

Reminder....

MAZNATMEET'94

If you intend to go to the MazNatMeet'94, the first national meeting of all Mazda MX-5 clubs in Adelaide next Easter, You need to let us know A.S.A.P.

The last edition of this newsletter included three forms which will need to be filled in and returned to the club urgently so that we can let the Organisers know how many cars and people to expect.

We will also need a deposit from each participant soon, but we'll give full details when costs are finalised. **Don't send any money yet!**

So far we've only had one formal response, which will leave us thin on the ground!

So come on! send those forms in **NOW!!!!!!!!!!!!**

Please note our
Postal Address is

MAZDA
MX-5 CLUB OF NSW
P.O. Box 267
North Sydney 2059
Australia

MX-5 SOUND BLASTER !

It's a tough job in getting a good sound from a convertible, but it's even harder to create an award winning sound system. But that is exactly what David Traino of Woollahra Electronics did.

David, a veteran in installing car Hi-Fi gear has been working in the car audio industry for over 12 years. He installed on the request of an MX-5 audiophile, *(not a member of the club, yet!)* an eight and a half grand ALPINE system.

The red MX has been scooping the prizes in the Car Audio Nationals held at St. Leonards, Central Coast and recently at Darling Harbour, coming first in the 250-500 Watt Class and the the Best of Show at all three events.

The System Specification is impressive:

- * Alpine 5953 CD Controller deck
- * Alpine 1309L Tuner
- * Alpine 5957S CD Changer
- * Audio Control EQL equalizer
- * Precision Power A600 AMP
- * Rockford Fosgate SP 58TW (rear) Speakers.

Front Doors

- * Rockford SP88 Subwoofers
- * Polk Audio 4510 4" Midrangers
- * Alpine 6011 Tweeters

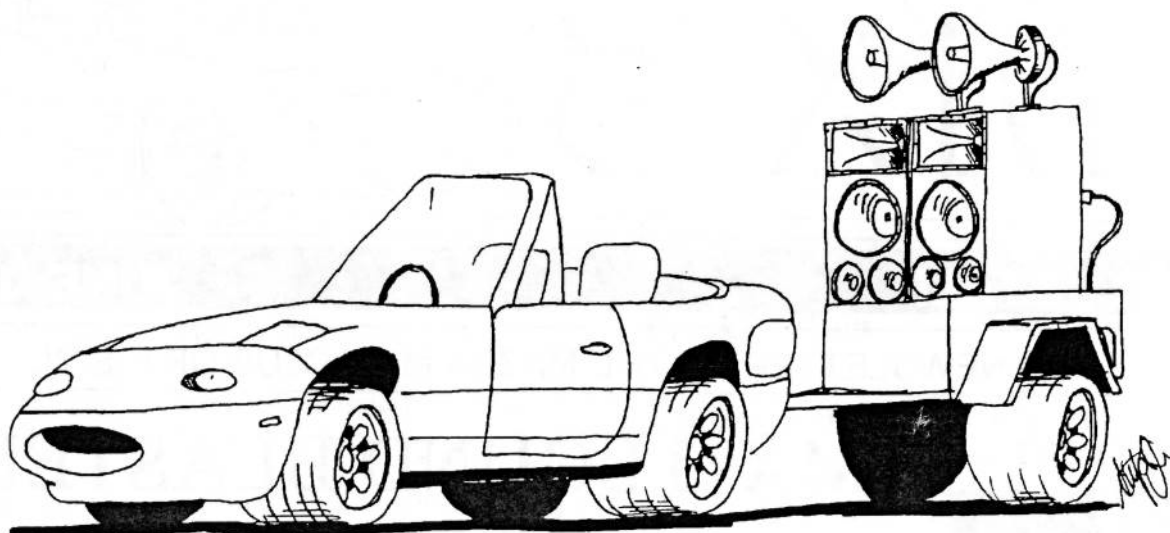
The installation of this system was complex and required two weeks to complete. The front doors were completely rebuilt to accommodate the Rockford 8" subwoofers, Polk mid-rangers and Alpine tweeters. A pair of Rockfords were also located at the rear sides of each seat.

