

# CLUB TALK



Autumn 1996

A Quarterly Publication of the MX-5 Club of NSW Inc

Vol 6, No 2

## The President's Word

George Russ

It is almost impossible to believe that it is nearly Easter and NatMeet is upon us. The excitement of travelling to Canberra is now building as we look forward spending a few days with MX-5ers from all over Australia (Ed. and a couple from the USA). Weaving the time and effort that the NatMeet Committee have put into the organisation I know that we will have a first class event.

On our State level, the year has been progressing quite well and the Committee has been looking at ways to keep you entertained. Steve has been very enthusiastic with his work on the

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Magazine, Tony has been dreaming about new and varied drives, Peter Stanton has been sourcing new sporting activities and Sylvia is going to take us to the drive-in. All in all, 1996 and beyond is looking very interesting and I am confident that the energy of the this year's Committee will ensure our Club continues to grow and mature.

As you have read in the last mail out, Mazda is looking at running an MX-5 racing series in Australia in 1997 and have asked for our participation in the series. Let's hope that this gets off the ground as it could generate a great amount of exposure for our cars and the MX-5 Clubs of Australia. I have spoken with Allan Horsley at Mazda and will

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## We Are The National Champions

Steve Remington

**C**anberra, Thursday 4 April '96.

The NSW contingent in the crowd at the Lobby Restaurant erupted late tonight when the President of the MX-5 Club of Australia, Peter Simpson, announced that the MX-5 Club of NSW was the new National MX-5 Club Champion. The National Award came to NSW after an almost clean sweep of all of the prizes on offer.

Other awards won by NSW members were Individual Champion to Dave "Speedy" Perin, and Concours Champion to Steve Remington.

The next issue of Club Talk will contain a special post NatMeet '96 section where all of the other prize winners will be listed. CT

## This Is Your Captain Speaking

Tony Buon

Welcome to another exciting year of MX-5 Runs and social drives. I was recently elected to the Captain's position and I hope to somewhat emulate the excellent job done by our previous Captain (and now President) George Russ. This year the Captain's job has changed a little - in that the creation of the new Committee position of Competition Secretary has meant that Motorkhana's and sporting events are no longer part of the Captain's role. I am certain that Peter Stanton will do a fantastic job in looking after this part of the club activities.

One of my aims this year is to encourage

**I am always looking for new volunteers to lead or help organise runs - so if you think you might be able to help please give me a call.**

many more members to take part in and help organise social drives (ie Runs). The draft schedule below show some of the runs planned and many thanks must be given to those who have volunteered to lead runs. I am always looking for new volunteers to lead or help organise runs - so if you think you might be able to help please give me a call.

The other change you will notice this year is a variation in the types of runs we will be having. Several members have indicated to me that they don't always like the Bar-B-Q format for the meal at the end of the run, others have indicated that they would like some social activity at the end of the run, again others have indicated they like things just as they

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# Sports Torque

Peter Stanton

**I**t was an overcast morning and Dave Perin who had turned up early to help set up the first Motorkhana for 1996 had thought it had been cancelled. But to contrary to his thoughts we had a good attendance with 15 people in total turning up and 10 of those participating. I was noted that our illustrious President did not participate because he was suffering from the hang over from hell. (Ed. I have been told on good authority...George...that our fine up standing president did not consume the alcohol voluntarily and had been tied to a chair and forcibly made to consume more than his fair share of wine and beer.)

Robert Scott, who wasn't too sure about

**The thinkers beat the rev-heads every time. Less haste, more speed is the hall mark of a great motorkahna driver.**

participating as he had never driven in a motorkhana before because had always thought that it was a speed event for petrol heads, was very surprised when he came third outright on the day in an unmodified car.

Lance Willies had a lot of fun showing everyone that he owned shares in Yokahama, but he wasn't consistent enough to rank in the top 5. Jean Cook, who is getting ever more confident, showed vast improvements in her times. And Tony Buon did the unthinkable by making it into the top five in his automatic!

Motorkhanas are the best form of motorsport. In terms of fun, value for money, ease of participation, and most of all driver training, the motorkhana is unparalleled. They are also very safe because they are not a speed event - in fact, you never get out of first gear - they are all about precision and skill. You are required to get through the course in the quickest possible time, all the while concentrating on going the right way through the gates. The

thinkers beat the rev-heads every time. Less haste, more speed is the hallmark of a great motorkahna driver. Also, there is almost no chance of having an accident as there is only one car on the course at any one time and the course is set out with plastic flags that will not damage your car.

I will be looking forward to seeing more of you at the next motorkhana event. Even if you aren't sure about participating, come along and watch. You never know, you might just change your mind. **CT**

## Motorkhana 1 - Results

- |      |                            |
|------|----------------------------|
| 1st  | David Perin (Modified)     |
| 2nd  | Peter Stanton (Modified)   |
| 3rd  | Robert Scott (Standard)    |
| 4th  | Tony Buon (Automatic)      |
| 5th  | Phillip McManus (Stanadrd) |
| 6th  | Nathan Car (Stanadrd)      |
| 7th  | Lanace Willies (Modified)  |
| 8th  | Russell Weatly (Standard)  |
| 9th  | Jean Cook (Standard)       |
| 10th | Leanne Chow (Modified)     |

## The President Continues

(Continued from page 1)

meet with him soon to discuss this project and any other involvement that the Club can have with Mazda.

Thanks to Bruce Morrison at Meguiars for hosting the General Meeting. No thanks to all the people who gave me a hard time for presenting my car in such a filthy manner...actually I was just testing Bruce to see how well he could clean the car! Why give him a clean car to start with? Seriously, it was fascinating to see how a professional goes about detailing a car. We all picked up a lot of valuable information which will make sure the next concours is hotly contested.

