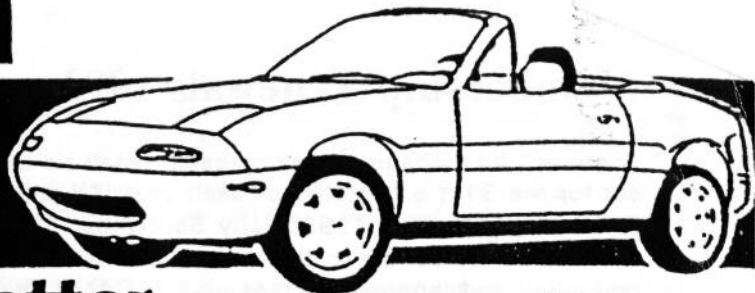


Mazda MX-5



Club NewsLetter

December 1992

President's Report - 1992

- Ron Lyons

This year has been a rather strange one for the Club. Despite continued membership growth and regular support for both the social and sporting events, the Club has not met successfully once in 1992. There has not been a quorum at any of the Clubs meetings since the AGM in 1991, and the Club Committee Members have failed to maintain their commitment throughout the year.

The growth of the Club, which has been considerable, reflects the efforts of a very few members who have persisted with the idea that the Club should exist, and for the benefit of all MX-5 owners. These efforts are appreciated by all of you here at the 1992 AGM, and undoubtedly by those financial members who have renewed each year, and those who rely on the Club's newsletter for information about MX-5's and the Club generally. However, I suspect that these few people are now looking for more active involvement from other Club members to take over the business of running the Club.

Undoubtedly the highlight for 1992 was the Club's enormous contribution to the successful running of the N.S.W. Tickertape Parade for the Olympic Athletes. There were also several volunteer events, like the parades at the Australian Motorcycle Grand Prix and for one of the Rugby Union UK vs Australia Tests. These events clearly demonstrate the public minded character of MX-5 owners.

Despite the lack of Club member enthusiasm for the regular Club meetings, the Club has been vigorous throughout the year, and is in a very satisfactory financial situation. It may be that the next Club Committee should take as it's first task a review of the Club's program of events, with a change of emphasis towards the regular Social Drives and away from formal meetings.

I would like to thank two Committee Members in particular; Anne Kehl who has now been the Club's Secretary for 3 years and Susan Forrest who bravely took on the treasurer's job in March. Also there are those many volunteers who have rallied to help, such as Colin Caldwell with membership, Peter Simpson with Club Drives, and the contributors to the newsletter. And I would like to thank Mazda N.S.W. and especially Phil Clarke, Jodie Krause and Alan Horsley and his staff for their continued interest in the Club.

I have enjoyed my term as President and will continue to participate in the Club's many activities. As some of you will know I have also done the job as Club Captain, and I can recommend that role to any of you who are keen sporting drivers.

NEW COMMITTEE FOR 93 !!! - The 1992 A.G.M. Election

Once again the AGM was held at Mazda's N.S.W. office - Thanks to Mazda for their facilities and light refreshments. This years election has brought in many new faces and a renewed enthusiasm of the Club. You new Committee for 1993 are :

President.....	Lea Findley.....	(W) 02 - 5542999.....	(H) 02 - 8321101
Vice President.....	Paul Heeks.....	(W) 02 - 5335411.....	(H) 02 - 5441361
Secretary.....	Paula Wu.....	(W) 018 - 866481.....	(H) 02 - 4519985
Treasurer.....	Bryan Wu.....	(W) 02 - 9257271.....	(H) 02 - 4519985
Club Captain.....	Graham Cook		(H) 047 - 355465
Committee.....	Phillip Sopocleous.....	(W) 02 - 7743856.....	(H) 02 - 5471607
Committee.....	Iain Boyd.....	(W) 02 - 8332346.....	(H) 02 - 8332346

MAZDA MX-5 CLUB Supports Safe Driving

Membership Renewals 1993.

There will be a change in membership renewals this year. The Club Membership anniversary date is now set for the 31st of October of each year. All current members renewing this year will receive a pro-rated fee to October 31st 1993. Early September 1993 all members will receive 1994 renewal notices. This procedure allows the club to operate more effectively, in streamlining accounting procedures, in budgeting and appropriate fees paid to CAMS. Thank you for your co-operation in this matter. If you have any questions regarding this, give Bryan Wu (Treasurer) a tingle on the Dog and Bone on 451 9985.