Even with the massive - power amplifier, CD stacker and equalizer system the boot space is still very usable. Custom made panels and apartments were built for a very professional finish. Of the \$8,500 dollar budget, \$2,500 were for the labour, top quality cables and fabrication costs. *cont page 2.*



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So .. who needs headrest speakers ???

NBN 3 Cameraman Steve Jones drew this for member and NBN 3 news director Jim Sullivan.

For the more subdued audiophile, David recommends two starter systems for the MX-5. Using the Alpine 7803ES CD tuner as the head unit, featuring 2 by 30 watt built-in amp and security detachable front panel of course!

SYSTEM 1

- * Alpine 7803E CD Tuner
- * Precision Power A300
- * Polk MM3065 6" split Speakers

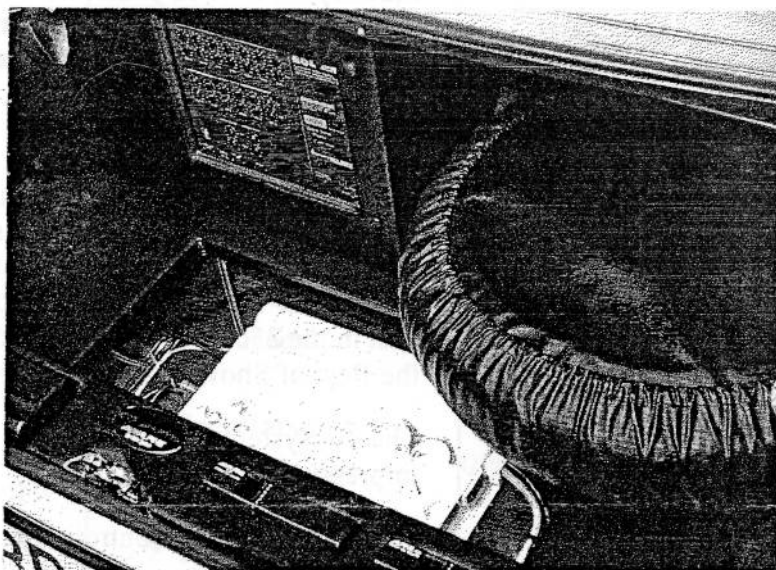
Under \$3,000 installed and quality cabling

SYSTEM 2

- * Alpine 7803E
- * Precision Power A200
- * Polk MM 6520 6" two way Speakers

Under \$2,000 installed and quality cabling

For professional sound advice, sales and installation for your MX-5 ask for Mark Porter or David Traino. **WOOLLAHRA Electronics** is located at 186 Victoria Rd, Rozelle. PH: 818 4510



JOIN
TEAM WOOLLAHRA
AND BE PART OF
THE WINNING COMBINATION
THE RIGHT MIX OF
ADVICE / COMPONENTS / INSTALLATIONS



WOOLLAHRA ELECTRONICS

186 Victoria Road

Rozelle

FAX 810-3470

PH 818-4510

From the Editor's Desk

It's been one of those months when work commitment have taken precedent over many club duties and at a time when so many things are happening with the club.

In last months general meeting we discussed the Incorporation of our club and the change in the Constitution. This has been a long and tedious task. Thanks to Club member Carlos Toda, (a solicitor with Gordon and Johnstone) who kindly agreed to check over the legal aspects of our proposed Constitution. Currently, we are awaiting for Mazda Australia to give us their stamp of approval.

Once we have their written authority the committee will call for a special general meeting to repeal the current Constitution and to vote in the new. This will also include a voting for the incorporation of the Club as an Incorporated Association.

The notice of the special general meeting shall include details for which members may view the proposed Constitution before casting their vote. All procedures are carried out in-accordance to the clubs current constitution.

On to less serious stuff!!

I heard on the grape vine that there will be a face lifted MX-5 due in October 1993, It is most likely that Mazda will be unveil it at the Sydney International Motor Show at Darling Harbour. I have spoken to several dealers, and that is all they can tell me.

