

THE NEWSLETTER OF THE MAZDA MX-5 CLUB OF N.S.W.

Calendar

AUGUST

- 15 Breakfast Run
18 Club meeting

SEPTEMBER

- 5 Motorkhana
19 Gosford Run

OCTOBER

- 10 Motorkhana
16/17 Mudgee/Gulgong
Weekend Run
20 Club meeting

NOVEMBER

- 13 Camp Quality
21 Berri Run
24 Club A.G.M.

DECEMBER

- 5 Motorkhana
15 Film night
19 Christmas Party

**NB. GO-KART Day &
Club awards night TBA**

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MX-5 to get power boost

Mazda Motor Corp is expected to launch a bigger-engined MX-5 in Japan in the third quarter of this year.

And although a spokesman for Mazda Australia Pty Ltd could not confirm the more powerful car's existence, Automotive Business understands it will go on sale in Australia within 12 months.

The updated car is also likely to be available with anti-lock brakes.

Mazda Motor Corp insiders confirm the MX-5 will be fitted with a four-cylinder, 1.8-litre powerplant, up from the present four-cylinder, 1.6-litre unit. It will be the first increase in displacement for the roadster since it was introduced in 1989.

The MX-5 is likely to borrow its 1.8-litre from the 323 Astina SP, but it may appear in a more powerful, updated form.

The engine is likely to be updated when the next generation 323 goes on sale in Japan later this year. It now develops 92kW at 6500rpm and 155Nm at 4500rpm. The MX-5's 1.6-litre engine develops 85kW at 6500 and 135 Nm at 5500rpm.

The power increase is to counter weight gains for the sporty two-door convertible forced on it by stricter United States side impact standards for the 1994 model year.

"The present 1.6-litre engine has done its best to respond to the various needs and regulations, but it will not be able to meet them all - not only in the US and Japan but globally," said an engineer close to the MX-5 team.

(Cont next page)

**Welcome to
the Club**

Toby King

Toby joins us with the honour of being the first member in the N.S.W. Club (and one of six in Australia) with an *automatic* MX-5. The club has yet to see a black or silver colour to join our ranks.

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Clients from Coffs Harbour to Bermagui

MX-5, to get power boost *from page 1.*

He cited US emissions regulations, noise restrictions in Europe and demand for anti-lock brakes in Japan.

He declined to discuss specifications for the new version of the car but said the overall dimensions and design would be unaltered.

And according to the director-general of Mazda's worldwide design division, Mr Shigenori Fukuda, the company had not even started sketching a successor model for the car.

"Probably it is a long-life design," Mr Fukuda said. "We believe it is an evergreen, more than 10 years with very small revisions - power output or some equipment or detail

refinement-that will probably be made continuously."

Meanwhile, Mazda claims it has developed a three-way catalyst for lean-burn engines that tackles the oxides of nitrogen emissions problem inherent in the ultra-efficient engines.

A production version of a lean burn engine and catalyst is expected to be offered on the next generation 1.5 litre Familia (323) subcompact due to go on sale in Japan about October. The new 323 will go on sale here early next year. Mazda said only that it would be in production "within a couple of years".

The company is trying to improve the system so it will work on larger lean-burn engines - not yet marketed by any company - and diesel engines.

Mazda's lean-burn engine and catalyst will compete in Japan with those launched in the past two years by Honda Motor Co, Mitsubishi Motors Corp and Toyota Motor Corp.

Mazda says more tests will be needed before it considers a lean-burn system for the US.

Conventional three-way catalysts eliminate hydrocarbons, carbon dioxide and oxides of nitrogen in the exhaust. They rely on an air-fuel mixture of 14.6:1, which results in virtually no oxygen remaining in the exhaust.

In leaner mixtures, which offer better fuel economy, much oxygen remains in the exhaust, interfering with deoxidation of the oxides of nitrogen. Mazda says its new catalyst can purify emission gases even in high oxygen output.

It says its catalyst improves fuel economy compared with other lean-burns because lean combustion can be used in all driving conditions except full acceleration and still meet oxides of nitrogen emissions regulations.