The Committee is still keen, as always, to receive your input into the running of the Club. In discussions with some members, the Committee has been given some good ideas for future activities but some people are still reluctant to let us know what they want (or if we need to change the way we do things). It is your Club, so if you have any bright ideas please give me a call.

Anyway enough from me as the other reports will be throughout the magazine...see you soon. **CT**

## The Captain Continues

(Continued from page 1)

are. So...what I have in mind for this year is several different types of runs. Some will be longer than others, some will have activities at the end, and other will have Bar-B-Q lunches others sit down meals. Please let me know which runs you enjoy the most. **CT**

## Bryan Wu Sells MX-5 And Resigns!

George Russ

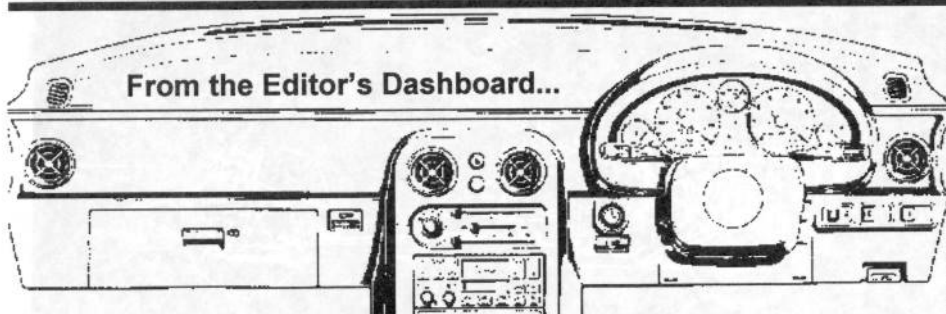
**Y**es, that's right... Bryan has sold his car and has resigned as Club Treasurer. I can understand the resigning from Treasurer bit, but I am not sure if I can cope with the bit about the selling of the MX-5! (Ed. I agree George. The words *selling* and *MX-5* in the same sentence is something I cannot understand.)

Due to family and work commitments, Bryan is no longer able to fulfil the duties of Treasurer. Most of you will know that Bryan is a foundation member of the Club and has spent many years on the Committee. His knowledge of the workings of the Club has been a great asset and valued by those who have served on Committees with him. Thanks for everything Bryan.

In case you're wondering, the WU-668 plates now live on a shiny red MX-6 (Ed. A more family friendly car but it's still not an MX-5).

The other half of this story is that Leanne Chow was elected as our new Treasurer at the last committee meeting (Ed. Rumour has it that Leanne is now undergoing intense one-on-one training on how to question all expenditure requests made by the committee and how to savagely haggle with people for the best deal for the club). **CT**





From the Editor's Dashboard...

**W**elcome to issue two of Club Talk for 1996. Again there are a few more changes...there are a few more pages, a few more fancy bits and a slightly different layout. The changes came about because I had a bit more time to put the magazine together and because I've discovered how to use a few more features of the desk-top publishing program.

Autumn is my favourite time of the year to own an MX-5. You don't have to bake and get sun stroke every time you drive around with the top down, the weather is generally cooler so the car actually runs better, and it is the driest part of the year so there is much less chance of getting wet.

NatMeet '96 now less than a week away. Life has been very hectic for me. I have been spending nearly all of my spare time preparing my car for NatMeet and the Concours. It is

surprising where you find mud and other dirt on an MX-5 when you seriously start detailing your car.

In the next edition of Club Talk (or what ever it will be called after the competition to rename the magazine is over) I will be having a feature on MX-5s and other cars on the internet and Compuserve. In fact, if all goes well (that is we find someone willing to sponsor the cost of the host site), I might even be able to announce the existence of the club's own World Wide Web site and e-mail address. I also would like to publish a list of member's e-mail addresses so if you do have an e-mail address please send it to my e-mail address on the back page.

Finally, I'd like to thank Peter Stanton for finding the time to write his regular contribution for the magazine during what has been a very busy time at work and home. **CT**

## Dash Lights

Edited By Steve Remington

Which way do they spin?

In an e-mail message enquiring about auto-cross events in Australia, Kate Hughes quipped..."Do cars below the equator always spin counter-clockwise when they come off?" I'm not sure what the answer is but I think we will get plenty of chances to test this theory at the Wakefield Park track day at NatMeet '96...Maybe Paul or Colin could comment on this?

Why Can't They Do It Here?

Speed limits have increased in eight US states and are expected to rise in another fifteen.

An American Automobile Association survey shows that highway speed limits in some states are now 75mph (120kmh).

I wonder when we will follow this trend in Australia...because we follow everything else the Americans do.

What's in a name?

The deal-line for submissions to the "Great Rename Our Newsletter" contest has been extended until Friday 10 May 1996. We are looking for a new catchy name for our newly refurbished club magazine. So come on all of you budding advertising executives now is time for you get your creative juices flowing and think about a new name. Please lodge your entries with one of the committee members by the dead line date.

The 1997 MX-5 Race Series

Mazda Australia has announced that it is considering an eight round race series for MX-5s for the 1997 motor racing calendar. They are looking to our club to provide help with competitors, scrutineers and marshalls, etc. They are also after our input as to what we think the car specifications and race rules should be.

Collect Your New Name Tags

The club has purchased new name badges for all members. Please collect them from Paula Wu at one of the next two club runs. Those who cannot attend will have their badge sent to them with the next newsletter.