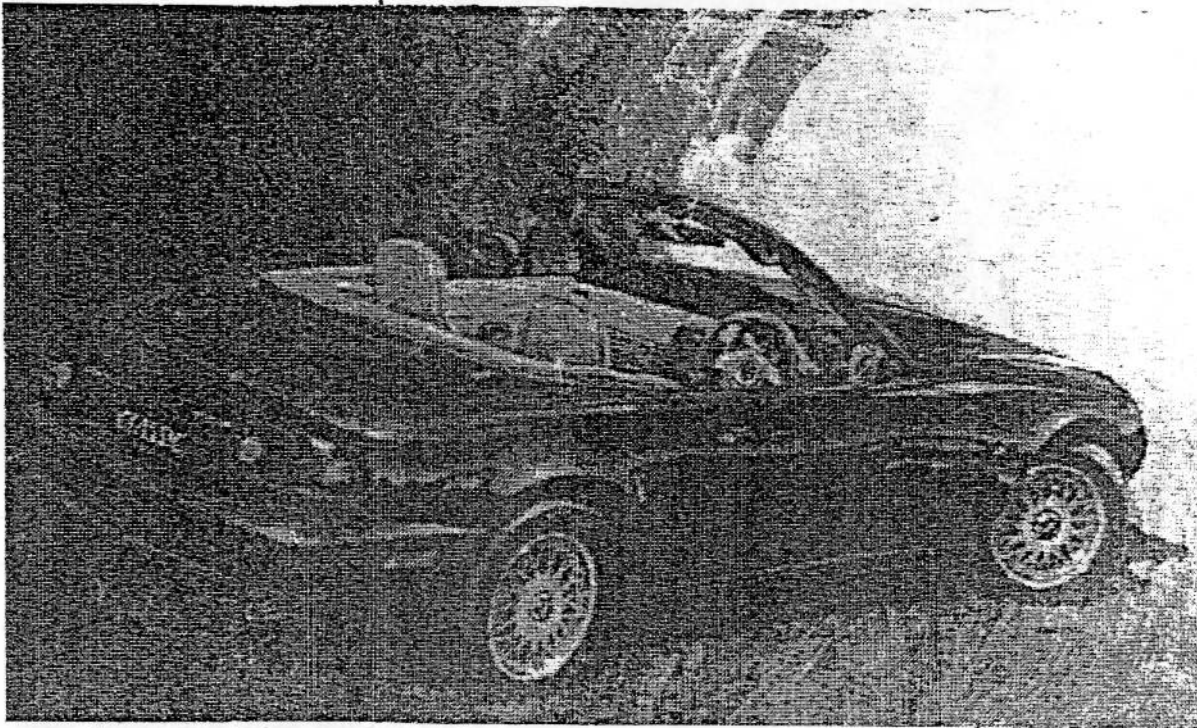
If I was to make a bet, my prediction would be that it will be only a minor face lift, more colour options (I'm hoping for a black with tan interior and soft top). The engine will still be the same in-line four but increased capacity to 1.8 or 2.0 litres. Power output 95 to 100 kilowatts and 159 Nm. of torque. price will be \$37,950 ABS and Air-bag optional.

Bryan Wu

... AND ANOTHER CLASSIC!

Another "Limited Edition" Mazda MX-5 has just been released. Finished in Classic Red, the new model uses BBS wheel, tab colouring for the soft top and interior, Nardi leather gear shift knob and Nardi leather steering wheel. The seats are leather, and include headrest speakers.

Other features include a CD player, stainless steel scuff plates, power steering, power antenna and a colour keyed hardtop. A tan tonneau cover and air conditioning are available as options.



Retail price on the road with air-cond. is \$44,193. Only one hundred Limited Editions will be sold nationally. Each owner will also receive an individually numbered portrait signed by Toshihiko Hirai.

Letters to the Editor

Dear Editor,

I have a standard aerial assembly for an MX-5 that I would like to make available for sale through the magazine. It is complete - external whip and the internal support for same that includes the socket for the whip. It is in perfect never-bent condition as I replaced it with an electric one shortly after taking delivery of the car.

Regarding the problems about getting cars repaired properly after crash damage. I also have had several experiences not unlike those "Robbie" related in the May edition. In these situations it can pay to take one's complaints to your insurance company as well as the repairer. I did so in matter involving a poor repair to a Mazda 626. They took it up with the repairer for me and I avoided the hassles Robbie encountered.

