

MX-press

Editing, design and production Simon Corston & Bob Sharpe

Mazda

MX-5 Club of Western Australia

Jul-Aug 2007

TURBO-RIFFIC NEWS

A huge thank you to Aart ter Kuile, alias Aart the Cool for finding what we have all been looking for... first news of a new turbo charged MX-5. Aart writes that he found this on <http://www.autoweek.com/apps/pbcs.dll/article?AID=/20070821/FREE/70820007/1024/podcast>. MX-5 Miata: A race package arrives this fall, but racers must wait until mid-2008 for a MazdaSpeed edition. The MazdaSpeed version's 2.3-litre turbo loses some horsepower in packaging the intercooler and larger radiator. A redesign is planned for the 2010 model year when the car must comply with new 2011 rear-offset collision standards. *(Continued on page 2)*



**Crushed
President's Report
Motor Sport
Turbo MX-5 News**

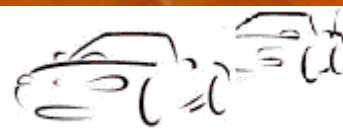
**PLUS
Coming Events
Humour Us
Membership Update
For Sale
...and much more**

The MZR 2.3L DSI TURBO engine delivers high output on par with a 3.0 - 3.5L V6 engine but with fuel efficiency that is 5% better than the 2010 requirements.

Mazda

MX-5 Club of Western Australia

Mazda MX-5 Club of WA inc members have reciprocal rights with other Mazda MX-5 clubs in Australia.



Turbo-riffic News (Cont.)

(Continued from page 2)

This is an American announcement but now that the feline is out of the sack you can bet that we will be hearing more soon. We can't speculate on what the race package is or how much horsepower the MazdaSpeed will have lost or what it is compared with (presumably the race package), but this could be the biggest thing since the SP came out. You can bet it will influence the buying and trade in ideas of many club members and attract a heap of new buyers and new club members when the first model hits our shores. Also recognition should go to Ash Price who predicted at the beginning of this year that a turbo version would be announced in or around August this year. Who does he know?

From Mazda:

How can outstanding environmental efficiency and fun-to-drive performance be achieved at the same time? One of Mazda's approaches to this dilemma was development of the Direct Injection Spark Ignition (DISI) TURBO engine in 2005. With

usual injection systems, air and gasoline are mixed prior to injection. However, the DISI system injects only gasoline directly into the combustion chamber. The DISI TURBO takes the direct injection system one step further by adding a turbocharger to compress the air that is fed into the combustion chamber prior to ignition. This results in sharp acceleration, high torque at low and medium revs, superb response, low fuel consumption and clean exhaust emissions. In short, this epoch-making reciprocating engine fully satisfies all the prerequisites and surpasses the criteria for a vehicle that people want to drive.

Our first DISI TURBO engine, the inline-four MZR 2.3L DISI TURBO engine is mounted in the Mazdaspeed6 (Mazdaspeed Atenza), which went on sale in the spring of 2005. This achieved high output and torque levels (max. output of 200 kW) on a par with a 3-litre V6 engine. At the same time, this car became the first turbocharged vehicle in Japan to be certified as an SU-LEV with fuel efficiency

+5% on fuel efficiency standards for 2010. Recipient of the U.S. Word's 10 Best Engines 2006 in January 2006, this engine also won high marks and awards from automotive magazines and drivers in Japan and around the world.

Main Specifications of the MZR 2.3L DISI TURBO Engine:

Engine	Inline four-cylinder 2.3L DISI turbo
Maximum Output	180 kW (245PS) /5000 rpm
Maximum Torque	350 Nm (37.5kg-m) /2500 rpm



Editor's Desk

From a record club membership of 135 (I think) at June 30, at the time of writing we have 62 paid up members. Why? Because it is time to pay the annual fees again. Sixty bucks a year works out at \$5 per run if you attend each monthly Sunday cruise. A lot less if you attend the car show for free and nothing if you get some advice about your car which saves you \$60 in a year or you take advantage of the function subsidies or the service and parts discount offered. Please rejoin what I am told is one of the best-run car clubs in this state, because there is nothing that pleases your committee more than seeing large numbers of people enjoying events. Also take advantage of the opportunities to have your say in how the club runs by joining the committee, talking to committee members at events or emailing the relevant office bearers or the newsletter team. Just turning up to events shows your support for the club.

Having done the commercial I will now comment on one of the irritations of driving, which is, people not keeping left on dual carriageways or at least not moving over when someone approaches from behind in the right hand lane. I thought that most people agreed that this was irritating so I was surprised to read in the "West" a letter which said that keeping left was the most stupid law known because

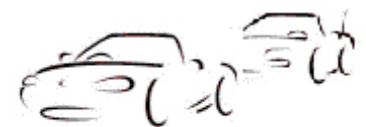
it only benefited speeders and the writer wasn't going to speed for anyone. As a self confessed lead foot (though I hope not in the hoon category), I considered whether I should strictly adhere to the speed limit and create a bank of vehicles behind me driven by presumably increasingly frustrated people. I could become the latest road rage victim if one of those drivers happens to be somewhat unstable, or named Chopper, and I seriously would hate to think that I had held up someone who was speeding because of one of those emergencies that crop up infrequently in our lives. On a lesser note, I don't even want to be responsible for creating traffic congestion behind me no matter what speed those people are travelling at when I know that they will soon be passing me and be long gone out of my way. Also I am not a policeman and have no right to instantly judge others without knowing all of the facts or force them to comply with the law on the small chance that they may injure or kill others in an accident. Lastly, to me, it is another example of people trumpeting their rights without mention of the responsibilities attached to those rights. The driver in the right hand lane has a legal right to travel at the speed limit but he also has a responsibility not to hold up traffic and a responsibility to be courteous and move over. Given current

stories of variations in speedometer accuracy the vehicles speeding may not in fact be speeding at all. There is also an advantage to allowing a speeder to pass you and that is if you are so inclined, allow him to pass and pull in at a safe distance behind him and match his speed. You will travel faster, save a minute amount of time and guess who alerts you to speed cameras. So that means I can still swear at the car in the right hand lane that is holding me up.

Finally, I bring you the tale of a 36 year-old American woman who in late 1977/78 tried to kill her husband by putting LSD in his toast, served him blackberry pie containing the venom sac of a tarantula, placed bullets in the carburettor of his truck, tossed a live electric wire into his shower and injected air into his veins with a hypodermic needle. Frustrated when this didn't work, she dropped tranquillizers into his beer and smashed his skull with a steel weight which did the trick. You gotta admire a determined woman.

So fellas, don't eat funny toast, keep having fun on wheels and remember "In the beginning, the word was aardvark" and "If your surname is Pipe, please don't call your baby Dwayne".

Bob Sharpe



President's Report

The Mazda MX-5 Club of Western Australia Inc. is in a very healthy state with a massive amount of participation in all facets of club life. Membership is at an all time high with the influx of imported Eunos Roadsters and the release of the stunning NC model helping to boost numbers. The club accounts are looking healthy and the committee is discussing various ways we can return our good fortunes to club members.

We've achieved record numbers for monthly cruises and although numbers typically tend to drop off during midwinter events our recent cruises have had 35 cars. It's been fantastic to see so many new members passionate about our club and making the events so memorable. We have a core of enthusiastic members who attend almost every event and they should be commended for making our wealth of new members feel welcome.

If you haven't been to a monthly cruise recently, make an extra special effort to come along, you'll be blown away by the huge turnout and number of new cars on display.

This club year sees the end of the very successful monthly meetings at Wheelspin in Welshpool. Leslie and Paul have chosen to shut up business and follow different career paths. Their support has been invaluable in helping current members and encouraging new members to join our club. On behalf of the club I wish them both success in their new ventures and thank them for providing such a fantastic venue for the club. Beginning next month the club will trial new venues; Peter "The Yacht Doctor" Coleman has generously offered his workshop as a meeting venue for the first few months, fingers crossed we can encourage more and more people for this monthly get-togethers on the second Wednesday of the month.

I have a huge amount of respect and appreciation to those club members (particularly those on the club committee) who continue to surprise me with the depth of their talent and eagerness to participate in running every aspect of our club. Their roles have varied from improving our constitution, writing MX-press articles and running events to important tasks like making new members feel welcome. Some committee members continue to provide a massive amount of support to the club and I think in some ways we all become a little complacent and don't give them appropriate appreciation. So on behalf of the club I'd like to thank everyone who has run an event, written an article, helped out a fellow club member or has worked "behind

the scenes" to keep this club running. The committee seems to go from strength to strength with personal contributions and commitments stepping up yet another level. We must be cautious as not to overwork committee members and offer to share the burden. At times I've felt that the work load and the expectation on committee members was not healthy and thus not sustainable. The committee are often the most passionate towards our club and it's unfair to expect them to carry such a burden without given the opportunity to enjoy themselves. It is important to value each and every contribution made as career, lifestyle and family commitments govern how much spare time each club member can contribute to the club. Over the last year or so we've had a lot of discussion regarding the club constitution, our legal requirements and club insurance; these are all necessary evils but it was my opinion that as a committee we needed to take a step back and take time to focus on more of the enjoyable tasks like running events and not get too bogged down in formality. In my previous MX-Press reports I had asked that the general membership step forward and assist with running events, I was overwhelmed by the positive response, particularly from members wishing to run the monthly Sunday Cruise. Thank you all.

The level of professionalism amongst the committee has stepped up a notch with e-mail discussion a valuable tool to discuss club life. Dedicated committee members also made the effort to submit reports before committee meetings to enable meetings to go smoothly and be less time-consuming. The club year hasn't been without its hurdles but thankfully any heated discussion has involved differences of opinion on how to best interpret the constitution or personal misunderstandings due to absences to provide the best events and services for our members. The committee has also shared the task of providing the food for the meetings, this has enabled us to select a variety of food rather than the usual pizza. Thanks to everyone who helped provide the food for each committee meeting. It adds to the excitement when you're surprised with such a yummy range of food.

The newsletter team has received some strong support for the club newsletter "MX-press" with a range of club members submitting articles. I'd like to encourage this to continue into the next club year. It doesn't take much effort to type up an event report, discuss an after-market

(Continued on page 4)

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Regulars

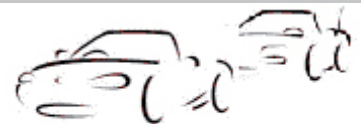
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Cover Photograph: Mazda MZR 2.3L DSI TURBO engine

The Mazda MX-5 Club of WA does not provide valuations for cars, it does not endorse or recommend any insurance company, service agent or parts/accessories vendor. The opinions of individual club members do not represent official club policy.

MX-press is the newsletter of the Mazda MX-5 Club of WA Inc.

All contributions are welcome. Articles and photographs should be emailed to editor@mx5club.com.au



President's Report (Cont.)

(Continued from page 4)

part you've fitted or discuss MX-5 related travels or news. I commend those club members who manage to produce magazine articles every two months. Your commitment to our club is phenomenal. If we can manage to get more members to contribute it takes some of the burden off the regular reporters.