## Coming Events

*Club events scheduled for the next three months.*

*Pencil them in your diary so you don't forget!*

**Sunday 21 April '96** - Central Coast. BBQ Lunch at Australian Reptile Park (Leader: Mike Walkden-Brown).

**Saturday 4 May '96** - Blacktown Drive-In. Drive-in movie night. Movies - Birdcage & The Juror.

**Sunday 19 May '96** - Blue Mountains. Zig-Zag Railway (Leader: Ed Chivers).

**Sunday 16 June '96** - Wyong. Motorkhana to held at end of run (Leader: Mike Walkden-Brown).

**Wednesday 26 June '96** - General Meeting. Venue TBA.

**Sunday 21 July '96** - South Coast. Jamberoo Recreation Park (Leader: George Russ).

**Sunday 18 August '96** - Hunter Region. Longer run with lunch arranged (Leader: Jeff Gehrig).

**Saturday 31 August '96** - Social event. Details to be advised.

**Sunday 15 September '96** - Club Concour de Elegance. Venue TBA. (Leader: Peter & Ruth Simpson).

**Saturday-Sunday 26-27 October '96** - Mudgee-Gulgong. Weekend run. Cost approximately \$65 per person for Dinner, bed and breakfast.

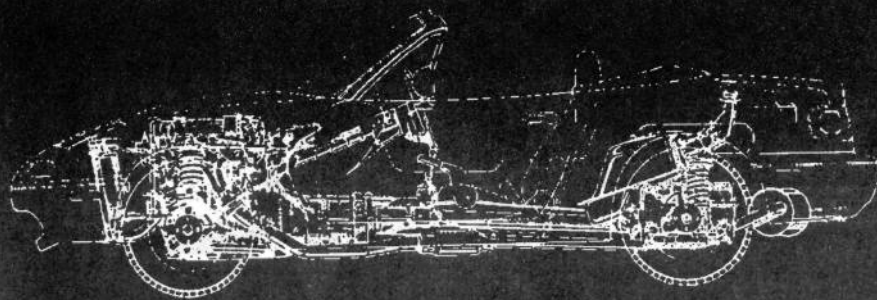
**Wenesday 30 October '96** - Annual General Meeting. Venue TBA.

**Saturday 16 November '96** - Royal National Park. Evening run (Leader: Paul & Faye Heeks). **CT**

# Inside Your MX-5

Information and tips on how to get the best from your car.

Edited By Steve Remington



**I**n this issue I am going to talk about common problems that occur with the MX-5's ignition and some of the ways to solve them. The second part of the of the article describes how to set the idle speed and ignition timing. (Source Miata.Net "Garage" WWW Page)

## Common Ignition Problems

### Pinging

Pinging or pre-detonation occurs when the fuel mixture in the cylinder ignites and completes its burn before the piston reaches the maximum compression point in its travel. You'll know when it happens because it sounds as though a handful of marbles were dropped into your engine and generally occurs under hard acceleration under load. There are several possible causes of pinging. The most common of the them are:

#### Fuel octane too low

Fuel octane is a measure of the ability of the gas to spontaneously ignite. When the octane is too low, the fuel in the cylinder burns too quickly causing ping. The MX-5 with a standard engine is designed to run on a fuel with an 87 octane rating (standard unleaded) fuel. If you have modified your intake tract, you may require fuel with a higher octane rating than 87 (premium unleaded).

#### Timing advanced too far

Advanced timing means that the spark which ignites the fuel mixture in the cylinder occurs before the piston reaches top dead center of its excursion. Factory spec for the MX-5 specifies standard timing as  $10^\circ$  before top dead center ( $10^\circ$  BTDC)  $\pm 1^\circ$  at idle speed (850 rpm). If your timing is advanced more than this, you may experience pinging under some conditions.

#### Dirty spark plugs or metallic burr in cylinder

Deposits on your spark plugs and burrs in the cylinder or cylinder head can begin to glow due to the heat of combustion. The glowing metal then

serves to ignite the fuel-air mixture before the spark occurs causing detonation or ping. Be sure your spark plugs are changed as required and are free of deposits.

#### Spark plug heat range incorrect

The size of ceramic insulation on a spark plug determines the heat range of the plug. If the heat range is too low (smaller insulator) the plug itself can begin to overheat causing detonation of the fuel-air mixture. If other methods fail, you might try switching to a plug designed to run cooler.

#### Hesitation (Common Problem!)

The factory spark plug leads on the MX-5 only seem to last about 50,000kms. If you are experiencing misfiring and

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**If you are experiencing misfiring and hesitation, particularly under hard acceleration, faulty spark plug leads are the most likely cause of your problem.**

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hesitation, particularly under hard acceleration, and you haven't changed your spark plug leads, faulty spark plug leads are the most likely cause.

The problem is caused by breakdown of the insulation on the wires which results in the spark arcing through the insulation to the metal valve cover instead of through the spark plug electrodes.

#### Stalling

Many owners have complained about stalling or being on the verge of stalling after stopping at traffic lights or stop signs. The most common cause seems to be low idle speed. The MX-5 idle speed is specified as  $850 \pm 50$  RPM. If your MX-5 has a tendency to stall, try adjusting the idle speed to the maximum of the range or 900 RPM. See the end of this article on how to adjust your idle speed.

## Power loss

### Timing retarded too far

When the timing is retarded to the point that combustion occurs later than  $9^\circ$  BTDC (which means the timing is set to less than  $9^\circ$ ), the combustion of the fuel-air mixture is no longer occurring at the most efficient time. The piston is already beginning to travel back down the cylinder when the combustion occurs. The piston is therefore travelling a shorter distance under power which translates to power loss. The timing on a stock MX-5 should be set to  $10^\circ$  before top dead center ( $10^\circ$  BTDC)  $\pm 1^\circ$  at 850 RPM idle speed. See the end of this article on how to adjust your idle speed.

**NOTE:** With a turbocharged or supercharged engine, this may not hold true. Set the timing based on the manufacturer's recommendations.

### Spark plug gap incorrect

As spark plugs wear, the gap between the electrodes tends to get a bit wider. The standard gap on the MX-5's spark plug should be 1mm. A wider gap may result in misfiring due to the voltage not being quite high enough to cause a spark across the electrodes.