All the Best

Bob Liddelow 224

Dear Editor,

My darling loves me, so when I need special jobs done or a service she looks after my needs beautifully.

I was very apprehensive when told I was going to A.M.R. for the first time. My darling was very cost conscious and extremely fussy but she decided she would try them out, and of course the discount would help the budget.

Well I will say I looked absolutely gorgeous and felt a million dollars after the boys had lovingly changed my oil, tuned me up and done a few general things that needed attention, informed my darling that brakes will be needed after my next service.

I will say that my darling looked rather strange stepping out of her bright yellow loan car, but all smiles when she saw me all ready to go.

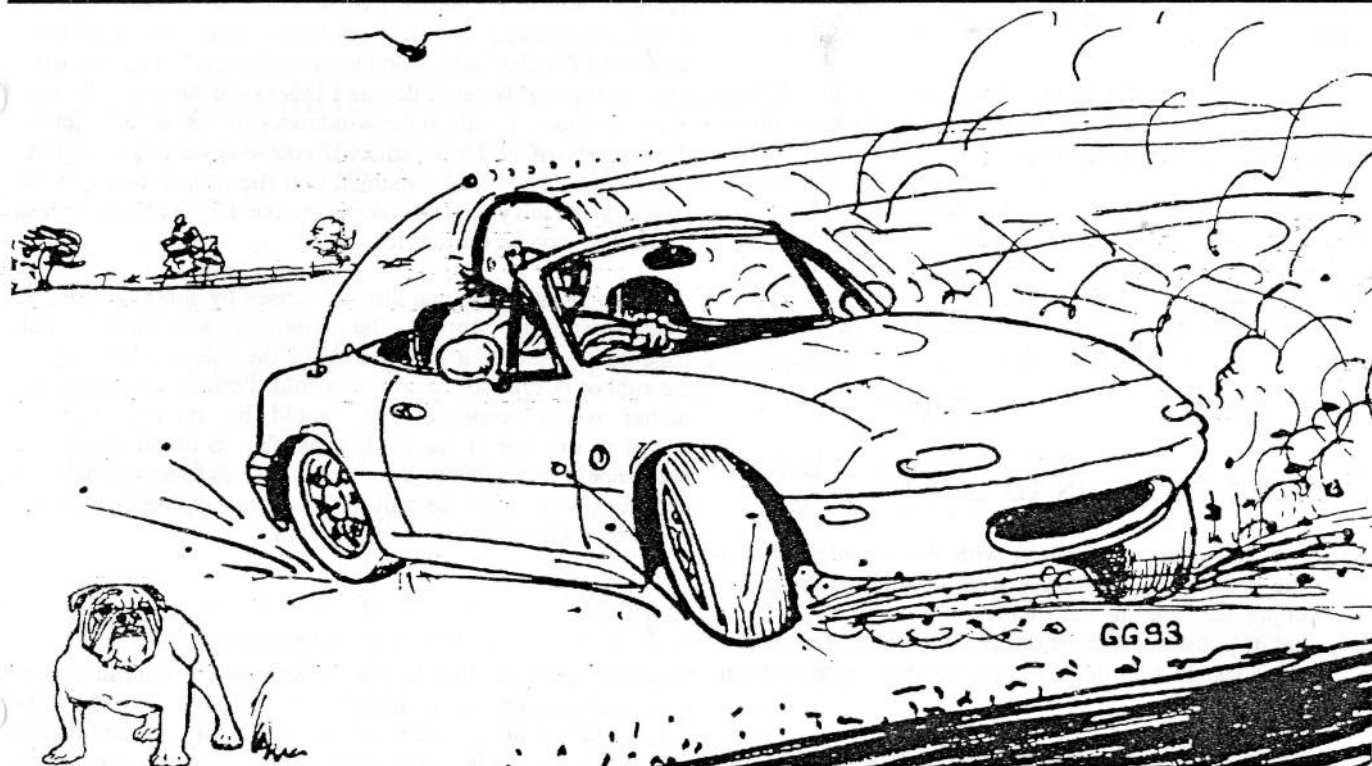
We will be going back to A.M.R. to see the boys again and of course we will get our discount and be looked after with TLC. ☺