There has been a huge amount of motor sport with club members participating in a wide range of events with a resurgence of interest in hill climbs, sprints and test & tune days at Barbagallo Raceway. Unfortunately venues are often booked months or years in advance and securing a suitable date to run driver training is often difficult. We had hoped to run a Barbagallo Raceway Driver Training Day this year but the expense and difficulty meeting insurance requirements made the prospect of running an affordable training day impossible. Thanks to Club Motor sport Coordinator Ian Lewis for putting in so much effort, it must be frustrating to have to cancel the event after so much preparation. I hope I will have more time to assist Ian in the next club year as I feel it is imperative the club maintains its high level of affordable driver training options. The basic driver training day is the most rewarding for competitors and instructors but I would still like to see the club run more of our own Autokharna and Sprint Schools. Sure there are other organisations that run similar training or events but I feel that the club atmosphere is more inclusive and encourages members to "give it a go" whilst among friends. The club heavily subsidises driver training events as they're the most important event we can offer our members. Given we have some savings in our bank account we could possibly af-

ford to try a range of events knowing that we can cover ourselves if we fail to fill all student places.

A surprise achievement was winning the second place club display at the White-man Park Classic Car Show. This has enabled us to provide five fifty dollar vouchers as event and Member of the Year prizes. Thank you to everyone who made the winning display possible. Perhaps next year we can make an extra effort to try and take out first place. Special thanks must go to Mazda W.A. and the Mazda Dealers state-wide. Their support for our club is phenomenal and greatly appreciated. We're the only club nationally that has a state-wide discount structure with all Mazda Dealers. Mazda W.A. support the club with the use of their meeting room, franking machine, marques and banners as well as support to the club for various events like the Perth Motor Show.

The Annual Dinner was held last month and my Presidential role included awarding the 2006-7 Club Members of the Year award. Each year the club committee has voted to recognise a club member for their outstanding contribution to our club. It may sound a little clichéd when I say that choosing a single member amongst so many worthy candidates was a near impossible task. This year I had to ask the club committee to post a second nomination as not one (or two) candidates stood out after the initial votes. Once voting was completed, eight different people had been considered worthy of this award and two club members managed to stand out above this prestigious field: Alan Wallace and Aart Ter Kuile.

Alan has been a committee member for several years and is the current club treas-

urer. The committee has really appreciated Alan's hard work. He offered to attend a meeting about incorporation and has used this knowledge to work with Sandra to update the club constitution. Alan has also spent much time looking at various banking options to make best use of members funds. Alan's professional treasurer's reports are completed on time and he has taken upon himself to draft and coordinate next years budget to create a smooth transition into the next club year. Aart has made a great impression since joining the club a year ago. Initially Aart attended club cruises in some weird "Frenchie" four-seater convertible family car but has since upgraded to the NC roadster hardtop MX-5. Aart's enthusiasm is infectious; he has hardly missed an event since joining the club and has run several exciting monthly cruises including the recent M&M Sunday Cruise with an archery competition. Social coordinator Gary Wotzko has had an extraordinary year with family tragedies and interstate work commitments adding to his workload. The club committee is very thankful that Aart kindly offered to assist Gary in coordinating events. Aart has a great "can do" attitude and offers a refreshing perspective to event suggestions. Both Aart and Gary have worked tirelessly to make sure that next year's committee has a full calendar of events.

Finally I'd like to wish the next President of the MX-5 Club of Western Australia the greatest of success. I will do my best to make myself available so the transition is as smooth as possible. Kind regards and many heartfelt thanks to everyone.

David Turk

Road Sense

In Saturday the first of September's West, Paul Murray's Opinion column was about the increase in W.A. road deaths and the admission by the government that their four-year strategy to cut the road toll had failed dismally.

The writer has been a critic of the Government's "Speed Kills" mantra and its stated policy that the best way to reduce road deaths is to buy more speed cameras. He criticises the lack of knowledge of latest overseas strategies by all relevant bodies and departments, the lack of action against other factors such as driver inattention and the unwillingness to differenti-

ate between excessive speed—which may kill— and marginal speeding which increases revenue.

He says a lot more, but club members have heard it all before in previous issues of MX-press where I have voiced similar opinions arguing for more scientific research, more statistical clarity and analysis and more attention to the incidence and effect of drugs both legal and illegal on not only the road death toll but also the road crash rate as well.

Any panel beater or police officer will tell you that crashes causing death are minus-

cule compared to all reported and unreported crashes. So there is a huge volume of information out there that receives only a cursory analysis or none at all.

Pity Paul isn't on any committee looking at road safety. A bit of common sense might get injected and some effective action might result. Let's see, if after admitting that the current strategy is a failure, any-thing changes.

Bob Sharpe



Past Events

Sunday Cruise - 1/7

Ash Price and Sandra Pullman's cruise took us through some southern back-blocks and then up into the hills towards Jarrahdale and finally on to the Serpentine Dam. See page six for details.

After Work Get-together - 11/7

Courtesy of Les Proctor we continued the 2007 series of monthly get-togethers. Club members and other MX-5 owners (non-members) met for the second last time at Wheel-spin.

Quiz Night - Friday 13th July

Bob Sharpe organised two tables of MX-5 members and friends in the vain hope of beating all-comers. You can read more about their efforts on page six.

Club Meeting - 31/7

The committee met at Mazda's headquarters (170 Campbell Street, Belmont) at 6:30 pm. All attended enjoyed the pizza before discussing club business.

Sunday Cruise - 5/8

Aart (of tulip map fame) and Gary went to great lengths to arrange another combined M&M Run. For those who don't know, this is the MX-5 and MG Car Club combined run. Unfortunately, due to various problems in dealing with the MG car club, the combined run fell through. Undeterred, the run went

ahead, with over 30 cars participating. The run took us to Hoddeywell Park, where teams of four were formed to take on the archery obstacle course. Everyone had a great time with Simon Orton taking out first for the men and Janice Fairhurst taking out first for the ladies. For the full story see page seven..

After Work Get-together - 8/8

Les Proctor held the last of the Wheelspin gatherings as the business is closing down. A BBQ was put on by the club to thank Les and Paul for all their support for the last two years.

Annual Dinner - 17/8

A great evening was had at the South of Perth Yacht Club. Due to the yacht club forcing a change of date at the last minute, a number of members were unable to attend. Member of the year was awarded to Alan Wallace and Aart ter Kuile. Congratulations! See more on page six.

Club AGM - 28/8

The club Annual General Meeting was held at Mazda's headquarters (170 Campbell Street, Belmont) at 6:30 pm. While not many members attended this most important of events in the club year, we did reach a quorum and were able to proceed with the AGM. David Turk and other office bearers reviewed the highlights of their reports. All of these reports reflected a busy and successful year

for the club and its membership.

All nominations for the committee positions were unopposed requiring no further voting to complete the changes. There will be more on the new committee in the next MX-press, so for now, here is the new committee:

• President:	Simon Corston
• Vice President:	Sandra Pullman
• Secretary:	Robyn Thompsett
• Membership Secretary:	Ashley Price
• Treasurer:	Alan Wallace
• Motor sport:	Ian Lewis
• Social Secretary:	Aart ter Kuile
• Web master:	David Turk
• Newsletter Editor:	Bob Sharpe
• Newsletter Production:	Simon Corston
• Merchandise:	Janice Fairhurst
• General Committee:	Leslie Proctor
• General Committee:	Gary Wotzko

Your committee is dedicated to running the club and all events for your enjoyment and benefit. If you want to get the most out of being a member, join in the fun. If you see things that can be done better, have a word to a committee member.

If you would like to take a hand in organising a Sunday cruise or some other event then talk to Aart ter Kuile. He is open to suggestions and always looking for someone willing to lend a hand in running an event. Congratulations to the new committee and let's have another great year.

Coming Events

Sunday Cruise - 2/9

Meeting at the usual spot in front of the Burswood Dome, get there at 9:30am for a 10am start, we will make our way East. Zig-zagging and zagging along the hills on some of the most bumpy and animal ridden roads in the Perth suburbs. We will finish at Caversham to join the celebrating of the 50th anniversary of the 1957 Caversham Grand Prix.

Targa West 2007 - 6/9

With a wide and varied field of classic and modern vehicles competing along some of the most spectacular roads that WA has to offer, Targa West offers an spectacular way of enjoying the 'thrill of the open road'. Have a look at <http://www.targawest.com.au/> for details of where to catch the action.

After Work Get-together - 12/9

The club's monthly after work, sundowner, tech talk, social gathering, modification mambo, problem-solving session, general car chat and movies. Members arrive from 5:30pm onwards and it's also a good opportunity for potential members to come and have a chat in an informal setting and find out more about the club. The NEW venue is The Yacht Doctor, 34 Stockdale Road, O'Connor.

Club Meeting - 25/9

The committee will be meeting at Mazda's Headquarters (150 Campbell St, Belmont) at 6:30. All members are welcome to join us for pizza before discussing club business. Come along and have your say.

Sunday Cruise - 7/10

This month's cruise is organized by Joe Cameron and he will take us to the Championship Log Chopping event in Jarrahdale. While you are there browse the local arts and crafts fair and on the way back maybe grab a coffee at the Café at the Dam on the Serpentine Dam. We meet at Burswood at 9.30am for 10am start.

After Work Get-together - 10/10

The club's monthly after work, sundowner, tech talk, social gathering, modification mambo, problem-solving session, general car chat and movies. Members arrive from 5:30pm onwards and it's also a good opportunity for potential members to come and have a chat in an informal setting and find out more about the club. The venue is The Yacht Doctor, 34 Stockdale Road, O'Connor.

Max Action Autokhana - 14/10

Series 2, Round 1 @ Belmont Raceway.

Spectators are more than welcome and it is free of charge! Racing starts at 9:00 and runs till 12:30 and then again from 13:00 to 16:30.

Observation Rally - 20/10

Gary Wotzko and David Turk have been planning a Super Special Observation Rally, an event designed to cater for ALL CLUB MEMBERS so please don't shy away! Navigating this event will be as easy as driving a Club Cruise so all your effort can be channelled into your keen observation skills and some fun challenges along the way. You don't need to bring anything for the rally, but make sure you bring a chair or picnic rug for the BBQ lunch.

We will gather in the usual Burswood Dome Carpark at 9:30 for a 10 am departure. Please RSVP using the form on the website if your interested in participating in this event.

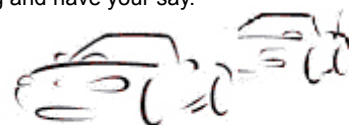
Club Meeting - 30/10

The committee will be meeting at Mazda's Headquarters (150 Campbell St, Belmont) at 6:30. All members are welcome to join us for pizza before discussing club business. Come along and have your say.

Mazda

MX-5

Club of Western Australia



Event Write-ups

SUNDAY CRUISE TO SERPENTINE DAM - 1/7

A mid-Winter's drive indeed, as the route chart proclaimed! The Bureau of Meteorology had predicted:

A shower or two, increasing during the morning, with squally thunderstorms in the afternoon. Strengthen North Westerly winds, possibly reaching Gale force for a period in the afternoon, ahead of a Westerly change towards evening.

Precis: Showers. Gales. Thunderstorms. With all this bleak and wintry weather expected, Sandra and I didn't have great hopes of a bumper turnout; should we just print off a dozen copies of the instructions? In the end, we played safe and had 30 copies to hand out.

Waking up on Sunday to steady and heavy rain only increased the pessimism; the temptation to just turn over and go back to sleep was strong (and probably shared by many club members!). But no, duty called, and we were down at the Burswood by 9.30 am. Jennifer Messenger and Barrie Parker were already there, and soon the car park was filling up quickly.