As a result, Mazda says, fuel economy is 5 to 8 percent better than lean-burns using a conventional three catalyst.

(From Automotive Business, The Australian.)

Letters to the Editor

Dear Editor,

Bring out the black arm-bands, our beloved MX-5 is slowly but surely, being ruined! After one major improvement (the rear suspension mod to stop tramlining under brakes) they stuck power steering in it, which it needs "like a fish needs a bicycle" then they planted that hideous badge on the nose. Now comes the long awaited news of a bigger engine (also mentioned in one of the English magazines recently) but at what cost? No skill whatever will be required to drive the thing once it is fitted with ABS, just jump on the brakes and let the computer do the work. No thanks, I'll stick with my Mk. 11, the next thing they will probably do, is bring in the automatic version and this great little car will become just another shopping trolley!

Did anyone else notice? Wheels Magazine, included the MX-5, in its list of the ten best cars of all time, which makes me feel pretty good, as I have also owned two others on the list, as a long time car enthusiast, I couldn't agree with them more.

As an enthusiast, I have known for many years, that manufacturers recommend tyre pressures, are usually low, in the interest of ride comfort, as Jim Murcott (who also drives an MX-5 points out, 32 "all round" is the correct pressure for the standard "60 series" tyres, for those running "50 series", 28 all round, these pressures of course should be increased for long journeys, by 4-6 pounds, the extra pressure reduces wall flex, which causes heat build up, pressures should be checked every two weeks, a sensitive driver, should be able to feel a variation of one pound pressure at any of four wheels (not possible with power steering) so well designed is the suspension. It is also, I found, reasonably delicate!

Recently, at low speed, I clipped" one of those square water

hydrant fixtures, growing from one of our roads, it just got the rim of a rear wheel, bending the rim, causing instant deflation (with a rather loud bang), my first thought was that one of my fabulous Dunlop D-40 M2 types had exploded. The obvious damage was to the wheel, so the outer rim (Simmons 3 piece) was replaced (\$160) after refitting, the steering wheel was 15-20 degrees off centre, back to the workshop, where the cause was found. The left rear wheel was toeing out 12 degrees, the impact was completely altered the settings, fortunately, nothing was bent or broken, although I had been traveling over 40 k.m.h., I'm sure it would have been much worse. needless to say, the Parks and Wildlife Department will be hearing from me.

As rumors of new models and features abound, is there any possibility if Mazda bringing in the "standard" model? With the Yen skyrocketing there would be a huge market for it. I don't know the price difference but in Japan there are just as many "standards" as there are the model we see here, the differences seem to be, wheels (disc) wind up windows, no radio, (awful damn thing anyway) so it would probably be 3-5,000 cheaper here. At the right price, it would not only obliterate the Laser convertible (sorry, Capri) but could make for an interesting Club racer, assuming that it would be lighter, with a 1.8 it could be a little "goer" as well.

Hard to believe that I have been a member of the club for 1 1/2 years and have been out of the country for every single Club get together. This time I arrived home from Hong Kong, one day after the Blue Mountains run, all part of the joy of being a flight attendant I guess, as there are nine or ten in the Qantas car park, maybe we could form our own branch!? Maybe some of them have already joined the Club, I have left information for them, I'm sure that at least three, Roy Newport, Jeremy Hudson and Bob Pearson, will respond, maybe they will be luckier than I am and will be able to join in the fun!

Regards,
Jeff Gehrig

Fact, all MX-5 owners love to drive their cars.

Fact, some MX-5 owners like to play Golf.

How can an MX-5 owner combine the two? Think First of the equipment required if two people want to play golf, there will be two bags containing clubs, two carts to haul the clubs around the course, shoes, umbrellas and all the other paraphernalia needed to enjoy oneself on the course.