MX-5 MOTORKHANA SERIES 1993

Round #3 Results

Name	Car Rego	Test1	Test2	Test3	Test4	Penalty	Total	Place
Jimmy Stewart*	AAY 30D	29.8	27.6	50.5	36.8	2	144.7	2
Colin Caldwell	REV 851	33.3	29.9	64.3	40.6	1	168.1	8
Bryan Wu	WU 668	30.7	29.7	64.3	41.3		166.0	6
Wayne Price*	AAY 30D	29.6	27.3	55.1	30.0	2	142.0	1
Lindsay Burke***	SPV171	34.7	30.1	62.6	33.8		161.2	4
Sue Forrest	RLN295	35.4	29.4	58.8	36.2		159.8	3
Iain Boyd**	AAU 60T	36.0	30.7	64.3	34.7		165.7	5
Graham Cook	RMN760	32.3	29.9	64.3	40.3		166.8	7

* MX-6 Vehicle ** Holden Gemini *** Mazda 808



Mudgee/Gulgong weekend October 16/17th 1993

There are spaces still available for the Mudgee tour in October. For those who have just been to the Dubbo weekend know what a fantastic time we have, great driving, great company, great food. On this tour there will be great wine.

So don't just sit there! send in your form. It is enclosed with this newsletter.

We must have your deposit before end of July.

MOTORKHANA DATES

JULY 25th SEPTEMBER 5th
OCTOBER 10th DECEMBER 5th

St. Marys Rugby Leagues Club
Cnr. Forrester & Boronia Rd.
St Marys

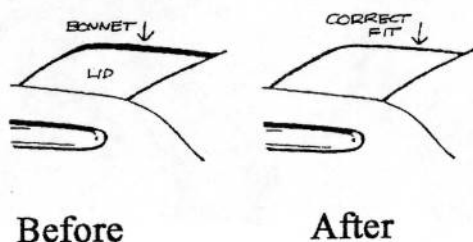
Come and try out your driving techniques and memory skills, come for fun or competition

Headlight lid "shutlines"

Have you ever noticed that the gaps or "shut-line" around the headlight lids are not as close as they used to be? Well have a good look, and you may find that the bonnet-to-headlight lid gap when viewed from the front of the car is quite obvious.

Don't be alarmed. This can easily occur when someone leans over your car to work on the engine, or it may have been a little out since originally leaving the factory. The remedy is simple and quite painless. Just follow these steps:

1. Raise the bonnet and secure the bonnet rod.
2. With your hands, gently lift the rear edge (edge closest to the windscreen) of the headlight lid - about 5mm, or less, if needed.
3. Close the bonnet and check the alignment of the lids. It may be necessary to push the rear edges of the lids back down slightly to fit flush with the bonnet.



The most common water entry points on the MX-5 are around the glass perimeters. A thrilling weekend activity of British sports car owners of days gone by was adjusting the windows to fit the top, an ordeal that always left them wondering how people from such a rainy country could be so inept at watersealing their cars. The trouble was that the top inevitably shrank, shifted and flexed overtime and soon the windows didn't meet them correctly with the roof anymore.

Moisture then entered the cabin and soon there was an unpleasant pool of mildewed water, cigarette butts and old french fries in the passenger's footwell. A stray spark from the crummy Lucas electric under the dashboard could easily spawn a new life form in this soup.

Eventually, the MX-5 will have the same leakage problem, though it will take a bit longer. (well, maybe it won't ever get to the primordial soup stage, but the windows will need to be adjusted.) The first indication that something is wrong is usually wind noise, not water leaks, and this is the time to take care of the problem. To adjust the windows you first need to get the door panels off, and that's tricky if you've never done it before. If you have a workshop manual and the proper tools, by all means do the job yourself; otherwise, take the car to your Mazda dealer and pay for the service.