I'd emailed Andrew Jacob during the week regarding joining the club, and he had promised to come on Sunday. Sure enough, he was next to arrive, with his ex-Richard Barker black SP gleaming. Ian Coombs had been at the last Monthly meeting, and also came along to join up. Two new members already! Ron Bairstow, a recent new member, was there for his first taste of club activity, and seemed to really enjoy himself. A car enthusiast from way back, he and Bob Sharpe were soon talking about the Good Old Days. Terry, a contact from the W.A. Lotus Club group, arrived in his Lotus Europa Special, which soon attracted much attention. And all this in dry weather and some increasing blue skies.

With a great turnout of 22 cars, we eventually headed off through Jandakot and Byford, via Nettleton Road and Kingsbury Drive to Café at the Serpentine Dam. We had a fair number of hard-topped cars, and Aart ter Kuile must have felt rather smug, with his 12 second option of hard-top or open in the Roadster Coupe! I only saw one open car, that of Janice Fairhurst; I suppose that compared to her native Wales, it was like a summer's day!

The Café had expected a Motorcycle Club at 11 am, but unsurprisingly they had cancelled, so they were very happy to see 33 hungry and thirsty MX-5ers at midday. We had a couple of light showers on the run, but arrived just as the first of many heavy

downpours started. The service was excellent, and there was a great variety of good food to be consumed.

The view from the café was superb, looking over the dam, and it was a shame that we couldn't have a post-lunch walk around as we had planned. Definitely a great place to return to, towards the end of the year, when summer arrives. The challenge will be to fill the car park, which has room for well over 100 cars!

Ash Price

QUIZ NIGHT - 13/7

Friday the thirteenth of July wasn't as bad as it might have been because all sixteen of those who had booked the two MX-5 Club tables at the Council of Motor-ing Clubs quiz night showed up without incident.

Two tables sorted themselves out with Bob Sharpe, Ian and Antoinette Lewis, Patrick and Christie Garner and Jennifer Messenger's party on one table with Ash Price, Lani Corston, Paul and Judith Andriessen, Simon and Lindsey Orton and Allyson and Richard Mockford on the other one. The first four rounds of questions saw the scores for both tables level resulting in much "we are the real brains of the club" banter going back and forth. The remaining four rounds saw the lead see-saw with first one then the other table lead by one and a half points. Bob's table finally managed to snatch defeat from the jaws of victory by losing to Ash's table by half a point after leading for a couple of rounds. It did not matter that there were 30 other tables in the room and that the MX-5 club tables ended up 19th and 20th overall. I can't tell by what devious means the other table beat us but I can report that our table certainly had a fun night. One member who shall not remain nameless, Patrick, managed to bring in a bottle of spirits and appointed himself entertainment director which raised the noise and fun level considerably. I certainly can't report on the wayward jelly lolly which landed down the front of a nameless person's dress, but she is closely related to Jen, and Patrick's gallant and lecherous efforts to extricate the offending edible missile after consuming much of the aforementioned spirits. Nor can I divulge that Jen, our learner-plate MX-5er obviously gets her wicked sense of fun from her mum and had the whole room scoped for eligible blokes in the first five minutes. Bob was sufficiently lubricated after three cans of Coke to start spouting poetry and

singing and Antoinette, in between trying to shut Bob up, was warning Ian that she would be more forceful in future and tennis WAS the game that was banned for promoting debauchery and we should have known that she knew this. Between all of this we vaguely knew that questions were being asked and our answers to the name of Bill Clinton's biography question can't be printed but had a lot to do with cigars, dresses, spots and Monicas. All in all we had a ball on our table and if we could have combined the knowledge of the two club tables we "coudda been champs". Many thanks to all participants for a fun night and Patrick, who swears his father is James Garner and mother is Jennifer Garner, who brung the spirits.

Bob Sharpe

HOW SMART ARE YOU?

Here is a sample of the questions from the quiz night.

- Q1. Who created the Phantom?
- Q2. In which US state is the town of Piano?
- Q3. Lepidoptera is the study of what?
- Q4. What is the singular of Opera?
- Q5. What does the acronym NIMBY mean?

- A1. Lee Falk
- A2. Texas
- A3. Butterflies and Moths
- A4. Opus
- A5. Not In My Back Yard.

ANNUAL DINNER - 17/8

This year's event was at the South of Perth Yacht Club. We only had a small number of members attend (about 37), which may have been due to the late change of date.

Those who did attend were treated to a three course buffet-style meal. The Ward Room at the club overlooks the river giving us a panoramic view, which was quite pleasant.

The members I spoke to all gave it the thumbs up and had quite an enjoyable evening as no one left early. It was good to see a few of our new members come along and enjoy themselves. David Turk had a difficult decision for our member of the year as so many people had been nominated.

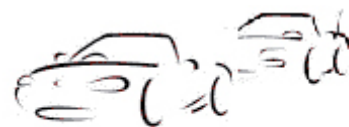
In the end he had to split it two ways. Alan Wallace and Aart ter Kuile were our joint recipients and well deserved.

(Continued on page 7)

Mazda

MX-5

Club of Western Australia



Event Write-ups (Contd)

(Continued from page 7)

As this is my last official function as Social Secretary I would like to thank everyone who has attended and helped to organise events through the past year.

Gary Wotzko

SUNDAY CRUISE - 5/8

It would seem that the MG Car Club couldn't handle fast-winding roads nor archery. It was no contest as the MGCC were a no-show. A pity given some of the performances (with the bows and arrows) were pretty good in some cases. I think we were a shoe-in to keep the M&M perpetual trophy. Even without the MGCC we managed to have a great



drive on some favourite roads (e.g. O'Brien Road) on a brilliant sunny day. It was either the good weather or the thought of some great prizes as we had thirty-odd cars attending.

Aarter Kuile did another great job in not only organising the run with very clear instructions but also got the MX-5 club



hoard organised into teams of four for the competition. He even managed to get us away from the food and rounded up for the safety briefing before the competition began.

Each time I have been to Hoddywell Park the owner has provided us with good

equipment and has focused on the safety of all the participants.

The competition involved teams of four shooting 3 arrows each and calculating individual scores over nine targets of varying sizes and distances. It was great to see both male and female entrants as well as some kids.

On completion of the competition everyone headed for the BBQ to get a late and well-earned feed. Hard-working Aart then calculated the results which are shown below:

Best Team	Topline
Runner-up Team	Chopper
Lowest scoring Team	Men in Tights
Best individual score	Simon Orton
Runner-up Individual Score	Simon Corston
Best female	Janice Fairhurst
Best Under 15	Andree ter Kuile
Runner-up under 15	Ted Pyzik

Congratulations to all the people and teams whatever the results turned out to be. And a huge thank you to Aart ter Kuile for putting on such a great event.

Simon Corston

Membership Update

This is the busiest time of the year for me, in the role of Membership Secretary; we have already reached a total of 80 members since the new membership year started on 1st July! There are still a number of club members attending club events who have overlooked sending me their renewal form and payment – DO IT TODAY, as otherwise this will be your last MX-Press!

New faces amongst the renewed 07 members include:

Robyn Blackburn	1997	Mk 1
1.8 1ADB 034	Red	
Geoff Robinson	1997	Mk 1
1.8 1ADB 034	Red	

Robyn and Geoff are friends of members Graeme & Rose Martin so come with a big recommendation! Robyn came along to our Annual Dinner earlier this month.

Rollo Witton 1994

Mk 1 1.8 1CNW 221 Red
Rollo bought member Nik Keevill's car a few months ago, and has been a regular at Wheelspin meetings already.

Rob Jordan 1990
Eunos Mk 1 1BLG 220 Silver

I've known Rob since before his MX-5 came along. He is an out and out motor racing enthusiast, with an interesting collection of cars.

Nick Grisewood 1999 Mk 2
Silver
Sandra Thorp 1999 Mk 2
1CND 366 Black

Sandra was another to enjoy herself at our Annual Dinner recently.

Ian Coombs 1989
Mk 1 1.8 1BXO 254 Mariner Blue

I met Ian Coombs at Barbagallo Raceway back in July, where he was giving his MX-5 a workout in the Speed Event Series sprint. Great to see a new member getting involved in motorsport!

Andrew Jacob 2002 Mk 3 SP
MY 05 WA Black

Andrew has been to many events in the last three months, including our Annual Dinner.

Lianna Parker 2006 NC
L MX5 B Galaxy Grey
Barry's partner, Lianna, has decided that being a member is the way to go.

Freya Hunt-Davies 1989
Eunos Mk 1 1BNJ 476 Silver

Paul Liebich's partner, Freya, is another to join in the fun as a member.

Jack Hanbury 1997 Mk 1 1.8
LE JH 11 Neo Green

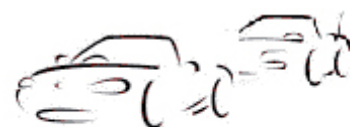
Jack lives in the same street as Nik Keevill, and also shared the passion for MX-5s. Jack was also a regular at Wheelspin evenings.

Frank Ferrari 1989 Eunos
Mk 1 1CEL 999 Red

Frank is another car enthusiast – I've known Frank for many years, though it was Bob Sharpe who finally signed Frank up as a member. He also has an MX-5 race car.

Thank you all for joining our club. Please make the most of all the various events that the club run, and come along as often as you can. Also don't hesitate to pass on any ideas for events to any of the committee members – we always welcome fresh input. And if you have any issues or questions about your car, just ask – there is a wealth of knowledge on MX-5s in the club, and we're only too happy to help out.

Ash Price



MX-5 Competitors?

BMW Z2, AN MX-5 COMPETITOR?

Tuesday, 3 July 2007 <http://www.cartoday.com/content/news/singlepage.asp?in=8586> (there are photos)
An affordable BMW Roadster?



Budget-friendly open top motoring is the forte of Mazda's MX-5, right? Well, BMW has something to say about that with its intention to build a lightweight roadster that won't break the bank.

What is the secret to creating a roadster that is easily available to the masses in terms of affordability and supply? BMW claim to have the answer in the form of the lightweight, low cost Z2 roadster. Scheduled for release in 2010, the new model's styling will be based upon that of the current Z4, but with smaller overall dimensions.

Having experienced disappointing sales figures with the Z4, BMW has turned the page and focused its attention on a vehicle that will attack the small two-seater convertible segment.

The baby Beemer will be up against the likes of Mazda's MX-5 and the Volkswa-

gen EOS. Overcoming the best-selling reputation of the MX-5 and the strong "contender for the crown" EOS will be no mean feat for the Bavarian marque.

The proposed power plants for the Z2 are said to be no larger than 2.0 litres. With a 110 kW 1.8 litre normally-aspirated "low-end" version on the cards and a turbocharged M model reportedly delivering around 210 kW, there is the distinct impression that BMW is planning to compete with Mazda's trusty 118 kW 2.0 litre four-cylinder engine and the 147 kW turbocharged 2.0 litre FSI unit used in the

EOS.

Keeping the cost down will be a tremendous challenge for BMW. A model that is priced out of this segment could potentially defeat the entire purpose of such an exercise. But then, trying to compete with roadsters of considerable repute such as say, Merc's SLK55 AMG, is not the point, but rather to keep in mind the overall "fun" and "easy to drive" aspects of the iconic MX-5.

This, in turn, means that BMW will have to leave out some of the creature comforts that customers often associate with the make. Even though some of these much-loved goodies will not be included in

the Z2's specifications, features such as a sport chassis, dual clutch transmission, 17 and 18-inch alloy rims and the company's active steering system will most likely feature on the new model.

