituted "movable aerodynamic devices", outlawed by the

international sanctioning body, the FIA, a rule first applied against the 2E's adjustable wing. There were also complaints from other drivers saying that whenever they drove behind it the fans would throw stones at their cars. McLaren argued that if the 2J were not outlawed, it would likely kill the Can-Am series by totally dominating it — ironically, something McLaren had been doing since 1967. A similar suction fan was used in Formula One eight years later which won the 1978 Swedish Grand Prix, by the Brabham BT46B, but was withdrawn soon after due to complaints from other teams that the car violated the rules. The car was found to be within technical specifications allowing the victory to remain.

Bob Sharpe

(Source: <http://antholonet.com/EngineersCars/Chaparral2J/Chaparral2J.html>)



Humour Us



MATHS

The owner of a golf course in Georgia was confused about paying an invoice, so he decided to ask his secretary for some mathematical help.

He called her into his office and said, "Y'all graduated from the University of Georgia and I need some help. If I wuz to give yew \$20,000, minus 14%, how much would you take off?"

The secretary thought a moment, and then replied, "Everthang but my earrings."



EYE CATCHING

A man was dining alone in a fancy restaurant and there was a gorgeous redhead sitting at the next table. He had been checking her out since he sat down, but lacked the nerve to talk with her.

Suddenly she sneezed, and her glass eye came flying out of its socket towards the man. He reflexively reached out, grabbed it out of the air, and handed it back.

"Oh, I am so sorry," the woman said, as she popped her eye back in place. "Let me buy your dinner to make it up to you."

They enjoyed a wonderful dinner together, and afterwards they went to the theatre followed by drinks. They talked, they laughed, she shared her deepest dreams and he shared his. She listened to him with interest.

After paying for everything, she asked him if he would like to come to her place for a nightcap and stay for breakfast. They had a wonderful time.

The next morning, she cooked a gourmet meal with all the trimmings. The guy was amazed. Everything had been so incredible!

"You know," he said, "you are the perfect woman. Are you this nice to every guy you meet?"

"No," she replies. "You just happened to catch my eye."

CHRISTMAS DRIVE

He turns a corner and much to his horror he sees a Christmas tree in the middle of the road. He swerves to avoid it and almost too late realizes that there is yet another Christmas tree directly in his path.

He swerves again and discovers that his drive home has turned into a slalom course, causing him to veer from side to side to avoid all the Christmas trees!

Moments later he hears the sound of a police siren and brings his truck to a stop.

The officer approaches Paddy's truck and asks him what on Earth he was doing!

Paddy tells his story of the trees in the road when the officer stops him mid sentence and says,

"Fer goodness sakes Paddy! That's yer damn air freshener!"

LUNCH WITH A NUN

An old nun, who was living in a convent next to a construction site, noticed the coarse language of the workers and decided to spend some time with them to correct their ways.

And so, she decided she would take her lunch and sit with the workers.

She put her sandwich in a brown bag and walked to the spot where the men were eating.

Sporting a big smile, she walked up to the group and asked: "And, do you men know



Jesus Christ?"

They shook their heads and looked at each other, very confused.

One of the workers looked up into the steelworks and yelled out, "Anybody up there know Jesus Christ?"

One of the steelworkers yelled down. "Why?"

The worker yelled back,

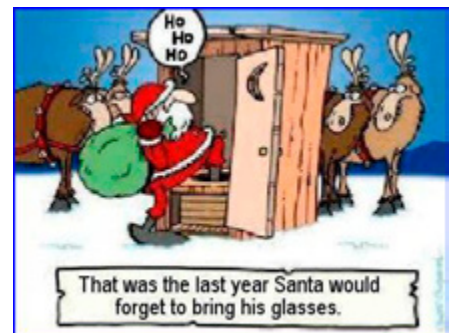
"Cause his Mom's here with his lunch."

CAR THEFT

A young man from Ireland came running into the store and said to his buddy, "Bubba, somebody just stole your MX-5 from the parking lot!"

Bubba replied, "Did y'all see who it was?"

The young man answered, "I couldn't tell, but I got the license plate number."



SHAMPOO ALERT

As I was conditioning my hair in the shower this morning, I took time to read my shampoo bottle.

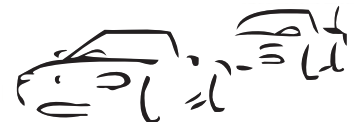
I am in shock! The shampoo I use in the shower that runs down my entire body says "for extra volume and body"! Seriously, why have I not noticed this before? Now I understand why I am so "full-figured"!

Tomorrow I am going to start using "Dawn" dish soap. It says right on the label "dissolves fat that is otherwise difficult to remove."

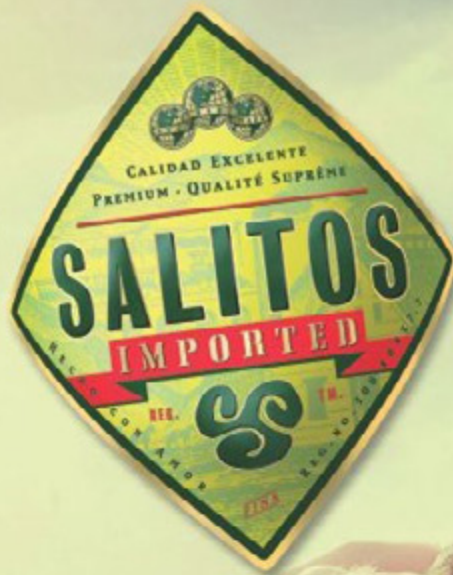
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