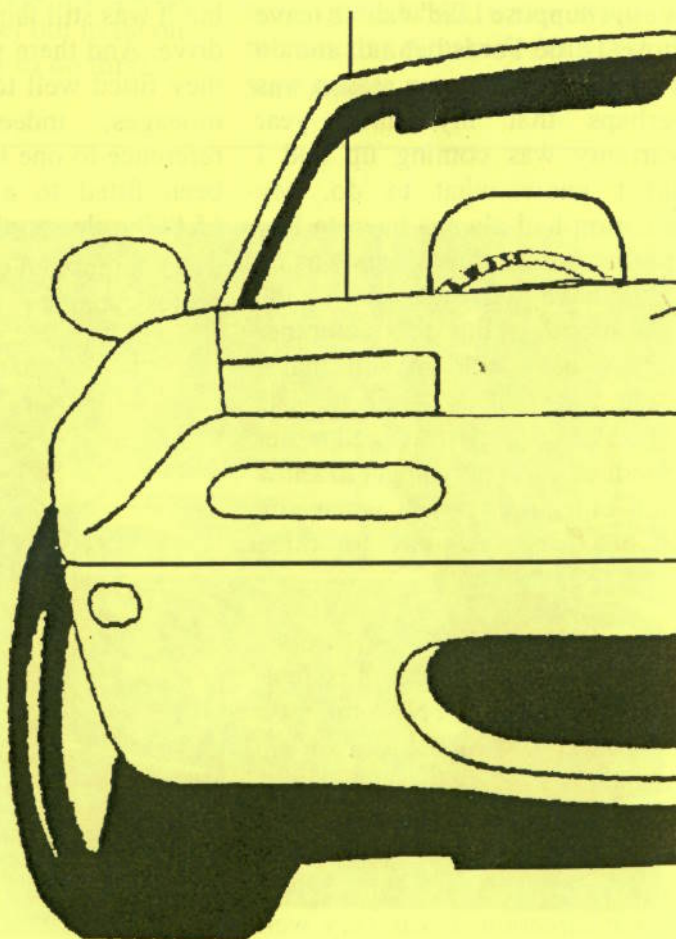
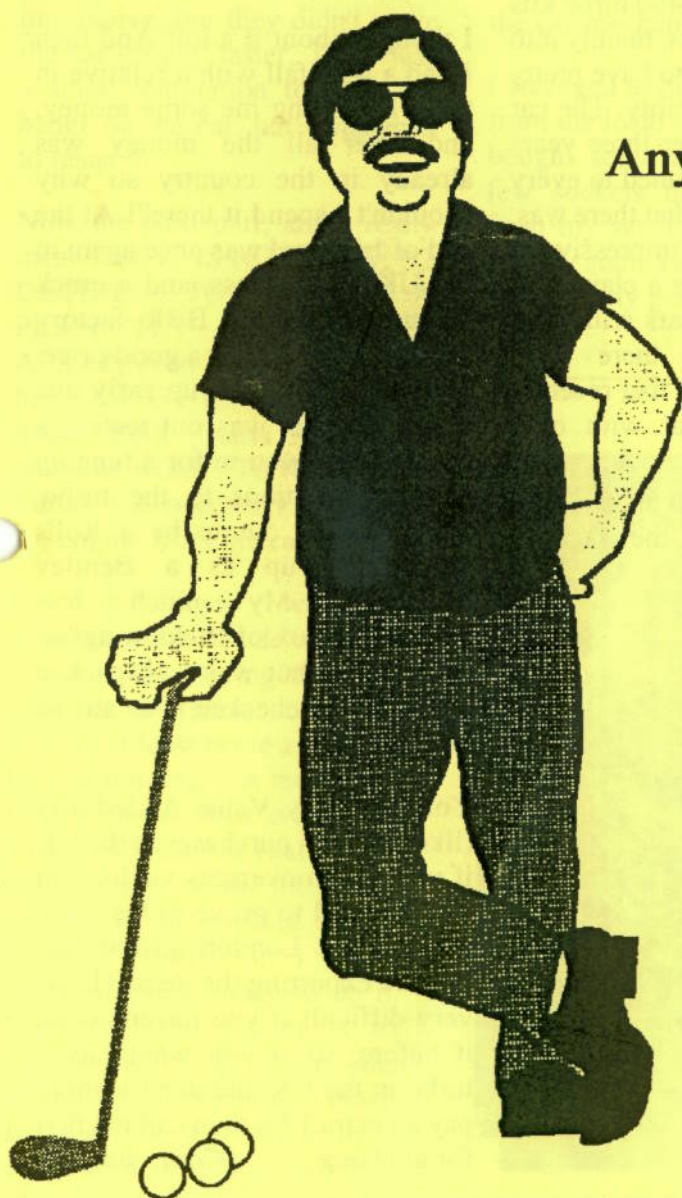
Now take a walk around your MX-5 and look at the space available to store the above mentioned equipment, it doesn't look good does it, like trying to fit a large dog in a small kennel! Well my friends I'm here to tell you that IT CAN BE DONE, I know I've done it.