Externally, the Z2's wheelbase will be 100 mm shorter than that of the Z4, while the vehicle's overall length could be reduced by as much as 200 mm. The styling, as shown in pictures of the proposed car from UK Car Magazine and Germany's Auto-Bild, makes use of a steep wind shield, a high tail and peculiar wheel arches set far into the car's corners - a visual cue that hints at agile handling from the aforementioned sports chassis. The use of lightweight materials in the construction of the Z2 will, reportedly, see the car tipping the scales at around 970 kg.



Standard safety features include four air bags coupled with a passive roll over system. Add a speculative (and, therefore highly competitive) market price in the region of around R240,000, and the Z2 could prove to be an absolute hit. Competitors in the Z2s sights should be worried...

RENAULT PLANS ROADSTER

By Chris Thorp 02nd August 2007

The Mazda MX-5 has had the roadster market to itself for too long

– and Renault is racing to get a slice of the drop-top action! Last year, in Issue 931, we uncovered the French brand's intention to produce a two-seat convertible. And we can now confirm that the project is gaining pace. The car was originally destined for production in 2010, but sources close to Renault have revealed it has been given the go-ahead – and will be ready a year early. Since the Toyota MR2 Roadster was discontinued last summer, after 22 years in production, the MX-5 has had no direct competitor.



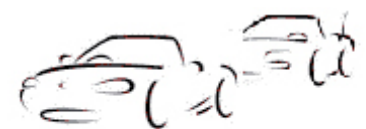
But that's about to change, as bosses are ready to introduce a unique model to spearhead the Renaultsport range. Set to continue the styling themes of the Wind

concept – which was revealed for the first time at the Geneva Motor Show in 2004

– the new model will be far more refined than Renault's previous offering in the roadster market.

That car, the Sport Spider, was produced between 1996 and 1999 as a hardcore track day machine. Its successor will be less extreme to give it broader appeal. It's not yet known if the new two-seater will have a fabric or folding metal roof; Mazda's MX-5 is available with a choice of both. However, there will a wide engine line-up to cater for a range of buyers, from budget-conscious motorists to those who demand sizzling performance. Entry-level variants are likely to be equipped with small, four-cylinder powerplants, while top-of-the-range cars will come with the Renaultsport Clio 197's high-revving 2.0-litre unit.

Aart ter Kuile



Crushing Feeling

ONTARIO FURIOUS ABOUT FAST-MOVING VEHICLES

Canadian Press

June 20, 2007 at 3:52 PM EDT

Toronto — The government has the power to seize and destroy cars that have been adapted for street racing, and can do so before a race takes place or any charges are laid, Ontario Attorney General Michael Bryant said Wednesday.

Car junkies who pour thousands of dollars into their vehicles to make them as fast as possible are wasting their money, Mr. Bryant said.

He warned potential racers that all it takes is a tip from police to seize and destroy their cars.

"If we can establish someone has parts and they're juicing up their car — obviously for the purpose of street racing — then we can seize those vehicles," Mr. Bryant said.

"We will seize it and you will never see it again. We will crush your car, we will crush the parts."

Mr. Bryant said cars built for street racing are as dangerous as explosives and can cause catastrophic damage.

On Monday, a truck driver was killed after a crash on Highway 400 that was blamed on speed and dangerous driving.

Prabhjit Multani, 20, and Nauman Nusrat, 19, face charges including dangerous operation of a motor vehicle causing death, criminal negligence causing death and criminal negligence causing death by street racing.

Ravi Badhwar, 20, has been charged with dangerous operation of a motor vehicle.

"This was a senseless act that cost a man his life and has left his family without a father, brother and grandfather," Ontario Provincial Police Commissioner Julian Fantino said in a release.

"There is no excuse for street racing and aggressive driving, such as the high speeds and unsafe lane changes we have seen recently."

The crash was the third major accident in four days on the busy north-south highway, and the second fatal one.

Mr. Bryant said the government has had enough of street racers, and will have no qualms about destroying their cars.

"We don't need to wait until that car hits the road fully loaded," he said.

Mr. Bryant also said the Crown has not yet decided whether to appeal the sentences of two young Toronto men who pleaded guilty to dangerous driving causing death after a taxi driver was killed in a crash.

Wang-Piao Dumani Ross and Alexander Ryazanov, both 20, were each handed

two-year conditional sentences and two years of probation for their role in the January 2006 crash.

Their lawyers said they weren't racing, although their speeding did constitute dangerous driving.

This article is included so you can glimpse a possible future scenario here. According to the article if you have parts that may make your car go faster and someone tips the law off, your car may be seized and destroyed. Note that you have not done anything illegal but you possibly might and if you did, you possibly might hurt someone so your car is going to be destroyed. How many of our current club members have added go faster gear and would therefore be at risk of losing their vehicles? I guess the moral is, if you want a turbo car, buy one factory fitted.....Ed

STREET RACERS FEED CALIFORNIA SCAR CRUSHERS

Associated Press

June 20, 2007 at 7:22 PM EDT

RIALTO, Calif. — Charles Hoang winced when the whoosh went out of the tires. Daniel Maldonado took pictures with a digital camera as glass exploded and rained down to the ground.

The cars the teens had so meticulously souped up and tricked out were crushed Wednesday as part of a crackdown on illegal street racing in Southern California. "That's my heart, my dream," said Hoang, 18, of Chino, who was surrounded by friends as his 1998 Acura Integra was put into a compactor. "That's my girlfriend, the love of my life. The cops can crush my car, but they can't crush my memories."

Authorities destroyed six vehicles on Wednesday at an auto graveyard, hoping would-be racers think again after looking at the mashed machines. Illegal street racing is responsible for or suspected in 13 deaths in Southern California since March. The thrill-seeking, adrenaline-pumping activity is rampant in Riverside and San Bernardino counties east of Los Angeles where rows of tract homes line wide streets that attract racers. Nearly 1,000 people — drivers and spectators — have been arrested for investigation of street racing activities over the past two years in San Bernardino County alone.

Mr. Hoang said he was caught late last year racing his prized car, on which he spent at least \$10,000 to get into top shape.

"Everything on that car was practically brand new," he said as he watched his car get moved to auto death row. "They

should take out the stuff that matters, auction it off, and give the money to charity." Because racers put heavy stress on their vehicles, they often burn out or blow up parts. Higbee said the need for the expensive parts has created a "theft mill" where additional cars — usually Hondas or Acuras — are stolen and stripped of the necessary replacements.

It can only be assumed that this guy was racing in a built-up area where he was a danger to residents and other motorists. It doesn't say whether this was a first offence and whether a fine or jail term was also imposed and the law relating to this is not stated so whether the punishment suited the crime is impossible to determine. Similarly whether the 13 deaths where street racing was "suspected" is accurate and how those deaths occurred and to whom e.g. drivers, passengers, spectators, innocent motorists or pedestrians would be an interesting exercise. Are these more fuzzy statistics to back up a politically-backed police blitz or is there a genuine problem warranting this type of punishment. Whatever the answer, you have been warned that it could happen here.....Ed. (See also page 13).

BLIND FREDDIE

In the same Canadian article on MX-5 tyre pressure sensors(see page 13) is this little gem, referring to the Mazda CX-9 people mover.

"Criticized for its poor outward visibility, the CX-9 will also get an available Blind Sport Monitoring System." Blind Sport Hmm...Does this give extra points for running over blind people or maybe you drive blindfolded. Note to lan... Please investigate blind autokhana for next driver training day. Instuctors will be known as Manual Blind Sport Monitoring Systems. A lot better than having a boring old blind spot monitoring system I reckon.

MAZDA RACERS

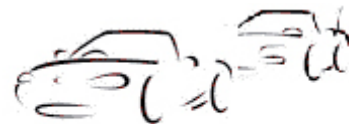
Mike (son of editor) reports; 'I'm watching an American Le Mans Series race, when they come back from an ad and have the "this broadcast brought to you by blah and their slogan, blahblah - the Mazda (or Maahhhhzda) one says something like "every weekend, more Mazdas are road-raced than any other make".'

(I presume this means America and includes all MX and RX models...Ed)

Mazda

MX-5

Club of Western Australia



Bugatti Veyron

A BUGATTI NAMED VEYRON (ICA)

This review came off the net without any indication of the author but if I had to put money on it I would lay the loot on Jeremy Clarkson from the Top Gear motoring TV programme. Anyway it is interesting and funny so enjoy this and remember how many MX-5s you can buy for the cost of this beast.

When you push a car past 180 mph, the world starts to get awfully fizzy and a little bit frightening. When you go past 200 mph it actually becomes blurred. Almost like you're trapped in an early Queen pop video. At this sort of speed the tyres and the suspension are reacting to events that happened some time ago, and they have not finished reacting before they're being asked to do something else.

The result is a terrifying vibration that rattles your optical nerves, causing double vision. This is not good when you're covering 300 ft a second. Happily, stopping distances become irrelevant because you won't see the obstacle in the first place. By the time you know it was there, you'll have gone through the windscreen, through the Pearly Gates and be half way across God's breakfast table.

It has always been thus. When Louis Rigolly broke the 100 mph barrier in his Gobron in 1904, the vibration would have been terrifying. And I dare say that driving an E-type at 150 mph in 1966 must have been a bit sporty as well. But once you go past 200 mph it isn't just the suspension and the tyres you have to worry about. The biggest problem is the air. At 100 mph it's relaxed. At 150 mph it's a breeze. But at 200 mph it has sufficient power to lift an 800,000 lb jumbo jet off the ground. A 200 mph gust of wind is strong enough to knock down an entire city. So getting a car to behave itself in conditions like these is tough.

At 200 mph you can feel the front of the car getting light as it starts to lift. As a result you start to lose your steering, so you aren't even able to steer round whatever it is you can't see because of the vibrations. Make no mistake, 200 mph is at the limit of what man can do right now. Which is why the new Bugatti Veyron is worthy of some industrial strength genuflection. Because it can do 252 mph. And that's just mad - 252 mph means that in straight and level flight this car is as near as makes no difference as fast as a Hawker Hurricane.

You might point out at this juncture that the McLaren F1 could top 240 mph, but at that speed it was pretty much out of control. And anyway it really isn't in the same league as the Bugatti. In a drag race you could let the McLaren get to 120 mph before setting off in the Veyron. And you'd still get to 200 mph first. The Bugatti is way, way faster than anything else the roads have seen. Of course, at £810,000, it is also jolly expensive, but when you look at the history of its development you'll discover it's rather more than just a car . . .

It all started when Ferdinand Piëch, the swivel-eyed former boss of Volkswagen, bought Bugatti and had someone design a concept car. "This," he said, "is what the next Bugatti will look like." And then, without consulting anyone, he went on. "And it will have an engine that develops 1000 horsepower and it will be capable of 400 km/h."

His engineers were horrified. But they set to work anyway, mating two Audi V8s to create an 8 litre W16. Which was then garnished with four turbochargers. Needless to say, the end result produced about as much power as the earth's core, which is fine. But somehow the giant had to be cooled, which is why the Veyron has no engine cover and why it has 10 - count them - 10 radiators. Then things got tricky because the power had to be harnessed. For this, VW went to Ricardo, a British company that makes gearboxes for various Formula One teams.