Change of Address

We have a new Postal Address please send your renewal fees/ Newsletter contributions etc to :

Mazda MX-5 Club of N.S.W.
P.O.Box 267
North Sydney
N.S.W. 2059

The Hunter Valley Weekend.

- By Mike and Margaret Patrickson

It's great to be a red MX-5, especially when you have owners like I have. They joined the MX-5 Club and we enjoy exciting trips taking me to various parts of NSW and I mix with my own kind. This weekend, September 19-20th, I knew we were going somewhere special again because not only did I get an extra good shine-up, but my boot was cleaned out properly. It's exciting for me when I don't know where they are taking me and this weekend was no exception.



We met up in Berrowa and all the owners were in a jovial mood. The weather was good so all hoods were down and spirits were up. Big waves and toots from the passing vintage cars on their rally to the Hunter. Yes, they passed us because we were stationary! My owner would never let that happen in normal circumstances. "Where are we going?" I wondered. Could we be off to sample wines in the Hunter too? Off we set in convoy, sixteen of us and two joined us from Newcastle. What a surprise I had when we did something I'd never experienced before. Down to second gear and 30 Km/h and the relaxed feeling of sand between my tread. Yes a 2 Km slow run of notorious Australian dirt road. With dirt dust on my duco my owner was then ready for a fast run to blow off all possible remains.

MAZDA MX-5 CLUB Supports Safe Driving

The Hunter Valley Weekend. cont...

Our first stop was morning tea at Wollombi, then visiting the first winery giving my owners time to chat and tittle as though there was no tomorrow. One of my mates missed the first turn-off and so missed the first winery, but never the less we became buddies again at the next stop. On her arrival she gave our dear club captain a near heart attack when she found a new way of parking! Off then to our picnic place and our third winery for the day. Before picnicing our owners decided to raise our oods, and mart thinking, because the downpour came just as the first drumstick entered the mouth. You should have seen hem all rushing for cover. Now this is when a new member, only slightly inebriated with wine tastings, was conned into writing a summary of events for this newsletter.

After the next winery we headed for the motel. On the way we travelled through a bit more rain and with the remains of wet dust we were all very grubby indeed. Many of us were actually cleaned in the dark by our enthusiastic owners who just hate to see us dirty, and the remainder enjoyed a rinse in the morning. Now somewhere along the road we lost our President - good luck to him. I hope he and his lady friend had a good time.

Later that evening the weather changed for the better, cold but a clear night. Two of us were blanketed and tucked into bed and not even a dear little pussy cat was allowed to sit on the bonnet. From my parking position I could see the warm fire blazing away and the happy owners laughing and chatting outside. I could smell the seafood starters, then the main course of roast beef, and then to top it off the tempting deserts that made my radiator water. Conversation switched from Mazdas to hobbies, lifestyles to projects. People who had never met before made friends with one another and that alone seemed to make the whole weekend so worthwhile. A couple of well accepted toasts were made by the owner of MG Mazda. (Poor car, what a cross to bear.) I heard the after parties going on in the rooms. My owners squeezed 10 into their small room, sipping port and telling jokes. Oh, What fun!

Now I was fast asleep at 4.20 am along with the other cars and their owners when a little pussy decided to climb again and set off the alarm of white AEE. The owner was searching for keys and the club captain was tearing her hair out believing we had an intruder in the car park. It was quite funny.

Morning came and the queue started for the hose and leather. Breakfast was served and eaten outside in the sunshine. We all said our farewells to club captain and hubby who were off on their holiday of a lifetime. The weather had changed from iffy to perfect. Our hoods came down, and off they went full of bacon, eggs and memories.

Our first stop was to see John Scott with his vintage car and buggy restoration business. An informative and interesting interval before visiting yet another winery for lunch. Now this is where the only hiccup began. What was thought to be a straight-forward planned lunch turned out to be a crooked backward non-planned BBQ /Snack come Rip-off. Nevermind, at long last we ate vowing never again to return for a meal anyway. (the wines were good.)

I overheard owners chatting that we had a "drunk" and a "dobber" in the club, and they spoke about deodorant too! I asked FAY what it was all about but being a Limited Edition she was tight-lipped.

Our new leader, MX-5115, looked after us with REV checking our rear. We visited one more winery before our fond farewells. From a cars point of view it seemed sad seeing my owners shaking hands and saying goodbye, but then I heard the magic words - "until next time". Music to my stereo! There WILL be a next time and again our smartie coloured Mazdas will drive in convoy footloose and fancy free to grace our highways.