Heres how

Take a sunny day, drop the hood, open the trunk (boot) remove the spare wheel, pull the passengers seat forward sufficiently to allow you to place the spare wheel behind the seat. Take one set of clubs (ladies) and the shoes and place them in the trunk. Take towelling and protect the folded down rear window, stack both golf carts on the towel protected back ledge. Next, insert your passenger into the passenger seat (I know it will be a squeeze but you can't have everything) then ask the passenger to spread his/her knees and slot the second set of clubs between their knees, resting on the passengers side floor. Jump into the drivers seat and head for the course not forgetting to buckle up. After all the MX-5 club supports safe driving (in cars as well as golf). At the golf course just reverse the loading sequence and come out swinging.....

Graham Cook

Anyone for golf ?



Motor Torque

Tony Armstrong

D.I.Y. BBR Turbo MX-5 Ever had a few dollars in hand, a free long Easter weekend, an engineering mind, handy with the spanner, an MX-5 and a plane ticket to England or two? Club member Tony otherwise known as "The SHIP" had that perfect combination to endow his MX with the BBR Turbo. This is his story "On fitting the BBR Turbo".

I've never believed the claim by some that the MAZDA MX5 is underpowered, rather I felt that those people making the claim didn't know how to drive it. It needs lots of revs to keep it stirring along, if that's how you want to drive it, but there's no denying that one of its great beauties is its drivability when you're taking it easy, or when you're driving in the city.

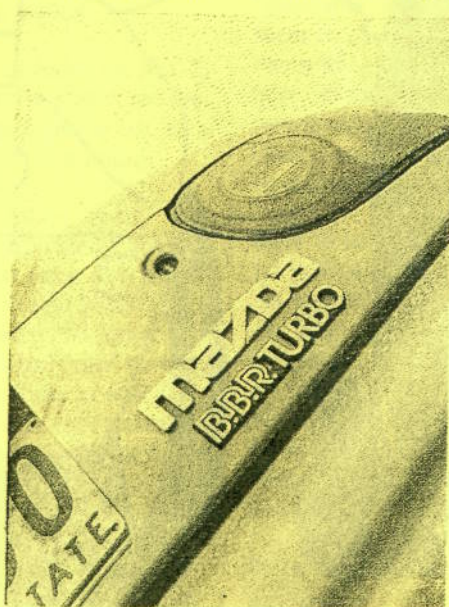
Why then did I buy a BBR Turbo? Well, I suppose I did want to leave those Turbo Fords behind, and do it subtly, but the main reason was perhaps that my three year warranty was coming up and I didn't know what to do. My intention had always been to buy another before three years was up (I did have two briefly during the first month, but that's another story), but I told myself that I could not really afford it. The option of keeping it seemed rather mundane, after all you get to know each other pretty well when you drive a car every day for three years (62,000 kms).

I'd read about the BBR of course, and it certainly sounded different, and then one day in November 92 I found myself on a business trip in the UK, and only a few miles from the BBR factory near Silverstone, so it was not surprising that my car should head in that direction. I was very well

received, shown around, given a MX5 BBR turbo to drive around in, and firmly convinced by Alex that I was taking a turbo-kit back home. Surprise, surprise, I didn't. But I did promise to think about it.

BBR have sold over 400 turbo kits in the past three years, mainly into the USA, and claim to have pretty close to 100% reliability. The car that I drove was over three years old, and had been loaned to every motoring journalist that there was, but it was still fairly impressive to drive. And there was a claim that they fitted well to cars with high mileages, indeed there was reference to one that had recently been fitted to a car with over 65,000 miles on the clock.