Wind noise and leaks can also be caused by some fault in the weather-stripping around the windows and header rail. Especially sensitive is the area above the side windows where the rubber is split so the roof can fold. Periodically check the rubber weatherstripping - it should be smooth, flexible, complete and free of cracks. If some flaw is found, the whole strip should be replaced. You should also get into the habit of periodically checking the roof for small tears or cracks, partially at the rear where it joins the bodywork.

Hardtop hazards to avoid

Beware of the potential problem with the hardtop rubbing against the body work, eventually wearing through the paint. With wet weather coming on, make sure you keep an extra heavy coat of polishing wax on the area where the deck meets the top. This should stop the hardtop's weather-stripping from scuffing the paint.

If you are putting your hardtop on for the long haul through winter, make absolutely sure that you have put your soft top down with the necessary care to stop potential damage. Unzip the window and lay it down as usual, but make sure you interleave it with a soft towel either side. The trick to folding the soft top to avoid damage is getting rid of any points where folds and creases intersect. A good protection measure is also to lay a soft cloth between the folds in the roof to stop scuffing between the folded layers of the roof. This will avoid holes rubbing through the soft inside surface of the soft top, which can happen during the long continuous period it is down while the hardtop is on your car.

Keeping water out of the MX-5

Water and car interiors don't mix! Mazda waterseals and weatherproofs the soft interior parts of the MX-5 as best they can, but the interior's longevity is predicated on keeping most of the water outside where it belongs.

Tyres

In a tight sports car like the MX-5, the pressure you run in your tyres makes an enormous difference to handling. Jim Murcott's Advanced Driving Centre recommends 32 psi front and rear in the MX-5. You will notice considerably improved handling over the Mazda recommended 26 psi.

Tyres are ultimately what determine how well your car is connected to the road, and correct inflation is the best way to make sure you're getting the best handling you can. It's also a good idea to get the wheels balanced and aligned once a year, whether they need it or not, because the MX-5 is such a communicative car.

Oil

Avoid bargain basement no-name oils. Choose one of the premium brand oils and stay with it for the entire life of your car. Oil and filter should be changed every 5000km to ensure long engine life. Always use genuine Mazda filter.

Members Only

..... it pays to belong!

The following companies have agreed to offer special services and discounts to MAZDA MX-5 Club Members. Please note that you must produce proof of membership by showing your current Club membership card.

A.M.R. Motors. Mazda Service

Free loan vehicle, 10% discount on labour, Free exterior and interior wash and clean. A.M.R. Service is located at 370 Parramatta Rd. Petersham, Contact Dominic or Robert. PH: 569 2844

John Newell Mazda Service

VIP service, Free Loan vehicle. Unit 3,9-13 O'Riordan St, Alexandria. PH: 319 0011

Finishline Car Accessories

Discount MX-5 accessories, free courier delivery. P.O.Box 272, Caulfield South, Victoria 3162. Call Barry Helfenbaum PH: 03 527 6924.

AMG

10% Discounts on body kits, wheels, tyres, sports exhausts & suspension parts. 500 Glenmore Rd. Edgecliff. PH: 3276508. Ask for Simon Stratford or Brian Connell.

IAN LUFF Dynamic Safety Advance Driving

\$25 Discount on Car Control Courses. For details PH: 820 2030

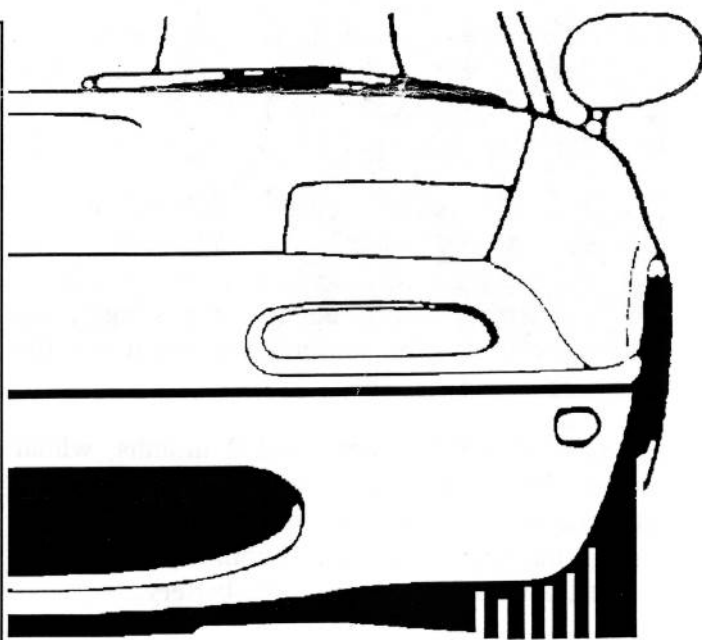
NB: Please note that the Mazda MX-5 Club of NSW does not endorse or recommend any product or service provided by the above companies. It is listed as an Information service for our members only.

