

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

Calendar

SEPTEMBER

- 19 Gosford Run
Special Club Meeting

OCTOBER

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

NOVEMBER

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

DECEMBER

- 5 Motorkhana
15 Film night
29 Christmas Party

NB. GO-KART Day & Club
awards night TBA

YULE FEST



HUMDINGER

HOT MULLED WINE CRACKERS PLUM PUDDING! Who says Christmas doesn't come twice. It does if you participate in the Blue Mountains Christmas in July celebrations.

The day started off with a drive via the Great Western Highway, a perfect winters morning crisp and sunny. Our morning "Pit Stop" was at the "Bygone Beauty's" Tea rooms and antiques in the Leura and there certainly was a veritable treasure trove of bric-a-brac and collectables to peruse and buy. The feeling was one of ambience and Edwardian splendour of days gone bye.

We then headed off to Mt. Victoria to "The Victoria & Albert Guest House". I think everyone present would agree we had a splendid traditional Christmas lunch and the usual goodies that go with it. We were well entertained by Russ the resident pianist.

The afternoon was rounded off by the "BLUEMOUNTAINAIRES" Barber Shop Choir who harmonised us through some old "Toones" and finally rounded off with Father Christmas.

On behalf of everyone present a thank you to the Committee for supplying "Chrissie presents" consisting of the new Mazda Monogrammed caps and sunvisors.

- Vivian Sophocleous

Welcome to the Club

Gary Deans
Bertram Potts
Christina Matthews
Pieter Versluis
Joshua Versluis

A warm welcome to the new members who joined the during August, and welcome back to the Club Pieter and Joshua.

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Letters to the Editor

More on Sound Blasting....

The article on the "Sound Blaster" was interesting. Owners who dislike the standard sound system, can upgrade the quality of sound considerably, and relatively inexpensively. The first thing to do, is remove the standard paper coned speakers and place them in the re-cycling bin, may I suggest as a replacement, Infinity Kappa CS-6 speakers, made by well known (to Hi-Fi addicts) U.S. manufacturer, these are a 6" bass driver and a separate 1" tweeter, the bass unit fits into the standard speaker mounting, the tweeter can be mounted either on the windscreen pillar or as I have done, to the upper leading edge of the door and angled back toward the centre of the car. The speakers require more power to drive them than the standard "radio" can provide, so a separate amplifier, somewhere in the region of 50-60 watts R.M.S. per channel, could be added, and located under a seat, or in the boot. I went a little further and tossed the standard radio, replacing it with a Pioneer unit, which has "Dolby C" for the cassette section and also controls the Pioneer 6 disc CD changer. (All my cassettes are recorded thus). The deck of course, has a removable control panel to make it un-attractive to felons and slips easily into my pocket rather than someone elses! Being a Hi-Fi" buff, I wouldn't have an equalizer within a hundred miles of it, the only "sound tailoring" I have used, is a very mild Bass boost to bring the bass level above the natural road noise, the result is very pleasing with all kinds of music, rather like my home system and to the untrained eye "standard", most people think that the two tweeters, are burgler alarm sensors! I'm not going to tell them any different. For those who like a little "background music" when on a picnic, the pioneer deck comes with a remote control, leave the doors open, switch from Mozart to Mantovani to suit the mood! (I can't imagine anything more useless). I must admit that I tried it, to see if it worked (it does), I think it is in the glove-box, where it belongs!

Has any member found an "aftermarket" money holder? Just one of those little stick on things to "bridge" or parking meters? I have looked everywhere, and I do mean everywhere (Hong Kong, Singapore, Japan etc.). The ash tray would be ideal except that I smoke.

Jeff Gehrig

Whoops!! (Maximum Security)

To all you MX5 owners out there worried about security of your valuables. DON'T WORRY!. Lock them in the boot. No one is going to get in there, as this sorry tale of woe will show, (spare keys in workbag in boot).