## Setting the Idle Speed

### Tools required

- 2 x paper clips
- External Tachometer

### Method

Begin by taking your MX-5 for a 15-20 minute drive to bring the engine up to operating temperature. Open the bonnet and unplug the lead that powers the radiator cooling fan. The reason for this is to ensure that you do not get a false reading of idle speed when the cooling fan kicks in and puts more load on the engine.

Locate the diagnostic connector on the passenger side of the engine compartment near the air intake. It is cunningly disguised as a little black box labelled DIAGNOSTIC (Ed. isn't it

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# Inside Your MX-5 Continued

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nice when things clearly identify themselves).

If you pop the lid of the diagnostic connector, you'll see a bunch of terminals and, inside the lid, a little diagram saying what the terminals are. Connect a jumper (or paper clip bent into a U shape) from pin TEN to GND. This puts the on-board computer into the proper mode for setting the idle speed. The external tacho connects to the IG terminal on the diagnostic connector (again use a carefully bent paper clip).

You may find, as I did, that when you connect the external tacho, the car's tacho reads zero - don't worry, you haven't broken it, it's just that most budget analogue meters have fairly low impedance and affect the tacho filter, so the internal tacho doesn't see any pulses.

The idle speed adjuster is at the front of the intake manifold on the driver's side, and should be covered by a black rubber plug. When I did my timing, I hunted around for this plug for a bit before realising that the plug wasn't there and the speed adjuster screw was exposed. So look for either a likely looking recessed screw, or a rubber plug that looks like it's hiding one.

To increase the idle rate, turn the screw anti-clockwise. It looks like it's about half a turn for about 500 rpm. The manual I had said that the idle speed should be between 800 and 900 rpm, but I set mine at 900 rpm to get rid of the idle-droop I was getting from time to time.

When you're all done, bung up the idle adjuster plug, remove the jumpers, close the diagnostic connector top and reconnect the radiator cooling fan. **CT**

## Setting the Ignition Timing

### Tools required

- Inductive Timing Light
- Jumper or paper clip
- External Tachometer
- 12mm socket
- Socket spanner with articulated head

### Method

#### Checking the timing

Using the method outlined above to set the idle speed to 850 rpm, but leave the paper clips in place on the diagnostic

connector.

Connect the timing light power cable to a source of 12volt power. Since the battery is not in the engine compartment, you should use the auxiliary power connector provided for this purpose. There is a blue connector located on the passenger side of the engine compartment close to the side of the car about halfway between the diagnostics connector and the headlight motor. Remove the dummy connector to expose the conductor. This is where the timing light can be powered from. Connect the timing light ground connection to a suitable grounding point. Put the inductive pickup around the number 1 spark plug wire (Front cylinder for the 1.6 litre and rear cylinder for the 1.8 litre).

Check the timing by observing the timing marks on the crankshaft pulley in relation to the fixed marks on the timing belt cover. Each mark represents 2 degrees of timing advance. If the timing is outside of the factory specification,  $10^{\circ} \pm 1^{\circ}$  BTDC (before top dead center) you need to set the timing.

#### Setting Timing

For 1.6 litre engines locate the crank angle sensor at the rear of the driver's side valve cover. It is a circular metal unit that sits right on the rear of the valve cover. Locate the 12mm locking bolt for the sensor. This is on the lower side of the sensor bracket nearest to the driver's side. Loosen this bolt only enough to allow you to rotate the crank angle sensor. As the crank angle sensor is rotated (only a small amount at a time), you will see the timing change with the timing light. When you get the timing back in spec, tighten the lock bolt.

For the 1.8 litre engine the crank angle sensor can be found by following the passenger side hump in the valve cover to the back of the head. On the rear face of the head you will find a round unit with a multiplug on it. This is the sensor. There is one bolt with a 12mm head on it that locks the position of the sensor in place. If you were sitting in the passenger seat looking at the back of the head, the bolt is at about five o'clock. Use the yellow painted dot on the crank pulley.

If you tweak the idle this will affect the baseline value of the timing. Tweak idle with jumper in place and correct the

timing.

#### Extra power by advancing the timing

Many enthusiasts have found that they gain a few extra horsepower by advancing the timing to  $14^{\circ}$  BTDC. If you do this, you may experience some pinging when running on standard unleaded. If so, try switching to premium unleaded. If you still get pinging and it isn't caused by one of the other problems described above, then back the timing down to the point where the pinging is no longer an issue. Pinging is usually experienced under hard load driving - not idling in your driveway. So you'll have to set the timing and drive it for a while before you really know the effects.

#### Timing for Modified Intake Tract

If you've modified your air intake with the installation of a turbocharger, supercharger, Cold Air Intake, or other type of upgraded high flow intake system, the timing rules may change. You should follow the advice given by the manufacturer of your unit. **CT**

## The Club Welcomes

**James Blundell**

**Iesley Boon**

**William Boon**

**William Browns**

**Duncan Greeny**

**Angela Hakvoort**

**Bianca Heller**

**Herb Heller**

**Rebi Karp**

**John Morris**

**Robert Russell**

**John Toomer**

The Club Welcomes will return to the front in the next issue.

# Window Winder Cables

Mike McCarthy

**A**lmost two years ago we sold our 1989 MX-5 to a Dr Ian Littler, then of Canberra. Recently Ian was in touch to say a door window-winder cable had broken at the ferrule which connects via a plastic fitting on the regulator device which lifts and lowers the attached pane. His local dealer said that the winder was available only as an assembly and quoted around \$500 for parts and labour. Less than chuffed at facing such high cost for what seemed a simple repair, Ian contacted Mazda Australia in Melbourne to discuss the whole-assembly situation and price, and to ask about an alternative.

The good news, he learned, was that separate cables now are available. The bad news is that they're intended only for the post-1992 model. Though his car was long out of warranty, Mazda supplied a pair of these cables on the

basis of no-promises-about-fitment. Ian found that the late-model has a longer ferrule, which he shortened to suit the pre-1992 plastic fitting, while accepting that this modified connection may be no more durable than the original.