"God, it was hard," said one of the engineers I know vaguely. "The gearbox in an F1 car only has to last a few hours. Volkswagen wanted the Veyron's to last 10 or 20 years. And remember, the Bugatti is a damn sight more powerful than any F1 car."

The result, a seven-speed double-clutch flappy paddle affair, took a team of 50 engineers five years to perfect.

With this done, the Veyron was shipped to Sauber's F1 wind tunnel where it quickly became apparent that while the magic 1000 bhp figure had been achieved, they were miles off the target top speed of 400 km/h (248 mph). The body of the car just wasn't aerodynamic enough, and Volkswagen wouldn't let them change the basic shape to get round the problem.

The bods at Sauber threw up their hands, saying they only had experience of aerodynamics up to maybe 360 km/h, which is the effective top speed in Formula One. Beyond this point Bugatti was on its own.

Somehow they had to find an extra 30 km/h, and there was no point in looking to the engine for answers because each extra one km/h increase in speed requires an extra 8 bhp from the power plant. An extra 30 km/h then would need an extra 240 bhp. That was not possible.

The extra speed had to come from changing small things on the body.

They started by fitting smaller door mirrors, which upped the top speed a bit but at too high a price. It turned out that the bigger ones had been keeping the nose of the car on the ground. Without them the stability was gone.

In other words, the door mirrors were generating down-force. That gives you an idea of how much of a bastard the air can be at this speed.

After some public failures, fires and accidents, and one chief being fired, they hit on the idea of a car that automatically changes shape depending on what speed you're going.

At 137 mph, the nose of the car is lowered by two inch and the big rear spoiler slides into the slipstream. The effect is profound. You can feel the back of the car being pressed into the road. However, with the spoiler in place the drag is so great you're limited to just 231 mph. To go faster than that you have to stop and insert your ignition key in a slot on the floor. This lowers the whole car still further and locks the big back wing down. Now you have reduced down-force, which means you won't be going round any corners, but you have a clean shape. And that means you can top 400 km/h.

That's 370 ft a second.

You might want to ponder that for a moment. Covering the length of a football pitch, in a second, in a car. And then you might want to think about the braking system. A VW Polo will generate 0.6

g if you stamp on the middle pedal hard. You get that from the air brake alone on a Veyron. Factor in the carbon ceramic discs and you will pull up from 250 mph in just 10 sec. Sounds good, but in those 10 sec you'll have covered a third of a mile. That's five football pitches to stop.

I didn't care. On a recent drive across Europe I desperately wanted to reach the top speed but I ran out of road when the needle hit 240 mph. Where, astonishingly, it felt planted. Totally and utterly rock steady. It felt sublime.

Not quiet, though. The engine sounds like Victorian plumbing - it looks like Victorian plumbing as well, to be honest - and the roar from the tyres was biblical. But it still felt brilliant. Utterly, stunningly, mind bogglingly, jaw droppingly brilliant. And then I reached the Alps where, unbelievably, it got better. I expected this road rocket to be absolutely useless in the bends but it felt like a big Lotus Elise.

Occasionally, if I accelerated hard in a tight corner, it behaved strangely as the four-wheel-drive system decided which axle would be best equipped to deal with the wave of power. I won't say it's a nasty feel or dangerous. Just weird, in the same way that the duck-billed platypus is weird.

You learn to raise an eyebrow at what's only a foible, and then, as the road straightens out, steady yourself for Prince Albert's boiler to gird its loins and play havoc with the space-time continuum. No, really, you come round a bend, see what appears to be miles and miles of dead straight road, bury your foot in the carpet and with a big asthmatic wheeze, bang, you're instantly at the next bend, with your eyebrow raised again.

From behind the wheel of a Veyron, France is the size of a small coconut. I cannot tell you how fast I crossed it the other day.

Because you simply wouldn't believe me. I also cannot tell you how good this car is. I just don't have the vocabulary. I just end up stammering and dribbling and talking wide-eyed nonsense.

And everyone thinks I'm on drugs.

This car cannot be judged in the same way that we judge other cars.

It meets drive-by noise and emission regulations and it can be driven by someone whose only qualification is an ability to reverse round corners and do an emergency stop. So technically it is a car. And yet it just isn't.

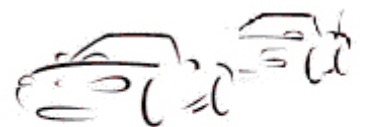
Other cars are small guesthouses on the front at Brighton and the Bugatti is the Burj Al Arab. It makes even the Enzo and the Porsche Carrera GT feel slow and pointless. It is a triumph for lunacy over common sense, a triumph for man over nature and a triumph for Volkswagen over absolutely every other car maker in the world.

VITAL STATISTICS

Model Bugatti Veyron 16.4
Engine 7993 cc, 16 cylinders in a W
Power 1001 bhp @ 6000 rpm
Torque 922 lb ft @ 2200 rpm
Transmission 7-speed DSG, manual and auto
Fuel 11.7 mpg (combined)
CO2 574 g/km
Acceleration 0-62 mph: 2.5 sec
Top speed 253 mph
Price £810,345
Rating Five stars
Verdict Deserves 12 stars. Simply as good - and as fast - as it gets.

Mazda

MX-5 Club of Western Australia



Humour Us

WHO SAID THAT AFL FOOTBALLERS AREN'T BRIGHT?

I owe a lot to my parents, especially my mother and father." (Shane Wakelin)
"Nobody in football should be called a genius. A genius is a guy like Norman Einstein." Mick Malthouse - Collingwood
"I'm going to graduate on time, no matter how long it takes." Peter Bell -Fremantle - on his University Law studies.
"You guys line up alphabetically by height," and "you guys pair up in groups of three, then line up in a circle." Barry Hall Sydney Captain at training.
Brock Maclean (Melbourne) on whether he had visited the Pyramids during his visit to Egypt: "I can't really remember the names of the clubs that we went to."
"He's a guy who gets up at six o'clock in the morning regardless of what time it is." Kevin Sheedy on James Hird.
Jonathan Brown, on night Grand Finals vs Day Games "It's basically the same, just darker."
Ron Barassi talking about Gary Cowton "I told him, 'Son, what is it with you. Is it ignorance or apathy?' He said, Barassi, I don't know and I don't care."
Barry Hall (Sydney) when asked about the upcoming season: "I want to kick 70 or 80 goals this season, whichever comes first."
"Luke Hodge - the 21 year old, who turned 22 a few weeks ago." (Dermott Brereton)
"Chad had done a bit of mental arithmetic with a calculator." (Mark Williams)
"He scored that goal after only 22 seconds - totally against the run of play." (Dermott Brereton)
"We actually got the winning goal three minutes from the end but then they scored." (Ben Cousins, West Coast Eagles)
"I've never had major knee surgery on any other part of my body." (Luke Darcy)
"That kick was absolutely unique, except for the one before it which was identical." (Dermott Brereton)
"Sure there have been injuries and deaths in football -but none of them serious." (Adrian Anderson)
If history repeats itself, I should think we can expect the same thing again." (Andrew Demetriou)
"I would not say he (Chris Judd) is the best centre man in the AFL, but there are none better." (Dermott Brereton)
"I never comment on umpires and I'm not going to break the habit of a lifetime for that prat." (Terry Wallace)
Garry Lyon: "Have you ever thought of writing your autobiography?"
"David Swartz: "On what?"
"Well, either side could win it, or it could be a draw." (Dermott Brereton)
"Strangely, in slow motion replay, the ball

seemed to hang in the air for even longer." (Dermott Brereton)

WILL HE JUMP?

Bob, a handsome dude, walked into a sports bar around 9:58 pm. He sat down next to a blonde at the bar and stared up at the TV. The 10:00 pm news was coming on. The news crew was covering a story of a man on a ledge of a large building preparing to jump.
The blonde looked at Bob and said, "Do you think he'll jump?"
Bob says, "You know, I bet he'll jump."
The blonde replied, "Well, I bet he won't."
Bob placed a \$20 bill on the bar and said, "You're on!"
Just as the blonde placed her money on the bar, the guy on the ledge did a swan dive off the building, falling to his death.
The blonde was very upset, but willingly handed her \$20 to Bob, saying, "Fair's fair. Here's your money."
Bob replied, "I can't take your money, I saw this earlier on the 5 pm news and so I knew he would jump."
The blond replied, "I did too; but I didn't think he'd do it again."
Bob took the money.....

THOUGHTS ON WINE, WOMEN AND MEN

Men are like fine wine. They all start out like grapes, and it's our job to stomp on them and keep them in the dark until they mature into something which you would like to have dinner with.
Women are also like fine wine. They start out all fresh, fruity, light and intoxicating to the mind, then get full-bodied with age until they go all sour and vinegary and give you a headache.

A BAD DAY AT THE DOCTORS

Doctor: How much do you weigh?
Patient: 70 kg
Doctor: Hmm, the scales say 95 kg. How tall are you?
Patient: 5 foot 6 inches. (Obviously an older patient...Ed).
Doctor: Hmm, the tape says 5 foot 3 inches.
Doctor: Your blood pressure is high.
Patient (screaming): Of course it's *#@ high. When I came in here I was tall and slender, and now I'm short and fat!

LAWYERS STORY

One afternoon a lawyer was riding in his limousine when he saw a man along the roadside eating grass. Disturbed, he ordered his driver to stop and he got out to investigate.
He asked the man, "Why are you eating grass?"

"We don't have any money for food," the poor man replied. "We have to eat grass."
"Well, then, you can come with me to my house and I'll feed you," the lawyer said.
"But sir, I have a wife and four children with me. They are over there, under that tree."
"Bring them along," the lawyer replied.
They all entered the car, which was no easy task, even for a car as large as the limousine was.
Once underway, the poor fellow turned to the lawyer and said, "Sir, you are too kind. Thank you for taking all of us with you."
The lawyer replied, "Glad to do it. You'll really love my place. The grass is almost a foot high."

CAR SALE

A blonde was trying to sell her old car, but was having trouble attracting a buyer because the car had almost 250,000 K's on the clock. One day she was pouring out her problems to a brunette workmate who confided: "There is a way of making the car easier to sell, but it's not legal."
"I don't mind whether or not it's legal," said the blonde. "I just want to sell that damned car."
"OK," said the brunette. "Here is the address of a friend of mine who owns a car repair shop. Tell him I sent you and he'll sort it out. After that, you shouldn't have any difficulty selling your car."
The next day, the blonde went to see the mechanic. A few weeks later, she bumped into the brunette at work.
"Did you sell your car?" asked the brunette.
"No," replied the blonde. "Why should I? it only has 40,000 K's on the clock!"

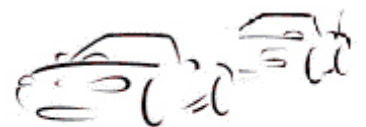
GOLF JOKE

A man staggered into a hospital with a concussion, multiple bruises, two black eyes, and a five iron wrapped tightly round his throat.
Naturally, the Doctor asked him, "What happened to you?"
"Well, I was having a quiet round of golf with my wife when, at a difficult hole, we both sliced our golf balls into a field of cattle.
We went to look for them and while I was looking around I noticed one of the cows had something white at its rear end.
"I walked over, lifted its tail, and sure enough, there was a golf ball with my wife's monogram on it - stuck right in the middle of the cow's fanny.
"Still holding the cow's tail up, I yelled to my wife, 'Hey, this looks like yours!'
"I don't remember much after that."