SPORTS TORQUE

- Iain Boyd

"Overpriced, Overweight and Over here" ever heard this comment applied to our MX-5's. Many times huh? The only "under" is that its Underpowered, and yet the question begs why?

The B6 engine has been around for quite a few years and was first installed in the USA version of the 323 RWD. Later was adapted for the 323 FWD and even later in the 323 Turbo 4WD. It was one of the first engines to use oil injection cooling to the pistons and has an enviable reputation to not only rev willingly but can be tuned to very high limits, turbo'd versions put out a reliable 170 kW so how come our "version" only produces 85kW?

I'm of the opinion that this detuning is due in part to cost savings and Mazda's corporate spare parts bin. Once they had designed what is surely the best looking two seater sports car body in the world they filled it with existing bits to keep the costs down.

The induction system is a classic example. when Mazda settled on the B6 engine they looked into their bin of existing spare parts and what did they find? - an air filter box originally designed for the 323 Turbo and bingo! by adding a new inlet duct they had an air meter/filter assembly ready made for the MX-5, - or did they?

Generally the system works well but petrol engines prefer cool air and the location of the filter assy. on the MX-5 results in the induced air being damn hot!!!! Air expands as it's heated therefore it becomes less dense and a greater volume of hot air is needed to supply the same quantity of oxygen that cooler dense air contains. consequently, just by helping your MX-5 to breath cool air can gain an additional 10 kW.

"Finish Line" already have a conversion which involves relocating the windscreen washer bottle and cutting a 3" hole in the firewall so that the filter assy. is supplied with high pressure cool air from the ventilation channel directly behind the engine. While this system is very efficient it looks adhoc and would appeal only to those members wanting racing type performance and don't mind the loss of "originality" an appearance.

Alternately you can carry out the following modification that I have carried out with my car with a resulting increase of 11.5kW for a cost of \$30.00.

MAZDA MX-5 CLUB Supports Safe Driving

SPORTS TORQUE cont...

First remove the air filter and inlet duct, discard the inlet and cap off the spigot, I used the plastic cap off a can of spray paint. Next, note how far down into the filter box filter protrudes, and mark a line on the outside of the box at the front - opposite to the existing inlet sprigot. Below this line cut out a 50mm diameter hole, the hole must not come above the line. Now fit a new sprigot into this hole, I used a 50mm plastic pipe fitting, use plastic pipe glue or silastic to fix this into position. You should now have a filter box with the inlet connection facing towards the front of the car rather than the rear.

Obtain from your local spare parts shop a length of flexible aluminium (50-55mm diameter) airducting and connect this to the new sprigot and refit the filter box into position but leave the large duct to the engine disconnected. Route the flexible ducting up between the radiator and the nearside headlamp and over towards the centre of the car. At this stage check as you bend the ducting that the bonnet stay rod will not foul the flexible hose when it's in it's clips across the front of the engine. You will find that the hose will pass through the space between the bar and the radiator. There are two oval holes directly in front of the top left hand side of the radiator, position the front edge of the flex just over the inner hole, pierce the flex and hold it into this position with a 20mm long 6mm nut, bolt and washers, ideally with a rubber spacer washer between, I used the one "salvaged" off the original inlet duct. Now refit the large duct to the filter box.

Finally close th bonnet and check the hose, if it's in the right position it will remain round, if it's too far forward it will flattenn in which case cut it back to where it is round, this will be in line with the top of the radiator mounting panel. If you have access to a sheet metal shop I can supply you with a sketch of a inlet scoop to finish it off but this is not essential as the improved dyno readings on my car were taken with the inlet installed as I've described above.

You now have a "cold" air induction system and a few more kilowatts.

Happy MXing.

A new venue for our Club Meetings

- Iain Boyd.

The Club has acquired a new venue for all future meetings which hopefully will be central to all members.

THE LIDCOMBE R.S.L. CLUB
Cnr Joseph and Turner Streets
Lidcombe.

The facilities are very reasonable with an inexpensive Bistro should you wish to have a snack or a meal before or after the meeting and the club has been known to serve fortified beverages. The meeting room they are offering us will seat sixty in comfort. Some secure parking is available on the basis of first in best position, for those unable to get into the carpark, Turner Street is well illuminated. I called into the local police station and gave them the dates of the meetings and they will do their best to ensure that patrol cars cruise the street on those nights, so make sure your registration is up to date.