MAZDA MX-5 Club of NSW

ARCHIVES

Do you have any club videos, photos, newspaper clippings, correspondence, etc?

We are starting a collection of any items that reflect the past history of our club. This will allow all club members to share in the good times we have shared and access any relevant to the club. Please bring your contributions to the club meeting or call Rolf on 874-0139. Your co-operation is appreciated.



Shock Absorbers

by Graeme Martin (W.A. Club)

My car has now done about 45,000km and I have begun to notice that the back end does not handle well as it used to. When I go hard into a corner, with the car balanced on the throttle, then back off to tuck in the nose, the rear end breaks away in a much less controlled fashion than it used to. What used to be a gentle transfer of weight has become a sharp (for an MX-5) snap into oversteer. My tyres are virtually new (and they are standard issue) so I have begun to question my shock absorbers.

A little bell sounded in my mind (this happens quite a lot to us reproductive physiologists - it is a sort of Pavlov reflex except that we don't salivate) and I began searching through my magazine collection. And sure enough, the staff of "Wheels" (March 1991, page 104) were using an MX-5 as long term test car and had decided that the shock absorbers were going at 13,000km. The other magazine was a recent English publication that, for the life of me I cannot find (I think it was "Performance Car" - the feature was about a Jaguar XJ220 doing 320kph), but I'm certain they replaced the shock absorbers at 30,000km and noted a marked improvement in handling.

Battery Blues

by Graeme Martin (W.A. Club)

One night, dark and dreary, I hopped into The Car, turned the key, listened for the rort of the exhaust, and heard.....nothing! Not a click, not a sigh. Yep! Battery was as dead as the proverbial blow-fly lava.

Luckily the MX-5 is as light as a feather because I had push-start it several times over the next few days. Even the slightest of slopes was enough to get things moving on cool mornings.

Then came the search for a battery. Phoned a couple of dealers - prices varied from \$195 to \$204 (shock N^o1). Delivery varied from "a week or so" (Shock No 2) to immediate (whew!). Interestingly, the cheapest was also the one in stock, and it was the closest to where I work.

My battery lasted 3 years and 2 months, which seems a little too close to the warranty time to be an accident, but most of my driving has been short runs in the city (I only take 5 minutes to drive to work) Considering the size if the battery...

1993 CLUB SOCIAL CALENDAR

Please note down these dates in your diary!

JULY 18th	NOVEMBER 24th
Yule Fest Lunch	Club A.G.M.
AUGUST 15th	DECEMBER 15th
Breakfast Run	Film night
AUGUST 18th	DECEMBER 19th
Club meeting	Christmas Party
SEPTEMBER 19th	
Gosford Run	NB. Camp Quality run
OCTOBER 16/17th	to be announced
Mudgee/Gulgong	
Weekend Run	
OCTOBER 20th	
Club meeting	
NOVEMBER 21st	
Berri Run	

Mazda MX-5 Club of N.S.W. 1993 Committee

* President	
Lea Findley	554-2999 (bus) 832-1101 (home)
* Vice-President	
Paul Heeks	533-5411 (bus) 544-1361 (home)
* Secretary	
Paula Wu	018-866-481 (bus) 451-9985 (home)
* Treasurer	
Bryan Wu	925-7271 (bus) 451-9985 (home)
* Captain	
Graham Cook	899-6811 (bus) 047-355-465 (home)
* Membership Officer	
Phillip Sophocleous	774-3856 (bus) 547-1607 (home)
* Competition Secretary	
Iain Boyd	833-2346 (home/bus)