Mazda

MX-5

Club of Western Australia



Bits 'n' BobS

COKE

1. In many states (in the USA) the highway patrol carries two gallons of Coke in the trunk to remove blood from the highway after a car accident.
2. You can put a T-bone steak in a bowl of coke and it will be gone in two days.
3. To clean a toilet: Pour a can of Coca-Cola into the toilet bowl and let the "real thing" sit for one hour, then flush clean. The citric acid in Coke removes stains from vitreous china.
4. To remove rust spots from chrome car bumpers: Rub the bumper with a rumped-up piece of aluminium foil dipped in Coca-Cola.
5. To clean corrosion from car battery terminals: Pour a can of Coca-Cola over the terminals to bubble away the corrosion.
6. To loosen a rusted bolt: Apply a cloth soaked in Coca-Cola to the rusted bolt for several minutes.
7. To bake a moist ham: Empty a can of Coca-Cola into the baking pan, wrap the ham in aluminium foil, and bake. Thirty minutes before the ham is finished, remove the foil, allowing the drippings to mix with the Coke for a sumptuous brown gravy.
8. To remove grease from clothes: Empty a can of Coke into a load of greasy clothes, add detergent, and run through a regular cycle. The Coca-Cola will help loosen grease stains. It will also clean road haze from your windshield.

FOR YOUR INFORMATION:

The active ingredient in Coke is phosphoric acid. Its pH is 2.8. It will dissolve a nail in about four days. Phosphoric acid also leaches calcium from bones and is a major contributor to the rising increase in osteoporosis.

To carry Coca-Cola syrup (the concentrate) the commercial truck must use the Hazardous Material placards reserved for highly corrosive materials.

The distributors of Coke have been using it to clean the engines of their trucks for about 20 years!

BUMS (BOBS UNORTHODOX MOTORING SUMS)

If $MX=5$ and $RX=7$ and $MR=2$. What does X equal?

Answer $X=8.3666$, $M=0.5976$ and $R=0.83666$ (to a reasonable number of places). Note also that $X=10R$.

See what happens if you update and make $RX=8$. That's too hard so Mazda

shouldn't have made an RX 8 or an MX6 because the maths don't work and Toyota should have kept it's MR2 and all would have been right in the automotive mathematical world.

BEER MPG CALCULATED

A study found that the average Australian walks about 1400 kilometres per year.

Another study found that Australians drink an average of 92.4 litres of beer per year. That means on average, Australians get 15 kilometres per litre. Isn't that great?

CULINARY BITS FROM BOBS

My culinary habits have long been the stuff of jokes so bear the following in mind:

- I used to eat a lot of natural foods until I learned that most people die of natural causes.
- Health is merely the slowest possible rate at which one can die.
- Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.
- Jogging will add two years to your life, but you will spend three years jogging.
- Exercise is bunk. If you are healthy you don't need it. If you are sick you shouldn't take it.
- Whenever I feel blue, I start breathing again.
- You are what you eat, and I am very partial to nuts.
- If you don't take care of your body, where will you live?
- Be careful when reading health books. You may die of a misprint.
- People who feel well are sick people neglecting themselves.
- I went on a diet for two weeks and all I lost was two weeks.
- Eat what you like and let the food sort it out inside.
- And the most important of all: Never take life seriously. Nobody gets out alive anyway.

Happy eating everyone.

BobS

THE MX-5 IS THE MOST RELIABLE CONVERTIBLE CAR

Published: 25th July 2007

UK convertible car owners may not be getting their money's worth this summer, but Mazda MX-5 drivers can raise a smile, as they stormed to the top of a study of convertible car reliability.

According to Warranty Direct's Reliability Index, the most comprehensive car reliability study in the UK, the Japanese pocket rocket is on top of the pile of Britain's most dependable top-down motors, with an average repair bill of £255.59, and an Index rating (calculated as cost of repair vs number of visits to the garage) of just 7.29.

This compares with an average convertible Reliability Index (RI) rating of 116.6, and an average overall repair bill of £401.64. In a Warranty Direct study of 450,000 cars world-wide earlier this year, the largest survey of its kind, Mazda reigned supreme overall.

Known for their reliability and efficiency, it was not surprising to find another Japanese car company at the top of the table, with Honda's S2000 coming in second place, with an impressive RI rating of 34.31 and a lightning quick average repair time of just 1.42 hours.

The scene at the other end of the table is a different story, and goes to show how far Audi have come over the past 15 years, with their Cabriolet (1992-2000) coming in with a disastrous RI rating of 416.21, with almost half of all problems relating to the axle or suspension. The venerable Cabriolet is, however, by far the oldest car included.

The other German giants had a mixed bag of results, with Porsche's Boxster coming in second to last place with an RI rating of 234.31 and the highest average repair cost of £831.58, suggesting that money doesn't always guarantee you reliability. BMW's popular Z3 came in a respectable fourth, with an RI value of 70.78, and was closely followed by its rival the Mercedes SLK in fifth.

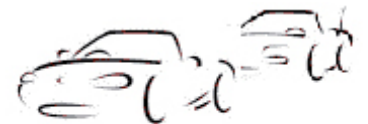
The French contingent was well represented by Peugeot, whose 206CC came in an impressive third, with an RI rating of 51.93 and the lowest average repair bill - £225.76.

Warranty Direct Reliability Index Table of Convertible Cars

Pos	Model	Average Age	Reliability Index
1	Mazda MX-5	4.55	7.29
2	Honda S2000	4.84	34.31
3	Peugeot 206CC	4.02	51.93
4	BMW Z3	5.25	70.78
5	Mercedes CLK	3.15	85.76
6	Jaguar XK8	5.84	87.65
7	MG TF	2.25	90.93
8	Volvo C70	4.29	92.35
9	Saab 93	4.87	111.12
10	Porsche Boxster	4.33	234.31
11	Audi Cabriolet	6.48	416.21

Mazda

MX-5 Club of Western Australia



Bits 'n' BobS (Cont.)

Some of the models analysed have recently been replaced by new generations, or discontinued altogether by the manufacturer, but remain popular used car buys.

Found this on the web at <http://www.carpages.co.uk/mazda/mazda-mx-5-25-07-07.asp>

Aart ter Kuile

MX-5 TYRE AIR PRESSURE SENSORS

Canadians are to get tyre pressure sensors and seat height adjustors according to this article sent by Aart ter Kuile.

"The MX-5 roadster gets a driver's seat manual height adjustment, as well as a standard-equipment tire pressure monitoring system (TPMS). The PRHT (Power Roof Hard Top) model, with its 12-second opening and closing power hard top, gets the same additions as the soft-top MX-5"....Auto 123.com .

HAPPY HONKERS

To quote the West Australian motoring section "WA Mazda drivers are happier with their cars than drivers of other top-selling recent model vehicles, according to an RACWA survey". The survey covered reliability, vehicle appeal, service satisfaction, ownership costs and loyalty. For vehicles up to three years old, Mazda beat out Honda, Toyota, Subaru, Nissan, Mitsubishi, Ford, Holden, Hyundai and Kia. So all you happy zoom zoomers happily honking at other less fortunate drivers keep having fun on wheels.

CATCH AND CRUSH

Previously I have told you about the California Catch N Crush laws where police in that state are allowed to crush the cars of drivers caught street racing. I predicted that it may happen here in Australia. By chance I was given a copy of the Sydney Daily Telegraph recently and it had a half-page article on this practice. It quoted an American Traffic Superintendent recommending that Australian police do the same.

During a recent weekend, including a raid on an illegal street race on a deserted street in an industrial area, American police detained 185 people and 85 cars. It is an offence punishable by a US\$120 fine to be a spectator at an illegal street race and it is an offence to illegally modify a vehicle's emission system though the penalty is not stated. Fifteen people have died in Californian street races between the start

of March and end of June this year.

COP THIS DEAL

For those of you who have followed our articles and got excited about our articles on The Tail of the Dragon road at Deals Gap in America and may be planning a trip there, we bring the following update courtesy of David Turk's web wanderings. (See page 14) Well, the Late Great State of Tennessee has answered our open letter. Not in words but in actions. On Friday, Saturday and Sunday August 3-6, there were some 14 Tennessee Highway Patrol vehicles and a couple of Blount County Sheriffs cars blatantly harassing both motorcycles and cars on the 11 miles of the Dragon. They promise to be here for the next month. Talk about showing your ignorance.

These actions prove Tennessee does not welcome visitors to this area. One Trooper pulled me over for no reason. I was on my motorcycle following three cars at the posted 30 mph speed limit and the Trooper signalled me to pull over onto the gravel. He gave my bike a once over and then signalled me to pull back out. Why did he let the cars pass and then stop me? We heard worse stories. An older female vacationer from Minnesota in an SUV was pulled over in one of the straights and ticketed for 45 in a 30. She insisted she was not going that fast. A local Blount County family was showing their friend from out of state the Dragon. He was ticketed for 40 in a 30. A Georgia rider was pulled over and threatened with arrest when the Trooper insisted that he had crossed the double yellow at 30 mph. He was then harassed for having his face shield up even though he was wearing glasses. The Trooper said the rider HAD TO PROVE they were shatter proof. We heard of a number of non-DOT helmet tickets and saw many rider helmets being inspected by THP. Traffic crept over the Dragon at 20 mph all day. Get a life, Tennessee. Many visitors who were staying in Tennessee told us they would not return or spend any money in that state.

SOME EMAILS:

Rider ticketed for standing-up on pegs at 25 mph to stretch.

Car driver pulled over for "appearing to be travelling at high rate of speed". Car was behind a pick-up towing a boat at 25 mph. Trooper then said he had illegal tinted windshield and exhaust even though car was stock from factory and

had passed emission test in TN. Trooper then harassed driver for DRIVING WITH ONE HAND ON STEERING WHEEL. Driver asked how he was supposed to shift gears. Trooper then rudely said, "GET LOST".

Rider harassed and threatened with arrest for not having proof of shatterproof glasses.

Bikers ticketed for passing on the double yellow even when the car ahead pulled over and stopped. Troopers said the car had to be COMPLETELY OFF THE ROAD before moving around it.

Cars pulled over for 35 ... threatened with arrest .

Car ticketed when wheels accidentally went a few inches off the roadway.

Pick-up stopped and harassed for having tailgate down.

Cycle group tailgated for miles by THP which then passed on double-yellow with no emergency devices operating.

Pick-up truck tailgated by THP. Truck pulled over several times to let Trooper pass. Each time the Trooper pulled over just ahead and returned to tailgating truck when it passed.

Car came around blind corner only to see Trooper with car completely blocking lane.

Trooper was out of car issuing tickets to bikers. Car stopped, saw it was clear ahead, and eased around. Car was then ticketed for crossing double yellow.

Ticket for failing to have proof of insurance.

Ticket for no mirrors.

Ticket for bike with license plate vertical. Custom bike was purchased from a Knoxville Police Officer.

Cruiser pulled over doing 30 mph and asked for all documentation, blinkers/headlight and plate checked. Harassed for no reason at all.

Trooper tailgating female motorcyclist who pulled off road she was so nervous. Her son was then tailgated until he had to pull over.

Ride the Cherohala Skyway. The speed limit is 45 in North Carolina, but that's fast enough to get a thrill. In Tennessee the limit drops to 40 mph even though the road is easier. Ride the NC side.

You'll have to obey the law in North Carolina, but there won't be a storm trooper at every turn.