The RSL club is keen to secure us as a long term booking and they are prepaered to purchase a 40" TV and video machine so that we will be able to show video's after the meetings. I will be filming your attempts to negotiate the Motorkhana tests through the year, for those members easily embarrassed and who would prefer not to be filmed, bribes (BIG bucks!) can be sent to the committee.

As Indicated in the first "SPORTS TORQUE" I will be also arranging for guest speakers on these nights to talk on a variety of topics that should be of interest to you all.

The RSL's interest and future support of our club comes at a price, your attendance! I would like to approach their committee with a proposal that the RSL and our club jointly act as co-hosts to the kids of Camp Quality next year and hold a X-mas party, we could convoy them to the club in our cars and give them a day to remember, how about it? We did it for the Olympians and these kids are no less deserving.

We have provisionally penciled December 15th as a possible Xmas Dinner/Dance and Presentation night. We can have the auditorium on this date so let's have some feedback on what you would like in the way of entertainment. For those members who live outside of Sydney there is a reasonable motel within 5 minutes walk of the club and we could arrange for a bulk booking so that all can attend. On the subject of country members, what can we do for you to feel part of all this? One idea that readily comes to mind is for you to invite us to your place. If your district or town has a gala day or event and would like the club (and our cars) to attend let us know.

One final word, this is YOUR car club, it needs your Interest, Attendance and Support so come on and get involved! Have a Merry Christmas, a prosperous new year and ANTI CARBURUNDUM ILLIGITIMI. (DON'T LET THE BASTARDS GRIND YOU DOWN).

MAZDA MX-5 CLUB Supports Safe Driving

WHEELS AIN'T WHEELS So! - Iain Boyd

Following an impact against a high concrete curb I have discovered that there are in fact three different makes of wheels supplied with MAZDA MX-5's .

These are NKK, TOPY and CSA. While all three may look similar there are design differences that you should be made aware of.

NKK. These are made in Japan and have a high quality finish. The inside of the seven spokes are hollowed out to reduce the un-sprung weight of the wheel. These wheels are fragile and must NOT under any circumstances be fitted to any other make or model of car. Mazda have issued a technical bulletin to this effect which includes even the little "Noddy" 121.

TOPY. These are also made in Japan, have a high quality finish (even better than NKK) and while the spokes are hollowed out, they have a cast centre stiffening brace. They aren't as light as the NKK and are possibly a little stronger, even so Mazda will not advise fitting them to any other car.

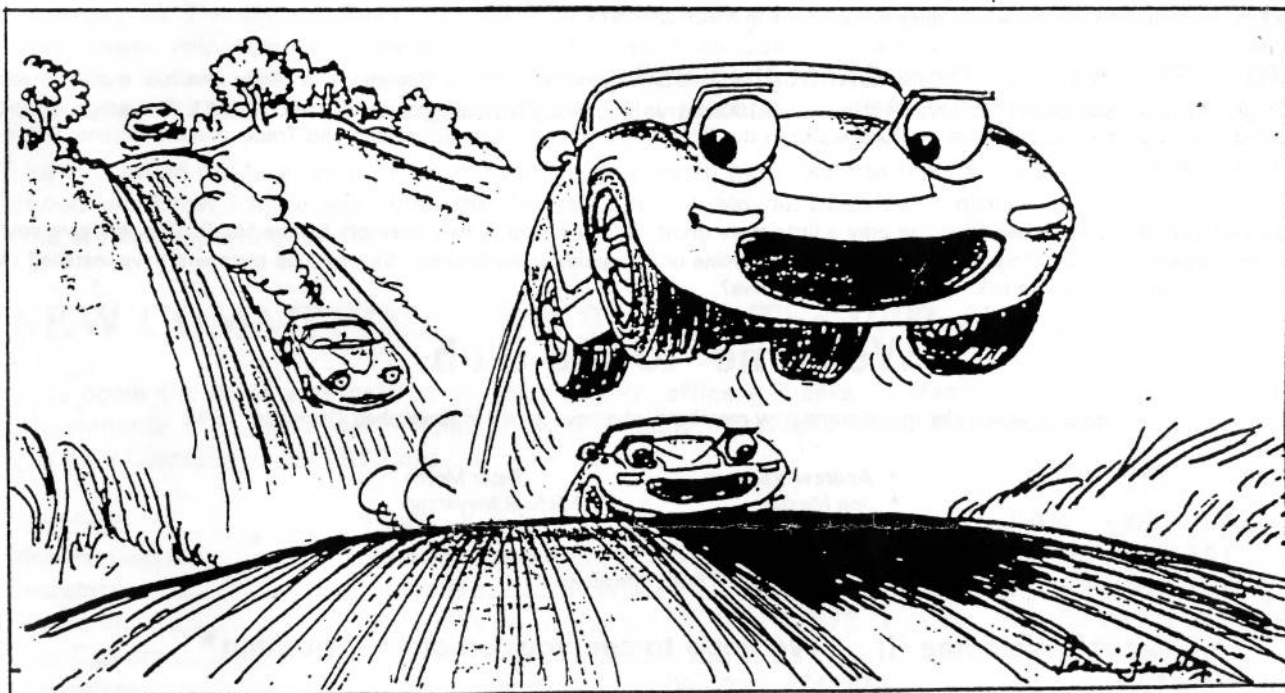
CSA. These are made in Australia, the external finish by comparison to the two Japanese makes is inferior but (in respect of our roads ?) the spokes are solid, are the heavier and strongest of the three makes and are almost bullet proof. Stephen Pilcher the New Zealand rally driver uses these rims exclusively on his ex-works MAZDA 323 GTX four wheel drive turbo rally car.