I was impressed with the size and professionalism of the factory,



and the obvious care that they took with the manufacture of their components. They do far more than produce turbos for MX5s, and have a substantial business specializing in the tuning of a variety of GTIs.

I thought about it a lot! And then I had a windfall with a relative in the UK leaving me some money, and after all the money was already in the country so why shouldn't I spend it there?! At the end of January I was once again in the UK on business, and a quick 'phone call to the BBR factory secured a turbo kit at a good price. I called in to pick it up early one morning. Alex was out testing a car that had been in for a tune up and modifications to the turbo, which turned out to be a Rolls Royce set up as a Bentley Mulsanne. My much less impressive box of tricks weighed in at 35Kg, but was well-packed and could be checked in as airline baggage.

You don't pay Value Added Tax (like GST) on purchases in the UK if you are an overseas visitor, but you do need to prove to the VAT inspector at London airport that you are exporting the item. This is very difficult if you haven't done it before, so if you want to buy a turbo in the UK and don't want to pay an extra 17% then call me first for guidance. (Cont.. page 5)

D.I.Y BBR Turbo Cont...

Be aware that when you arrive in Australia with a bag of expensive goodies you will need to declare it to the Customs people, and on behalf of our government they will relieve you of a substantial amount of dollars in the form of Import Duties. This might be avoided if you travel regularly like I do, and you can bring in the kit in much smaller packages where their value is less than \$400. This takes about 8 trips!

So there I was in March with all 149 bits of the MX5 turbo kit spread around the lounge room floor. They certainly looked impressive, but they didn't make the car go any faster. There was a small temptation to stick the badge on the car, but I managed to resist it.

Now the hard part, and I really mean that. IT IS NOT EASY TO DECIDE TO PULL A PERFECTLY GOOD CAR APART, even it does result in a better car. The instruction manual from BBR starts with the ominous words "To fit the BBR Turbo it is necessary to remove the engine from the car".

It took some weeks of deliberation to decide what was I going to do. During this time I took all the parts out of their storage at least twice a week, and looked longingly at them. I read the instruction book at least twice a day, and planned exactly how I was going to do the job. I talked about it to the point of boredom for my friends, but I couldn't pluck up the courage to do it. I know that this feeling is well understood by all those others that have bought the kit. I thought about getting a garage to fit it, I thought about selling the kit, and

making a profit. I thought about throwing it away and I thought about committing suicide. But at the end of the day I decided to DO IT.

Easter was at the beginning of April, so I planned to start late on Easter Thursday and work through the long weekend until it was finished. That should give me four days with the car off the road. BBR told me that it takes them eight hours to do the conversion, and this allows them to give same-day service. I thought that it might take me 30-40 hours, because I did not know the car mechanicals very well.

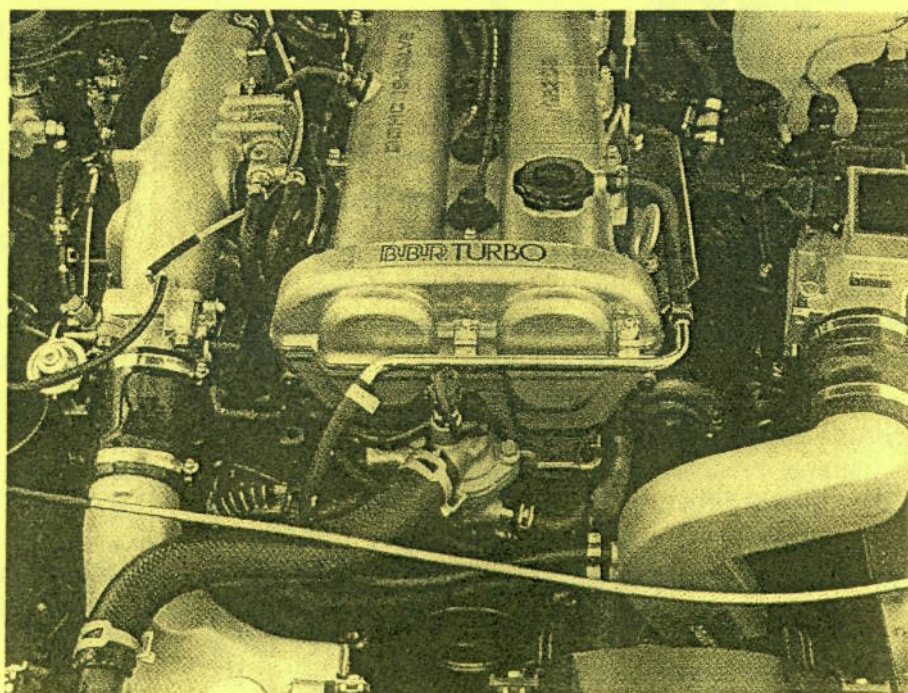
I arranged to hire an engine hoist from the local hire company, and bought some axle stands and a few sockets that were missing from my set. I swept the garage and lay some carpet out to lie on. Was I really going to do this?