After he'd reassemble the winder / cable combo, Ian had the dealer install it and was charged \$93, which he consider reasonable and infinitely preferable to the whole-job quote.

Worth filing away, perhaps, are cable part numbers NAY 1-58-5XO and NAY 1-58-5Y0.

Not yet determined is whether the pre-92 attachment points can be modified to suit the later, longer ferrules; or whether the later plastic parts are available separately, and, if so, whether they are adaptable to the early model. Another of life's little mysteries. **CT**

# Have You Checked Your Nuts Lately ?

Steve Remington

**W**heel nuts that is. The story that follows is a the sad tale of what can happen if you, like me, have not checked your wheel nuts for a while.

A couple of weeks ago I was starting the preparation for the NatMeet '96 concours. Step 1 was to jack up the car, take off the wheels and clean them properly on both sides.

I started by loosening off the wheel nuts before jacking up the car. I didn't get very far because all of the nuts were impossible to budge. I decided to drive to the local tyre outlet and ask them to loosen the nuts for me. They were most helpful and proceeded to undo the nuts and tighten them using just a tee-bar and socket. The fun had only just begun. While undoing the nuts on of the front wheels one of the nuts seized and the stud sheared off. They did not have any replacement studs and told me that three studs would be safe enough to drive on until I could fix it.

The tyre technician told me that this is a very common problem with all modern cars and it is a manufacturing fault that

cause the nuts to seize. Apparently brake dust and other contaminants find their way onto the threads and that causes the nut to seize.

Fortunately there appears to be a way to prevent this from happening. First, ensure that the tyre technician does not use an air powered sockets when doing up the wheel nuts so that mere mortals can undo them, and; second, ask them to smear a little graphite grease on the stud before replacing the wheel nuts so that are less likely to sieze.

"What about the broken stud?", I here you ask. Well, the broken stud is easy to fix. All that was involved was:

- Remove the offending wheel
- Remove the brake caliper (2 bolts)
- Remove the brake disk - it just pulls off once the wheel and caliper is off
- Use a hammer to tap the broken stud out of the wheel hub
- Place the new stud in the hole and tap it into place from the back of the wheel hub
- Replace the brake caliper and wheel

The stud and nut cost \$8.00. **CT**

# My Dream Went Up In Smoke

Carlos Toda

**B**y now some of you would have heard about what happened to my beloved MX-5 when it was stolen while I was playing golf at the Leura Golf Course. Being heart broken is an understatement, especially if you had seen the photos of my car when the Police found it at a council tip in Katoomba completely burnt out.

It has taken me almost six months to get over the trauma and now I face the painful task of parting with some parts of my car that I still have. The parts are:

- set of original wheels (travelled only 10 to 15km - they are practically brand new)
- Tonneau cover
- Front bra
- Original steering wheel
- Original stereo

All items are in pristine condition. If you are interested, please contact me. **CT**

Carlos Toda

(02) 555-9212 (AH)

(02) 264-1906 (BH)

# The President's Barbeque

George Russ

**O**r...who was the silly idiot who decided to entertain 30 guests on the night of one of Sydney's wildest thunderstorms?

Backyards in Annandale are not very big so it can become a little uncomfortable when you try to cram 30 people, 3 barbeques and furniture under a tarpaulin, but we had fun. Thanks to all those who braved the weather...if you see the light on please drop in again. **CT**



# Mazda's Secret Weapon: The Canadian Ice Racer

A Story Found While Wandering The InterNet

**I**ce racing is a big deal in Canada, and usually dominated by the likes of Lada's factory team. In a fit of motorsport enthusiasm, Mazda decided to take control of the series, and constructed the Ice Racer. Click on the images above to see full size pictures.

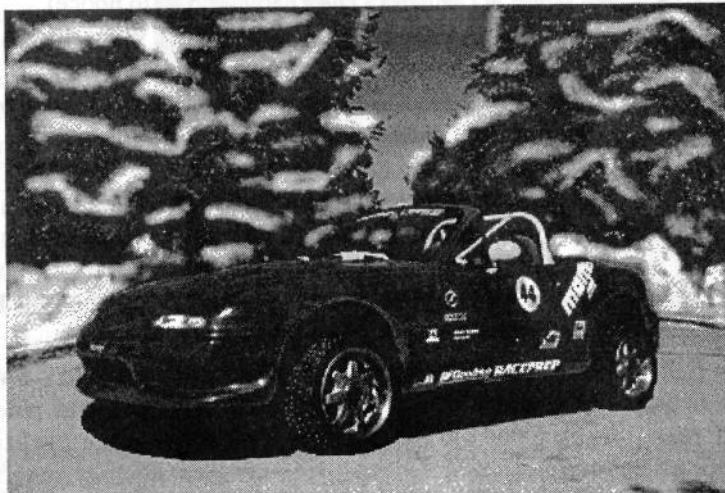
The car almost didn't make it. Some higher executives in the factory thought the time and effort should be spent on other things, like figuring out how to formulate more shades of blue for the "regular" Miatas. Thankfully, the enthusiasts prevailed and the Ice Racer was born. Originally slated to be limited to 50 cars, one extra was added for Richard Dekker of Edmonton.

It's a limited homologation special equipped with a turbocharged V6, full time 4 wheel drive, and radically adjustable suspension. Only 51 were made, and they all share the Safety Orange paint job for easy retrieval from snowbanks.

There is no top, giving the Miata Ice Racer a guaranteed victory in the little

contested Roadster category.