A good friend of mine (no names) bought petrol in a service station recently and another customer came in and bought some fags. So what! Well the other customer took my friend's keys. Oh! Call the N.R.M.A. Guess What? YOU don't get in this boot without a key! (ten tumbler lock unpickable). My friend left 3 hours later (minus \$120) after the locksmith had cut a key.

Why am I telling you this? Well! You might get a laugh and you do have a secure area in your MX5, which I now know to be reliable. So, lock all your valuables in the boot. NO WORRIES.

Mike Walkden-Brown

Letters to the Editor, articles, photographs, cartoons or any contributions to ClubTalk are most welcome.

Articles may be submitted on a floppy disc, preferably in a standard text file form. The Club's computer system accepts 1.44 Mb 3.5" diskettes in IBM format.

Please send your letters to:
The Editor, ClubTalk
Mazda MX-5 Club of NSW
P.O. Box 267, North Sydney
N.S.W. 2059

MOTOR TORQUE

TONY ARMSTRONG

D.I.Y. BBR Turbo MX-5 part II

The instruction book refers to many procedures in the Mazda Workshop Manual, and it is essential to have this manual. The step-by-step instructions on removing the engine are pretty straightforward, complete with diagrams and references to other parts of the manual.

However I was not prepared for the difficulty of undoing many of the parts. For example the hoses where they connect onto the firewall to the interior heater would NOT come off, and the copper pipe is very thin and easily damaged. The trick to this is to disconnect them whilst they are hot, but unfortunately I didn't know that I was going to have this problem until much of the car had been disconnected, by which time it would no longer run. Boiling water solved the problem, but wet everything else. Of more concern were the bolts and studs on the exhaust system which Mazda peen over in order to stop the nuts accidentally coming undone. (They damage the thread on purpose). This makes it extremely difficult to take the exhaust downpipe and the manifold off. It took me most of Friday afternoon and all of Saturday morning to remove eight manifold nuts and four exhaust pipe nuts, and this put me 8 hours behind schedule. Being on a tight budget I was keen not to damage anything and to re-use it if at all possible.

The electrics, the fuel lines and the water hoses are readily removable, except for the heater hoses. The exhaust is difficult, and the drive line requires double joints in your arms to get at. The manual tells you to remove the engine, gearbox and transmission as one, but BBR had advised me that it was simpler to leave the gearbox in the car and just remove the engine. BBR were right, but it did lead to trouble later when I put it back together. Eventually I did manage to reach all the bolts around the clutch bell housing, but most of it was done at arms length and entirely by feel. The engine lifted out fairly simply. Incidentally I did everything on my own. My girlfriend thought that I was crazy, but she stood by with copious amounts of coffee and pretended not to hear the bad language.

So there I was on Saturday afternoon with the engine hanging on a chain outside the car! The big question arises in your mind. CAN YOU PUT IT BACK TOGETHER AGAIN? There's no time to think about this because you now arrive at the next hurdle, and it's almost a point of no return. After removing the sump from the engine you need to start drilling holes in it!

On Sunday morning I drilled the first hole and then started the enjoyable part; putting the new parts on.

Fortunately one of the first things that is done is to fit the new manifold and the turbocharger. This fires up the enthusiasm again, because you can see IT hanging there and there can't be too much more to do can there? Wrong. There's still 130 parts to go, I know, I'm counting. The oil and water connections are made, this is pretty simple and three pages of the instruction manual whizz past. The oil cooler and its connections go on. This takes a bit more time because I want the oil cooler to look neat as it can be seen in the air intake at the nose. I make up four mounting feet, all of different lengths so that the oil cooler sits parallel to the road although it is sitting on the curved undertray. I am gaining in confidence, doing more than the instructions suggest.

Because the turbo fits next to the engine on the nearside, it is necessary to move the alternator and the air conditioning compressor onto the driver's side of the engine. There is little enough room on the driver's side of the engine anyway, so it's all a little tight. BBR provide new brackets for fitting the alternator, but the instructions are poor in this area. The reason is that there are too many different air conditioning compressors (and alternators) fitted around the world. I had the Aussie version but obviously a committee of six had written this part of the instructions in separate rooms, or on separate continents, because there was much confusion.