What were my qualifications you might ask. Absolutely none. All right I am an engineer, but not exactly a mechanic. I have messed about with cars for a long time, and understand how they work, indeed I have totally rebuilt two pre-war MGs, but that was some time ago, and certainly before electronics came into cars.

Nevertheless I felt that BBR's instructions sounded fairly straightforward, and so on the Thursday night before Easter, I went to my local air-conditioning engineer and had the system drained, drove home, jacked the car up, put the axle stands under the front, and went inside for a drink and to think about it.

I did get some sleep that night, and started first thing on Good Friday.

The story continues in the next issue of ClubTalk, where Tony prepares to dismantle his MX-5. Stay tuned!



In the Driver's Seat

Paula Wu, a lady of definite opinions, was interviewed by the "Inquiring Mind" at the second round of the 1993 Motorkhana. Her yellow MX-5, AAT-19A, is 13 months old with 17,000km on the clock. Paula and her brother Bryan hold the positions of Secretary and Treasurer respectively, in the 1993 committee.

IM: Hi Paula, it's your turn to be int...

(Paula has paid IM to withhold the reason)

PW: Only of you buy a raffle ticket.

IM: In a previous life - before you were an MX-5 owner - what did you drive?

IM: Well...OK.
So why did you choose a banana coloured car?

PW: A Toyota Celica - it was too fat and heavy.

PW: I like yellow (penetrating glare). Actually I was going to buy a blue but yellow came out so I bought it.

IM: and your most desired car?

IM: Do you have a pet name for your MX-5?

PW: Porsche convertible, black.

PW: Yes, Jelly Bean.

IM: We'd like to know something about your regular passenger.

IM: And does it have a personality?

PW: Melissa, my 7 yr old daughter - she said to me this morning, "Go faster Mummy". I replied, "I'm going !@##\$ in a 70 zone, my dear".

PW: (wickedly) Yes - real bitchy - NO!
Everyone looks at this car, then we look back at them.

IM: And a real in-depth question. What are you reading at this moment?

IM: What do you do when you are not driving an MX-5? (a well-disguised income assessment question)

PW: The Chinese equivalent of WHO magazine. It's got lots of gossip. And, I like looking at the pictures in cookery books.

PW: Working as an accountant, sleeping.

IM: If I could grant you ANY passenger - from the past, present or future - who would you choose? and why?

IM: Your most memorable MX-perience?

PW: Tom Selleck - he's tall dark and handsome..

PW: None yet!

IM: (is that an invitation?) Um, anyway, well, do you have a favorite road?

Paula talked on for another half hour but IM's long hand just couldn't keep pace.

PW: Definitely not the Pacific Hwy. I never want to go on the Bells Line of Road again either.

DUBBO SAFARI

Here we go again, in the pre-dawn chill like demented birdwatchers awaiting a flight of black topped, Red Hooded (or white or blue) Emmexxes. They arrive and we look in disbelief at the hardier types with their tops down and try to recognize the occupants under their many layers of clothing.

We roll up the Great Western Highway in a coloured convoy through the breaking dawn to Little Hartley for breakfast in front of an open log fire. Here we are joined by a certain Greek Philosopher and his wife who wanted to sleep late and another Leathery couple who had overnighted in the area in order to meet the convoy on time! The journey continued until a misfire problem in one of the cars almost made one member go "walkies" and caused an unscheduled stop in Bathurst where the problem was fixed in Mazda dealerships usual efficient manner.