The engine is modified to deal with ice racing's peculiar demands. Thanks to the sub-freezing temperatures in the sport, Mazda was able to do away with the radiator and oil cooler, lightening the car by 52.1 kilograms. The engine is also fitted with a warm air induction



system to help deal with the cold. A turbocharger is fitted to help heat the intake air - it runs at very low boost because of the density of air at the usual cold temperatures. Hotter cams round out the package, and give 268 horsepower in -20 degrees Celsius. Due to these modifications, however, the engine overheats whenever the

temperature rises above freezing. Because of this, dry-pavement testing session has never been possible.

The suspension has a full 9 inches of adjustability. On a smooth, well prepared track, the car is run in the lowest position to lessen drag and take advantage of ground effects. This is the ice racing equivalent of a superspeedway.

On a "natural" track, however, the car is run at its highest setting to avoid snowdrifts and other course debris such as ice fishermen. The tires are heavily studded with half inch bolts. The transmission is a 5 speed, driving a full time 4 wheel drive through three Torsen differentials.

Thanks to this all out effort, Mazda has been able to wrest the ice racing crown from the

Lada team, winning the championships at the 1995 Ice Racing Break-Ups.

Performance is stunning, to say the least. 0-100 kmh in 6.3 seconds on glare ice! If you ever get a chance to experience one of these creatures, do not pass up the opportunity. **CT**

## What Colour Is God's Miata?

Chuck Price (Puget Sound Chapter - Miata Club of America)

**W**hat colour is God's Miata?. Well let's settle this colour issue here and now. Once and for all. In late 1990 there was a celestial meeting of the Kansei Council who report directly to God on all matters regarding automobiles such as: "raciness, good design, pleasantness of look, drivability, affordability, etc". After all, the original concept and design of the Miata was a divine inspiration directly from God herself (Ed. This man knows what side his bread is buttered on!) in the first place. While She sees all cars of all colours in an equal light, it is no secret that Her personal roadster is a British Racing Green Limited Edition Miata.

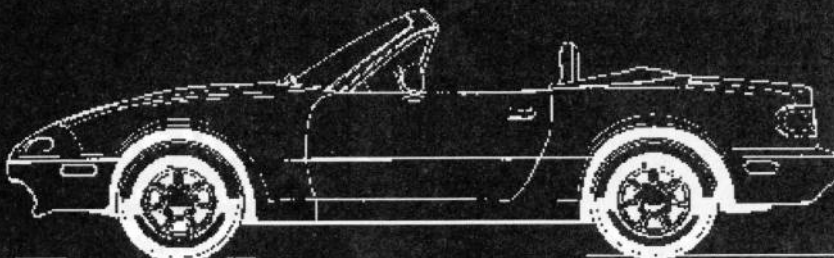
When She was asked of Her colour choice for Her Roadster by the council, She said (and I quote, this is all in the BRG Registry if you want to look it up): "Go forth and colour My Roadster the colour of the deepest lake combined with the colour of the darkest forest and the black of the midnight sky. And verily, I say, make of the interior of My Roadster the colour of the sands of the eternal desert of the Earth.. This, then, shall be the TRUE colour for My Roadster and I shall call it BRG! Then make only 4000 of these 'Special Ones' on Earth. You shall number them in the sequence of their build and create a plaque for each of them upon which

shall be inscribed 'Limited Edition', the Special One's name, and the car's number of build. But remember that ye shall make no more than 4000!" And when she saw her new roadster, She said: "I am pleased!, REAL pleased!".

Now God has a lot of cars, and She loves them all. But Her favourite one is her BRG Limited Edition Miata. After all, every day in heaven is 'top-down weather' so it gets driven a lot! And of course the number of Her limited edition is 0 of 4000. And that, you infidels of the other colours, is the true story of how the BRG Limited Edition came about and why your car doesn't have a plaque. Amen. **CT**

# Going Topless

## Revealing insights into an MX-5 Club member's life with their car



**T**he first victim (oops I mean club member) being interviewed for Going Topless is your trusty editor. The reason for interviewing myself is two-fold. Firstly, I thought that I should not put any one of you through what I would not do myself, and second I left it a bit late to contact anyone else and ask them the questions. As you can probably guess the first reason just there to make you think that I am a with his readers feelings at heart Anyway, here it goes...

### Why did you buy an MX-5?

I woke up one morning thinking that life would not be complete if I do not own a sports car. I looked around for the right car to buy and read about the soon to be released MX-5. Every article I read praised the MX-5 so I thought this must be the one to buy.

### Does your car have a name and does it mean anything?

Although it is not very original I call my car Max. Max is basically a derivative of the MX in MX-5.

### What did you drive before MX-5?

Immediately prior the MX-5 I owned red Sigma sedan, and prior to that I owned a yellow Corolla sedan.

### What is your favourite short drive?

My favourite short drive would have to be the run from Tharwa to Corin Dam and return in Canberra. The Tharwa end of the run is a high speed drive through the foot hills of the mountains surrounding Canberra. The Corin Dam end of the run takes you through some very tight twists and turns following the gully leading down to the dam. There is hardly any traffic accept for the odd timber jinker taking pine logs out of the forest. This is a really great road to get the adrenalin pumping really hard!

### What is your favourite long drive?

My favourite long drive would have to be the round trip that takes you from and back to Thedbo Village via Khancoban and Tumut Ponds. The first part of the trip is very steep down-hill, very windy and dirt! (Yes that's right, Max is not allergic to dirt roads like many other cars in the club). Once you reach the Murray River you start the climb back into the mountains. The road twists and

turns in and out of the many gullies that form part of the Snowy Scheme, and takes you into country that was just made for an MX-5. The scenery is also very spectacular (well that's what Melanie told me - I was too busy driving to notice).

### What do you like most about MX-5?

Its simplicity and driveability. The car was obviously made for driving pleasure from the beginning with all considerations being secondary.

### What do you like least about MX-5?

The fact that in its standard form it suffers from severe asthma which strangles the life out of it.

### If you could change / add anything at all to MX-5 what would it be?

I would redesign the car to have an intake / exhaust system that maximises the cars performance rather than its environmental friendliness.