Eventually it all went together, more by trial and error than anything, but the fan belt was too long and would not fit. This was because my car is too old to have modern refinements like power steering, and consequently I don't have a Power Steering pulley for the belt to go around. A quick trip to my local auto spares shop told me that belts longer than about one metre were specials, so it was a case of using the Yellow Pages on Tuesday. Fortunately there was a manufacturer (Dayco) just a few kms away, so after a quick measure, it was off in the Moke to ask for a belt as long as "this piece of string". Unfortunately when I got back it was a little too short, so it was back for a longer one, which they didn't have in stock! Back at home I worked out a different way of running the belt, measured it again and went back for another. This was a little too long, so back again for another. Dayco were getting a little fed up with me, I could tell, but I did get a belt to fit.

Thanks Dayco!

The air conditioning pipes have to be re-run, and new aluminium fittings made. These are the only parts that are not supplied, and I was a little concerned about making them, however I was lucky in that I work for a shipyard that specializes in aluminium, so it was a simple matter for them to make the parts for me after the car was running again.

The air conditioning auxiliary air fan is discarded, and a new one is fitted in front of the radiator. This is not easy because it is so inaccessible and is largely done by feel, accompanied by copious amounts of words that make one feel better.

It's now Monday afternoon and time for the engine to go back into the car. A quick pause for a photograph to prove that I did take the engine out myself, and then I start the tricky bit of fitting

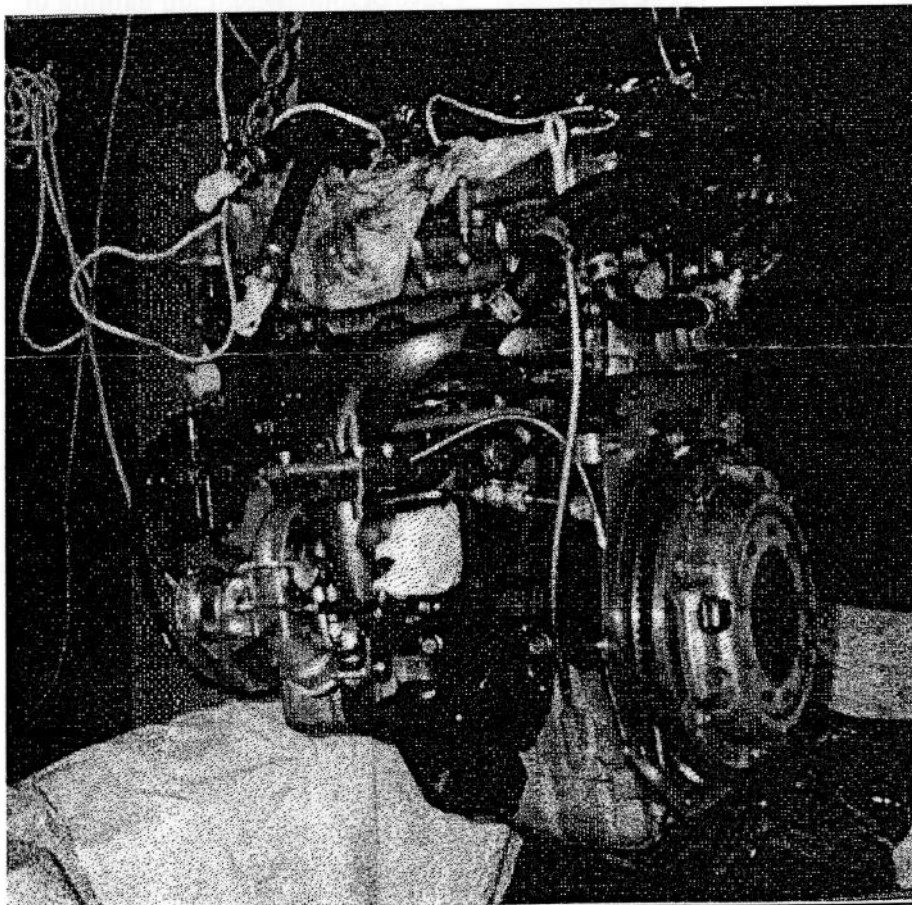
the engine back. This did not go well and I have to admit that I managed the impossible and damaged the clutch plate. This did not show itself until I got the car going, which was another 24 hours away. Getting the engine in and fitting it to the bell housing would in retrospect have been considerably easier with another pair of hands to guide the engine whilst it is lowered and moved back, but I was stupidly trying to do it all on my own.