Finally, I'm advised that Mazda will only be stocking the CSA wheel as their standard replacement, despite the difference in external finishes, so if your car has imported wheels, look after them !!!!!

We need your Input !!!!

Your contributions to the Newsletter is appreciated. Don't let Iain have all the fun !!!!!?

If you can assist in anyway with the Newsletter please contact Bryan Wu or Lea Findley or send your letters, photos, technical, mechanical, funny moments or just about anything about MX-5's



MAZDA MX-5 CLUB Supports Safe Driving

1993 Calander of Events

Social Calendar

January 17th Social Drive

February 21st Social Drive

February 24th Club Meeting

Details of the of the runs will be available available in the next newsletter, as well as definite dates and places for our weekend runs - Stay tuned.

MX-5 MOTORKHANA CUP DATES

January 17th	July 18th
February 21st	August 15th
March 21st	September 19th
April 18th	October 17th
May 16th	November 21st
June 23rd	December 15th

Details on the Motorkhana Cup and other sporting activities contact Iain Boyd (Competition secretary) on 833 2346

Letters to the Editor...

I'm interested in purchasing a used Mazda MX-5 which has been taken good care of and for which I will pay a fair price. If any of your readers are interested would they please contact me on (02) 4361313 during business hours. I Prefer red.

Yours faithfully, Donald Lee

An MX-5 in a Kellogg's Box ?! Club Member Mark Schmitzer found this article in his company's newsletter...

Early/Mid Life Crisis.. It's a different story, however for a certain young electrician, who just purchased a new toy, a little soft top MX5 - he's looking for a good looking blonde to share the passenger seat. Only 25 years old and cruising through His mid-life crisis!.

Whats New in MX-5 Accessories?

A touch of Class...Wood decor panel kits are now available in Australia. If you want your MX-5 to have that Merc/ Jaguar look they are available from Carisma in Sydney or Finishline in Melbourne.

AVO TURBO Kit More GRunt then BBR Advanced Vehicle Operations in Melbourne has a street legal turbo kit available. How about 155kW, 245Nm and 0-100km/h in 6.1 sec. If you are interested talk to AVO. The stage 1 Turbo installed costs less than \$5000. See the road report in the October 92 issue of Australian Road and Track. A more Potent Stage 2 kit is also available.

POWERCHIP... For those wanting only a little more grunt . A powerchip is now available for the MX-5. This will give you 9 BHP more power for \$750. This is available through Finishline or Powerchip in Melbourne. Several club members have installed this device and would be happy to talk to you or maybe a drive?

Welcome to the Club...

The club would like to welcome new members who have joined in November/ December 1992

- * Andrew Varnava
- * Jon Maxim
- * Carlos Toda
- * Mark Schmitzer
- * Peter Morris
- * Michael Meyerson
- * Bruce Russ
- * Adrian Galluzzo
- * Ruth Simpson

*** Welcome !!! We hope to see you on our next outing***

MAZDA MX-5 CLUB Supports Safe Driving