### If you could drive any other car what would you choose?

A Porche 911 Carrera because I love the exhaust note it has under acceleration.  
CT

# The Story Of A Girl Racer

Jean Cook

**T**his article is directed to all the lady MX5 drivers that are members of the club, whom I never see on the track or at motorkhanas. I really do feel quite lonely and outnumbered at times and would really like a few more of you to come and join me out there with all the men.

Apart from the buzz that I get from driving fast on the track, I have found my confidence on the ordinary roads has increased greatly. The motorkhanas help improve my low speed cornering skills and I now find it much easier to handle the ever increasing number of very small roundabouts that seem to be reproducing themselves at almost every intersection on suburban roads.

Our esteemed editor laughs at me

sometimes. Steve says that he remembers me as a "virgin" racer, apprehensive but excited before I went on the track, and he was amazed at the sudden change in my personality! That was at Natmeet in Adelaide, 2 years ago, and since then there has been no going back! I love it, I love the speed, the challenge of trying to get around the difficult corners just that little bit faster, just occasionally knowing that I got the line just right on the easier ones. I even enjoy being a member of the "Spinners Club". It took me few washes to get the grass out from under the car after the last outing to Wakefield Park, but that is part of the fun. The very best thing about Wakefield Park is that there are NO WALLS that you can hit! It would be very hard to do any damage to your

car apart from the grass and mud underneath if you spin off.

Another very enjoyable part of it all is the surprise on some men's faces when first they see the black MX5, and then when I tell them I take it out on the racetrack. Of course I have been known to embellish the truth on odd occasions (Ed. that's right Jean never let the facts get in the way of a good story), but that is part of the fun!

Please, the next time there is a day at the track, I want you to join me out there. Really, the guys don't mind me being there, they are very helpful, and if you ask the right person, you can get a couple of really fast laps with one of them! CT



# ATCC Classic Car Rally

Steve Remington

**I**t was a beautifully sunny Saturday morning (Ed. which turned out to be the beginning of a very hot Saturday) of the Australia Day long weekend and nine MX-5s met at the Hornsby start point for the Australian Touring Car Championship (ATCC) Classic Car Rally. We were joined by Corvettes, Jaguars, MGs, and many other classic sports cars before we left on the journey, via Galston Gorge, to travel to Eastern Creek Raceway. The rally was run as a promotional event to coincide with the first round of the ATCC.

At the end of the day the rally organisers announced the prizes for the rally and the various concours sections. Steve Remington won the concours prize for the 1983-1992 category, while Tony Buon won the concours prize for the 1993 onwards section. **CT**



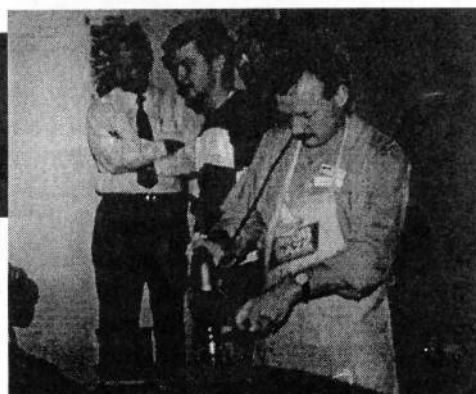
Above: Tony Buon (L) and Steve Remington (R) display the Concours Trophies they received after the judging of the ATCC Classic Rally.

## Club Meeting at Meguiars

Steve Remington

**T**he first general meeting for the year was held at the Meguiars workshops in Auburn. After the formalities of the meeting were completed. We were all given a "half-hour-everything-you'll-ever-want-to-know-about-detailing" presentation from one of Meguiars' detailers. Our

President's MX-5 was looking was looking particularly frumpy at the beginning of the night, but by the end its boot lid and part of its soft-top had regained some of its youthful shine (Ed. sounds a bit like a Womens Day 10 Minute Do-It-Yourself Makeover!). By the end of the night I think we had all learnt some tips that we could put to good use when next clean and polish our MX-5s. Thanks to Meguiars for the informative evening. **CT**



Above: Club Captain looking very much like a professional car detailer after receiving expert tuition on how to revive his car's paint.

# Your Local MX-5 Service Station

A notice board for club members to advertise MX-5 items they may have for sale, and other interested parties to advertise their goods and services. A nominal fee for your advert is charged (see below).

To place an advert contact Steve Remington on (02) 438-1803.

### For Sale

#### Various Parts

Genuine Mazda UK Tonneau Cover \$350  
Original MX-5 springs and shocks (50,000km) \$200  
Momo chrome gear knob \$50  
Two piece Enkie Rim (15" x 6")  
The new Goodyear Eagle 195/50 tyres \$1200

Justin Ooi

(02) 9978-3501 (BH)

(02) 680-2560 (AH)

### For Sale

#### New Tan Leather Soft Top Boots

Mazda is reducing their stocks of Tan Leather Soft Top Boots. They are offering a **special price of \$390** (Retail price is \$563).

To place an order contact:

**Hornsby Mazda Parts**

**Ask for Steve Cruden**

(02) 372 3092 (BH)

## Out of the Boot of an MX-5

The following items of club regalia are available for sale out of the boot of Peter Stanton's car at each club run.