BobS

Mazda

MX-5

Club of Western Australia



Computer Corner

MX-5 PURSUIT.

Go to U tube to see a heap of video promos, comparisons and road tests on MX-5s around the world as well as drift, drag and racing MX-5s in action. This one has links to a lot of others and shows the Manchester, England police pursuing a stolen MX-5. Go to <http://www.youtube.com/watch?v=D7HTdPs3ewQ&mode=related&search>

MORE DRAGON TALES

As a follow-up to our story on the American road known as the Tail of the Dragon, David Turk has put us on to the following web sites.

Part 1
http://youtube.com/watch?v=F-Mk_mGol-ZA

Part 2
<http://youtube.com/watch?v=SskEFK2F5bs>

These and others are video clips on U-Tube which show Miatas at Deals Gap

where the Dragon's Tail begins. Check them out including the Miata in the ditch (the dragon won one).

And more recently this next clip was provided showing that the local police are not all that friendly towards the visitors to Deals Gap.

http://www.tailofthedragon.com/dragon_SHUTDOWN.html

YOU'RE FIRED

Remember those thousands of dominos falling one after another in a chain reaction and the Honda ad with all the car parts falling in a similar fashion? Well here is one that is done with fire.

<http://www.youtube.com/watch?v=U82eVptFxs&feature=dir>

WORLD CLOCK

This site was sent by a couple of people so have a look at how fast things are happening on this world.

Go to <http://www.poodwaddle.com/world->

[clock.swf](#)

USELESS INFORMATION

Go to www.funtrivia.com to find all the useless information you can handle.

MAKE STUFF

Wanna make fun stuff like fake glass out of sugar. Why not? The movie makers have been doing it for years.

Go to <http://bizarrelabs.com/glass.htm> and find this and heaps more.

ROAD RULES (COURTESY THE GOVT OF WA & ME)

- Railway Crossings:
 - You should always give way to trains, whether at crossings with barriers and lights, lights only or just a give way sign.
- Remember in altercations between trains and cars, trains always win!

Around The Club

WHEELSPIN SPINS OUT

Sadly Wheelspin is closing down so Les Proctor can change careers for something that will give him greater job security and lots of holidays to spend with his lovely wife and to drive his uber powerful MX-5.

Unfortunately as part of the process he will be a pov student next year so we expect his attendance at every "budget burger" run. On behalf of all club members and others who have partaken of Les's hospitality and technical advice we would like to thank him and business partner for all of their time and effort.

Where do we service our cars now and still be able to harass the mechanic and drink his coke?

We are apparently going to have the use of "The Yacht Doctor" premises in O'Connor for some months to hold our workshop meetings, thanks to the generosity of Peter Coleman. A new venue will have to be found after that so let us know if you have any ideas.

The following is a few words from Motorsport Manager Ian Lewis which expresses the general feeling of members towards Les and Marilyn and Wheelspin.

I think we are all realising just how much Les has given our MX-5 Club and how much we are going to miss Wheelspin. When Les and Marilyn joined the club they may have been the only members under thirty! Now we have lots of younger

members and I believe it's all due to Les. His shop and workshop attracted many owners of MX-5s and Eunos Roadsters who wouldn't have become members if not for Les' efforts. The education sessions he organised were invaluable and although Wheelspin occasionally earned a little profit from the relationship I don't believe it was ever Les' motivator. He just gave because he liked to.

EMPLOYMENT

Finding good employees is difficult these days and since anyone who has an MX-5 is by definition a perceptive and intelligent person. If you want a job in the fruit and veg wholesale industry contact editor Bob who is looking for drivers, packers, clerical, bookkeeping and management staff on a seemingly endless basis in the South Fremantle and Canning Vale areas. So far only one employee has

an MX-5 and she is not in the club despite Bob's best efforts. Should make it a prerequisite for employment.

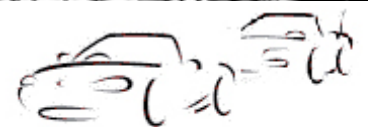
WEDDING

Marilyn and Les Proctor were married on 7/7/07, a very auspicious date! Congratulations from all of us at the club. You can see some of the images from the wedding in Through The Lens pages 19 and 20.



Mazda

MX-5 Club of Western Australia



Hellbender NC28

Continuing our series on interesting roads, here is a brief description of the Hellbender road in North Carolina, highway 28 by "Ghost Bear". It runs off the Tail of the Dragon Road previously described.



After getting your technical riding done over at The Dragon (129) drop down to Route 28, otherwise known as Hellbender. You can get a little more speed and enjoy the view on this 22-mile trip. More info at: www.hellbender28.com

TN28.....Hellbender.....starts where Tail of the Dragon ends. It's not as twisty as

the Dragon but it's still a pretty ride. We had just started and driven only about two miles when I yelled at TJ to stop. A small hawk, we think it was a Broad Winged hawk, was just sitting inches away from the pavement in the oncoming

lane. Motorcycles and another car passed it without it moving. TJ stopped and I jumped out of the van with the camera. Before I could get a picture it flew off..... carrying a snake...lunch! I saw where it flew to and started walking towards it and it flew off again. TJ had watched it and took me down to its next spot...before I could get a shot it took off, still carrying the

snake, across the river. Guess it thought I wanted the snake.....NOT. Oh, well... maybe next time. We drove a few more miles and stopped for lunch at a pull off by the river and a big bluff. The chicken skewers, broccoli salad and Dr. Peppers were good! No blankets forced us to picnic inside the van...the ground was a little mushy. We got back on the road and took pictures of the bluff. The road went up the mountains and overlooked Fontana Lake, which is WAY down due to drought. We finally wound around to NC 143 which leads to the Cherohala Skyway.....that will come next.....Oh, by the way....Hellbender is not named because of the twists and turns.....it's named after a huge (up to 2 ft.) salamander native to the area! Apparently the road goes past Bridal Veil Falls where you can park under the falls, but only after rain has provided water to make the falls fall.

Rating: four out of five stars.

4 STARS, NOT AS TECHNICAL AS DEALS GAP BUT SOME REALLY GOOD CURVES AND BETTER SCENERY

MX-5 Trusty Not Rusty

The following are two examples of the longevity of our MX-5s though to be fair the million mile Miata has not been authenticated but we like to believe it. Pandi Goff sent us this photo of her 1992 Miata with more than 435,000 miles on the odometer! We're not all that surprised; MX-5 Miatas are incredibly reliable. For those of you who don't feel like pulling out the calculator:

435,932 miles = 701,565 kilometers!

"My 1992 Miata has 435,932 miles on the original engine. Although it is no longer my daily driver, it has taken the 100+ mile daily commute for several years, providing fun and dependable transportation. It has



a chip on the front of the crankshaft now, which affects the power steering pulley, and we will be doing a rebuild rather than replacement. The transmission was replaced at about 390,000 miles. As my first Miata, it is still my pride and joy. I do have maintenance records for it." Pandi. Why is a Million Mile Miata an honourable mention and not the lead story? Frankly, its because we're having such a hard time believing it's real.

Dan Masterson's red 1992 Miata has been through the hands of nine different owners, as well as being used by teenagers and for a courier delivery job. It is literally almost never in the driveway. One of the previous owners also made regular trips from coast to coast in the United States. This car has had 12 timing belt changes over two engines. It is also on the third transmission.

When asked about the authenticity, Dan responded:

"It is for real, no Photoshop. I think it is absolutely amazing, but most of the service records have gone with the owners, there is not a consistent log.

I have done all of the service myself except for the transmission replacement in

the nearly two years since I bought it with 750,000+ miles. That has also included three timing belt replacements and quite a bit of replacing parts. Twelve timing belt replacements total may be a high estimate, but it has probably had it done at least eight or nine times".

We were still wondering if it wasn't a photo of a speedo that was removed from the car, with someone having used a drill to be victims of a clever ruse, we asked Dan if he could supply some proof in the form of service records.

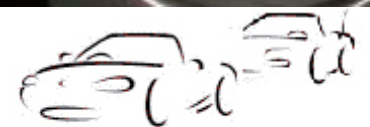
Dan hasn't replied yet.



Mazda

MX-5

Club of Western Australia



MOTORSPORT REPORT

With Ian Lewis



plans to build an alternative venue to Barbagallo Raceway around 1994. His website contains many overseas sponsors, so it may come to fruition - one day.

DUTTON RALLY WA
July 29th. Three MX-5s entered this year, none of them MX-5 Club of WA members. Drivers Brendon Nicholls 20th, Kerry Wade 37th, Nicholas Barratt 72nd and Co-Drivers Kurt Styles 11th and Peter Major 24th.

MAXAUTO ACTION AUTOKHANA
Next round is to be held on October 14th.

MC AUTOTEST AUTOKHANA
August 12th, Round 5. Ashley, Simon and Michael all came first in class. Outright results were Ashley 1st, Simon 5th, Michael 11th.

MC STATE SPRINT CHAMPIONSHIP
August 26. Round 5. Graeme Martin first in class A and fourth outright.

POLE POSITION ONE
July 22nd. This is a new sprint event being run at Barbagallo Raceway for novices. Results tba.

SPEED EVENT SERIES
July 14th @ Barbagallo Raceway. Ashley came 19th outright in his PRB.

STATE MOTORKHANA CHAMPIONSHIPS
Round 3, July 1st. Results tba.

TUNE TO WIN
Driving and tuning articles from past MX-press magazines are available at www.mx5club.com.au and you can read more in Engineer To Win, Tune To Win and Prepare To Win by Carroll Smith, How To Make Your Car Handle by Fred Puhn, Race Car Engineering by Van Valkenburgh and Inside Racing Technology by Paul Haney, all available from PitStop Bookshop, King Street Perth.

WASCC TUNING DAYS AT BARBAGALLO
Rules, regulations and price have caused us to cancel our Sprint School at Barbagallo. If you are still keen to experience driving on the Barbagallo Circuit, I suggest you join the WA Sporting Car Club. Go to <http://www.wascc.com.au/> for membership details.

Once a member, you can drive on the track, on tuning days, with instruction if you desire it, 20 or 30 times a year for only \$55 a session and the first session is free. You can also attend one of their excellent Driving Schools, held twice a year for only \$300.

In fact if we can get 14 members and friends together we can have a weekday school with WASCC instructors all to ourselves!

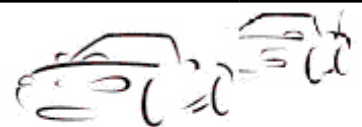
MOTOR SPORT REPORT

AEM SUPERKHANA AT THE MIDVALE CYCLEDOME
August 7th. Quite a large field on a sunny day. Warwick 4th, Graeme 11th.