Onto Mulgong for morning tea in a most interesting Coffee Shop / Art Gallery / Antique Shop with the most magnificent "Throne" we have ever had the pleasure to sit upon. The natives of Mulgong looked on with interest as we left and then looked again with more interest as we returned to leave again in a different direction only to U-turn to get on the short cut over quieter roads direct to the Zoo in Dubbo.

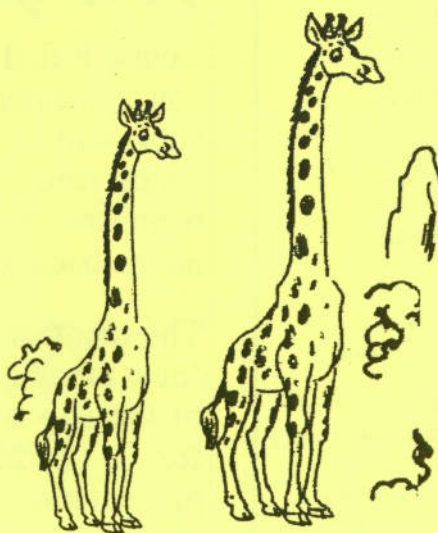
Unfortunately one of our number (a member of the order of Forresters ?) was a touch late in leaving the coffee shop and lost touch with the group. The driver in question wisely elected to take the direct route to Dubbo and as a result arrived before the rest. Our leader was in communication with

the Zoo people and an APB was put out for the wayward car and as a result the driver was surprised and taken with small town hospitality when a total stranger stopped her in the main street and told her we were waiting at the Zoo! ESP perhaps.....



A very informative talk around the Zoo followed under the excellent guidance of Colin and Elaine's friend John Bainbridge then back to the motel to await the food call.

Some keen types were seen washing their vehicles at the motel in fact Laurie undressed his beloved and was later seen adjusting her bra (car that is.) We were joined by John B for an excellent repast at Scrubbers and the evening passed in an aura of bonhomie and wine fumes.



Sunday morning and still cold but after a good breakfast some "caps" were again "lifted" as we set off on the short run to the CSIRO Radio Telescope outside Parkes where an interesting slide show initiated us into the mysteries of light speed, quasars and far flung galaxies. (Beam me up Scottie.)

Onward we went to another stop in Parkes for coffee / early lunch (I swear some of our members live on cappuccinos !) and then on to some tight twisty (and sometimes gravel) roads where those among us who wished to "exercise their horses" could do so with little risk of speed cameras or radar trap. We joined the Great Western Highway south of Lithgow after a stop to relieve kidneys shaken up by the last section and returned to our breakfast stop of the previous day for yet another refueling (tummy type).



At this point, the party disbanded to go their separate ways. Unfortunately I cannot compare runs as this is the first weekend run my Wife and I have been on but I can say many thanks on behalf of the participants to our President and her husband for the obvious time spent in preparing the run and the effort required to make it a memorable weekend.. a standard has been set which will be difficult to better.

Graham and Jean Cook

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

Burncroft Guest House

Burncroft is a small guest house set on 20 acres in the Lower Hunter Valley, with views across the valley to Watagan Mountains and Brokenback range, Your hosts are club members Suzanne and Richard, 10% discount for MX-5 club members

For reservations and information PH: 049 307246

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 N.S.W.

1993 Committee

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* Vice-President	
Paul Heeks	533-5411 (bus) 544-1361 (home)
* Secretary	
Paula Wu	018-866-481 (bus) 451-9985 (home)
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* Membership Officer	
Phillip Sophocleous	774-3856 (bus) 547-1607 (home)
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Iain Boyd	833-2346 (home/bus)

Are you a member?

You will find enclosed with this issue , are you a member slip. Keep these handy in your wallet or handbag to slip under the windscreen wipers of potential new members. Write your membership number on the back of the slip.

The member with the most introductions (new members joining the club as a result of the slip or otherwise) will be eligible for a prize at our annual awards presentation.