NSW Club Cloth Patches.....	\$5.00
NSW Club Stickers .....	\$3.00
Number Plate Covers.....	\$30.00
Fold-up Momo and Recaro Seats .....	\$35.00
NSW Club Sun Visors.....	\$10.00

Watch this ad in future issues for new items of regalia

### For Sale

#### Various Parts

4 x Standard 1.8 litre model style Mazda MX-5 rims (No tyres) \$900 ONO - set of 4  
1 x Genuine Mazda MX-5 electric antenna assembly \$200 ONO. **\$1000 the lot**

Terry Edgton

(02) 748-7811 (BH)

(02) 639-8206 (AH)

(0411) 191005 (Mobile)

### For Sale

#### Personalised Plates MX-0005

Black and white style, **no monthly fees**, yours to keep indefinitely. **\$2000 ONO**

Terry Edgton

(02) 748-7811 (BH)

(02) 639-8206 (AH)

(0411) 191005 (Mobile)

### Wedding and Formal Make-Up Artist

#### Skin Care Consultant For All Skin Types

To book these services or to order any of the Nutri-Metics range of products contact:

Sylvia Tikellis

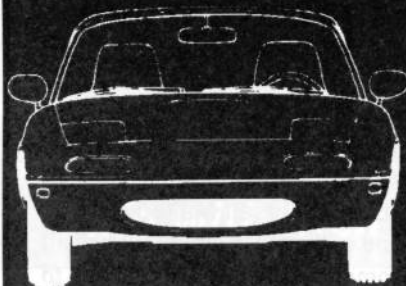
(02) 6273101 (BH)

(015) 709819 (AH)

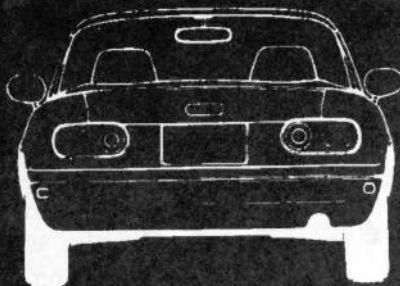
### Club Talk Advertising Rates

Size	Base Rate
Maxi (1/2 Page)	\$40.00
Midi (1/4 Page)	\$20.00
Mini (1/8 Page)	\$10.00
Micro (1/16 Page)	\$5.00

The above Base Rates apply to commercial advertisements. A 50% discount on the Base Rates applies to club members who are placing an advertisement for personal purposes (eg selling your standard wheels after buying new alloy wheels).



# Members Only...



The following companies have agreed to offer special discounts for products and services to members of the Mazda MX-5 Club of NSW. Please note that you must produce proof of membership by showing your current Club membership Card.

## **Cantebury Mazda**

15% discount on labour, Trade price on parts, free courier service to train or shops, free exterior & interior wash and clean.

818 Cantebury Road  
Cantebury

Ph: (02) 758-2600

Contact: John or Darren

## **Eurocars Northside Mazda**

Trade prices on parts and accessories, 15% discounts on labour charges, complimentary car wash and vacuum, courtesy transport nearest transport station and monthly parts specials.

43-45 Hotham Road  
Artarmon

Ph: (02) 439-2733 / (02) 439-2499

Contact: Bruce Roberts (Parts)

## **McGrath Mazda**

10% discount on service, trade price on parts, free loan car, free car wash.

Cnr Hume Highway & Boundary Road  
Liverpool

Ph: (02) 821-5000

Contact: Kevin

## **Trivett Classic Mazda**

Trade prices on all parts, discount on

labour, free loan car and free car wash and vacuum.

364 Princess Highway,  
Rockdale

Ph: (02) 599 3399

Contact: Carlo or Peter

## **Tyan Motors Mazda**

10% discount on service, repairs parts and accessories. Free loan car, free pick up and delivery within Sutherland Shire, free registration inspection, free valet cleaning.

5/9 Flora Street  
Kirrawee

Ph: (02) 521-4911

## **Ian Luff Dynamic Safety Advanced Driving**

\$25 discount on car control courses.

Ph: (02) 820-2030

Contact: Ian Luff

## **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% discounts for MX-5 club members. For reservations and

information:

Ph: (049) 30-7246

Contact: Suzanne or Richard

## **Robco Products Pty Ltd**

Car Bra manufacturers. Car Bras can be tailor made if your car is customised. 10% discount to club members.

49 Shepard Street  
Marrickville

Ph: (02) 560-5393

## **Roman Auto-Tek Pty Ltd**

Momo steering wheels, soft-top repairs, Recaro seating, alloy road wheels, gear knobs and other accessories. 10% discount to club members.

14 Cavell Avenue  
Rhodes

ph: (02) 743-6822

*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 a service for our members only.*

## Contacting The Committee

### **President - Bruce (George) Russ**

Home - (02) 660-3407

Mobile - Not Available

### **Vice President - Steve Remington**

Home - (02) 438-1803

Mobile - (015) 93-4640

Email - sreming@s055.aone.net.au

### **Captain - Tony Buon**

Home - (02) 484-9667

Mobile - (0419) 36-6789

Email - tbon@laurel.ocs.mq.au

### **Sporting Secretary - Peter Stanton**

Home - (02) 871-4524

Mobile - (018) 24-7285

### **Secretary - Paula Wu**

Home - (02) 451-9985

Mobile - (02) 319-4666

### **Treasurer - Leanne Chow**

Home - (02) 871-4524

Mobile - (018) 24-7285

### **Social Secretary - Sylvia Tikelis**

Home - Not Available

Mobile - (015) 70-9819

### **Committee - Peter Simpson**

Home - (02) 419-7125

Mobile - (018) 47-3362

### **Committee - Jean Cook**

Home - (02) 833-4321

Mobile - Not Available

Email - 100232.1064@compuserve.com

## **Club Talk**

Club Talk is a quarterly publication of the Mazda MX-5 Club of NSW. Please send all editorial contributions and advertising copy (hand-written, typed or on floppy disk) to marked to the attention of Steve Remington at the club address below.

The Mazda MX-5 Club of NSW operates as a non-profit organisation and relies primarily on volunteer services. However, sponsorship of events, the publication and mailing of the newsletter, and operating supplies constitutes a financial burden that must be met by the membership. Make you MX-5 experience more enjoyable - join and participate. To keep the club meaningful, we need your support. To become a member send you name, address, and phone number to:

Mazda MX-5 Club of NSW  
PO Box 267  
North Sydney NSW 2059