BIC
Bunbury International Circuit is on hold - again! Perth International Motorsports Management MD Ross Roberts said he has shelved the plan while he fights the State Government demands to fence off and protect donkey orchids found on the site. Two international events scheduled for 2008 have been cancelled. Viability is under assessment as stage one costs have already blown out from \$12M to \$18M. Other than clearing part of the property, no progress has been made yet and the latest plans for the track require subdivision not covered by the earlier conditional approval. I first heard about Ross'

CLUB COMPETITION 2007 RESULTS

Driver	Event	ProMax	MC Auto Test 4	MaxAction 6	SES Barbagallo Long Track	AEM Midvale Superkhana	MC Auto Test 5	YTD Average
		Car	10-June	10-June	17-June	14-July	7-August	12-August
Ashley Price	PRB		4 th	2 nd	19 th		1 st	5.7
Warwick Gates	1.8		6 th	9 th		4 th		4.9
Mark Hardcastle	1.6L			10 th				7.8
Peter Corboy	1.8L			7 th				8.4
Graeme Martin	Elise	1 st		8 th		11 th		10.9
Simon Corston	1.8T		10 th	23 rd			5 th	15.9
David Masters	1.8T			21 st				15.8
Rob Payne	S2000			29 th				30.9
Peter Coleman	S2000			20 th				28.3
Alun Morgan	1.8	9 th		31 st				26.0
Michael Wood	1.8T		15 th				11 th	20.5
Tony Hamilton	1.6	7 th		32 nd				16.2
Ian Lewis	1.6T							3.0
Ian Coombs					87 th			87.0
Ian Wells					83 rd			83.0



Test Drive MX-5

This is a part of the report written by Alborz Fallah at a Mazda track day where various Mazda models were handed to various journos and other wannabees.

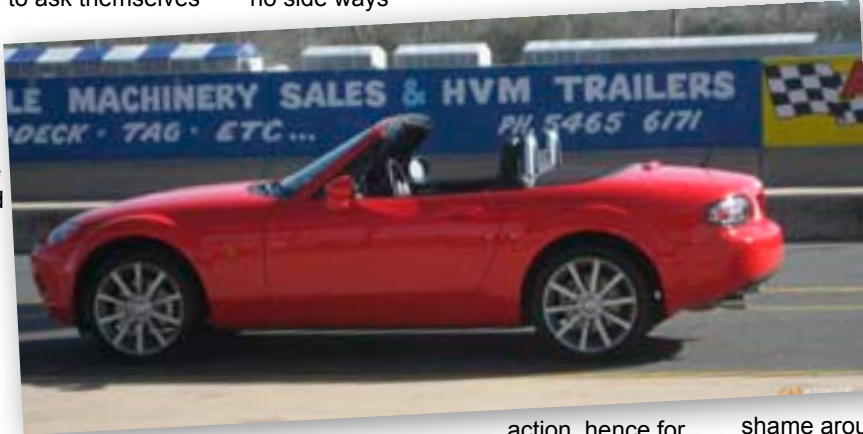
Mazda MX-5

Ah, thank God for the MX-5, there is nothing like an MX-5 to put a smile on your face. MPS 3 fans need to ask themselves one question, if FWD setups are not a compromise, why did Mazda design the MX-5 with a RWD setup? Obviously because the MX-5 is a car designed for balanced handling and enjoyable driving, while the MPS 3 was an afterthought.

I launched the MX-5 out of the pits and was quickly told to wait for the RX-8 to go past. With the roof down and no helmet, going around a track is a rather scary ordeal, but not if you're in a MX-5, my god this car is fun. Although lacking real punch, the fellow behind me

in the MPS 3 was having a great deal of trouble keeping up with me around corners, all I could hear was tyre screech while I ate corners in the roadster. We eventually hit the straight and the MPS 3 caught up as expected, but where is the fun in that?

One of the day's specific instructions was no side ways



action, hence for that reason ESP was to remain on, but, between you and me, on my second lap in the MX-5, ESP was switched off. It's not as easy as it may seem to get the MX-5 sideways, specially with another car

behind me, the opportunity was only momentary but it did happen, turn seven of Queensland Raceway for those that know it is one which usually catches drivers off-guard, there are many dents in the walls facing that corner, so what better corner to test the cars drifting abilities?

A flick of the wrist and foot the floor got the back of the MX-5 out for a nice 45 degree slide, seconds later a voice came on the radio to let me know to turn ESP back on, oh whoops, how did that get turned off?

Many who lack self-esteem and confidence with their sexuality label the MX-5 as a bit of a girl's car, these overgrown men have no idea that this little roadster can put their big V8s to shame around a track. Mazda have always showcased the MX-5 as the ultimate handling machine, and after my time out on the track with this thing, I can definitely assure you, it's no marketing ploy! I drove the MX-5 back into the pits.

Targa West Rally 2007

Once again, some club members are getting involved with the biggest motor sport event in WA (outside of the V8 Supercars?). This year, the third running of this four-day event sees more competitors than ever. Kiwi Jim Richards heads the list, with Tony Quinn and Tony Longhurst also present from the



world of circuit racing; Ross Dunkerton (winner in 2005 & 2006), Darren Windus, and Rob Herridge are well known rally drivers entered in the event. After competing in 2005 with ex-president Peter Randell in a Honda S2000, Ash Price is back this year reading the pace notes for Bob Chaplin in a very quick Lotus Elise. Vaughn Thompsett, Aart ter Kuile and Michael Wood have teamed up

to be marshals on various stages. For more information on Targawest, including spectator points, check their website, www.targawest.com.au One of the most spectacular stages should be the Gooseberry Hill Zig-Zag, which they will be driving UP twice on Friday 7th September. Don't miss it!

Ashley Price

Bug Damage Bugs Insurers

Winged intruders cause half-million UK crashes
August 24, 2007

London, England - More than half a million drivers in the UK have had a car accident thanks to distractions caused by insects and bugs - but help is winging its way to them.

The estimated cost to insurers of the bug bombers? About £44-million of car damage a year.

The UK is expecting an "Indian summer" this year so drivers are being urged to

take steps to prevent insects from causing an in-car commotion.

Esure car insurance questioned more than 1000 drivers to find out the top summer driving distractions and insects proved to be the second biggest disturbance.

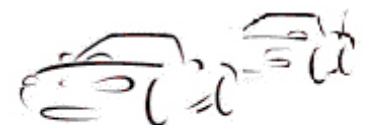
About 75 percent of drivers revealed that rogue bugs drove them to distraction, so much so that more than a million (four percent) admitted to slamming on the brakes when an insect flew into their car.

Worryingly, an additional 20 percent said they took their hands off the wheel to either swat or flick out an unwanted bug.

Having experienced a warm and wet summer, UK experts are warning of an infestation of flying insects such as mosquitoes, giant hornets, ladybirds, midges and "daddy long legs".

Esure predicts it may see an increase in car insurance claims over coming weeks from accidents caused by in-car distractions.

In an effort to protect insect-phobic motorists, Esure has created a "spider's web" net that can be fixed over an open car window to keep out unwanted winged passengers.



Your Committee

Mazda MX-5 Club of Western Australia Inc. Committee for 2007-2008

		Home	Mobile	Email
President & Newsletter Production	Simon Corston	9310 4013	0409 139 606	president@mx5club.com.au production@mx5club.com.au
Vice President	Sandra Pullman	9364 4456	0416 221 773	vicepresident@mx5club.com.au
Secretary	Robyn Thompsett	9593 6673	0419 587 776	secretary@mx5club.com.au
Treasurer	Alan Wallace	9313 6538	0414 809 922	treasurer@mx5club.com.au
Motorsport Manager	Ian Lewis	9277 3684	0407 058 996	motorsport@mx5club.com.au
Membership	Ashley Price	9364 4456	0411 886 122	membership@mx5club.com.au
Merchandise	Janice Fairhurst	9359 2926	0406 014 537	merchandise@mx5club.com.au
Newsletter Editor	Bob Sharpe	9332 1303	0430 596 479	editor@mx5club.com.au
Social Secretary	Aart ter Kuile	9387 1426	0419 915 784	social@mx5club.com.au
Webmaster	David Turk	0413 939 007	0413 939 007	webmaster@mx5club.com.au
General Committee	Leslie Proctor	9358 2360	0411 520 595	member@mx5club.com.au
General Committee	Gary Wotzko	9255 1145	0413 564 373	member@mx5club.com.au

All other club correspondence to: Mazda MX-5 Club of WA Inc., PO Box 849, Cloverdale WA 6105
The committee meets on the last Tuesday of every month at Mazda WA 170 Campbell Street Belmont at 6:30 pm.
Thanks to Mazda WA for the use of their premises.

Founding Members of the Mazda MX-5 Club of WA (Founded Nov 1990) who are still members

Doug Cooper	Ian Lewis	Graeme Martin	Ashley Price	Sandra Pullman
Life Member: Brian Butterworth				

For more vehicles and parts for sale check our website www.mx5club.com.au

For Sale

MX-5 PARTS FOR SALE

Parts taken from 2005 MX-5 SE:

- Mazda ECU
- Radiator
- IHI Turbo (refurb. req'd) & pipe work
- Cast Manifold/dump/front pipe
- Front strut brace with mounts
- Fuel injectors
- Air cleaner
- Bilstein coilovers

All reasonable offers accepted.

Contact: Simon Corston

Phone: 0409 139 606

Email: corston@bigpond.net.au

MX-5 PARTS FOR SALE

- Armrest – passenger door \$20
- Brakes – recently refurbished front callipers \$90 pr; front & rear rotors \$90 set
- Exhaust – 2.5" stainless steel, turbo-dump-pipe to tip \$300
- Heater core & fan \$40
- Jack \$10
- Turbocharger, Garrett T25L – requires refurb - offers
- Vents - air con eyeballs \$5 each

Contact: Ian Lewis
Mobile: 0400 319 958

MX-5 FOR SALE

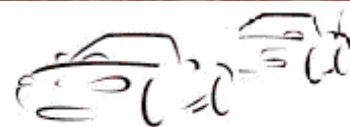
- 1999 MX-5 Silver with Alloy wheels, Style Bar (new), Sports Exhaust (new), and Kenwood CD Player (new).
- Price - \$21500.00

Contact: Nick Grisewood
Phone: 0408 843 084
Email: nick.grisewood@lhsrta.com.au

MX-5 PARTS FOR SALE

- One hardtop hoist custom made for MX5 hardtop- \$100 (don't risk damaging your paint putting a hardtop on yourself)
- Original radio/tape unit including a 6CD stacker unit for NA or NB MX-5 price \$120

Contact: Phillip Blacklock
Phone: 0403 800 978
Email: phil.blacklock@det.wa.edu.au



Through the Lens - Les & Marilyn's Wedding



Lynley ties the knot



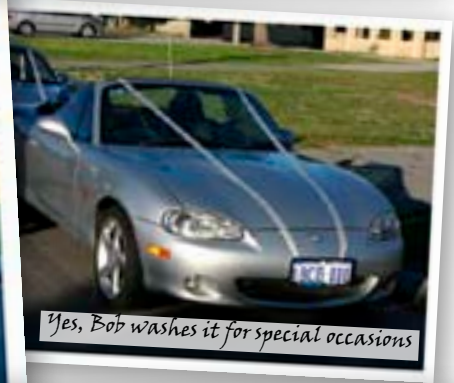
Wedding convoy of MX-5s



You can tell who took the pictures



A likely bunch



Yes, Bob washes it for special occasions



Lynley Sharpe & Ian Lewis



The Groom!



MX-5 to Envy!



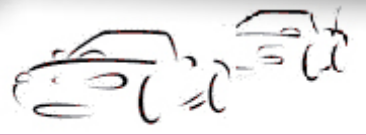
Curious



Convoy inspection



Boozy Bob!



Through the Lens (Cont)



Convoy in Kings Park



Les & family



Les with his brother



Ash Price & Joe Cameron



Jason & friend



Antoinette tends the ribbons



It's done now!



The MX-5 crowd



The bride & groom



Mr & Mrs Proctor



Look mum, four eyes