Anyway, by Monday night the engine is in, and it's obvious that I need to take Tuesday off work to finish the car. On Tuesday morning I take the engine hoist back to the hire shop, and then start running around for the fan belt. When that's all done I fit the Intercooler and the air hoses, which is an interesting jig-saw. The new water and breather hoses, electrical cables, new spark plugs, and new air filter element all go on fairly simply, and it's time to put some oil in. With the turbo it is necessary to use synthetic oil, which is about \$50 for 4 litres, and was an unexpected expense.

The new exhaust downpipe and heat shield go on easily, and the new auxiliary computer fits in much more easily than I anticipated. Did you know that your passenger's feet are resting on the engine computer?

I have three parts left over, the BBR turbo badge for the back of the car and one for the engine, plus one bolt which I can't figure out where it fits!

It's time to start the car. I fit the battery and prime the fuel system in accordance with the workshop manual.





IT STARTS FIRST TIME. I am astounded. It sounds much quieter than it did before, and the throttle is unbelievably light. I switch off and check for leaks. Then I start it again, and excitedly try to select a gear. But it won't go into gear.

After five days of hard work, much of it manual, I am in no condition for taking the engine out again. I consider suicide once more. I think about taking the transmission off and leaving the engine in. It does look possible, but have I got another week of holiday ?

On Wednesday morning I rang West End Mazda and the NRMA, and a tow truck took my effort off to the professionals. By Friday night West End had fitted a new clutch plate and had cured a leak in the oil cooler hoses connections. Would you believe that I had taken the engine out and never looked at the condition of the clutch plate?! Well, I did, and in my defence I can only say that I had a lot on my mind! The old clutch plate was due for replacement and I never thought of looking at it

whilst it was in my hand.

Anyway it was a good idea to have a Mazda mechanic check the car out, and it is necessary to have the idle speed adjusted and other electronic adjustments made. So on Friday night I got a lift to the garage and picked up the car. It was like driving something new. I could hear the whistle of the turbo but I wasn't prepared for the noise of the wastegate on the over-run. I hadn't noticed this on the BBR car, probably because that car had the roof on. The car was very very light, sounded fantastic, and had so much torque that I had to drive it quite differently.

So how good is the BBR Turbo. Well it is superbly engineered. Absolutely everything fits perfectly and I can't fault what they have done. I would not recommend that you do it yourself unless you have played with car mechanics and know how a spanner works. It is not difficult, but it did take me about 80 hours of work, which if I had known a few things about the MX5 beforehand could perhaps be reduced to 40 hours. If you

are thinking of doing it, then call me first and I will be happy to give you a few pointers which should speed things up for you. But above all, have someone around to give you a hand when you need it, and be prepared for a constant stream of friends coming round to ask "what's the matter with the car?" (Nothing), "Why are you doing this?" (Not sure), and "Are you crazy?" (Yes).

Is it worth it? Of course. The torque is fantastic, and you can pull up hills in 5th gear with ease. Overtaking is a dream. Leaving the turbo Fords behind is easy. Please don't ask me about insurance because this is not a simple matter. I'm glad that I did it, and I certainly know a lot more about my car now. Hopefully I can get another three years of exhilaration out of it, and at the same time increase the re-sale value of the car. But I don't know what I will replace it with, there just isn't anything like it.

And the extra bolt? I still don't know where it came from.

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

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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

* President Lea Findley	554-2999 (bus) 832-1101 (home)	* Secretary Paula Wu	018-866-481 (bus) 451-9985 (home)	* Membership Officer Phillip Sophocleous	774-3856 (bus) 547-1607 (home)
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