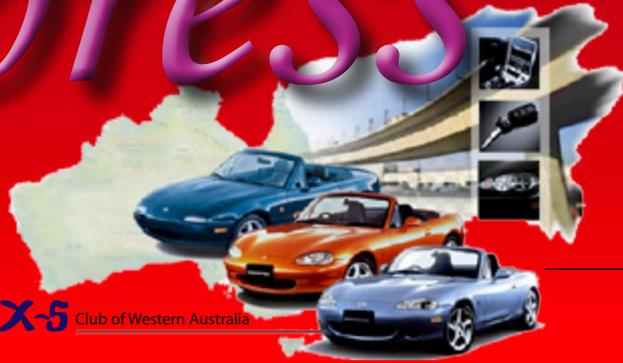


MX-press



Editing, design and production Simon Corston & Bob Sharpe

Mazda
MX-5 Club of Western Australia

May-Jun 2017

Inside

- 5** Humour Us
- 6** Coming Events
- 8** Western Wanderings
- 10** Event Photos
- 15** MX-5 BBR S1 Turbo
- 19** Mazda Museum



LASHY - First RF on a Cruise

Vice President's Report

WITH BARRIE AND LIANNA still away on their well deserved break I'm afraid you will have to put up with another Vice President's report.

The job advert for club secretary in the previous MX-press resulted in a couple of positive responses; a big thank you to those that put their hand up, it's appreciated!

I thank Carol Messenger for her efforts in doing the demanding secretary job despite her work commitments getting in the way.

At its May meeting the committee formally appointed Tony Hamilton as your new club secretary. So let me introduce him:

Tell us a bit about yourself.

I was born in Tasmania and grew up on a farm at picturesque Table Cape. I left school at year 10 to work on the family farm and left the farm to work on construction of an Iron Ore Pelleting Plant at nearby Port Latta when I was 20. I went to Darwin in 1970 working in construction; in total, I have had 33 different positions too diverse to chronicle here. I have never been afraid to try a totally different vocation, most recently as a trainer and Worksafe Assessor in the high-risk area for people going to Barrow Island and Wheatstone. I am retired now but keep getting requests to do training once or twice a week (it supports the holidays). My wife Julianne, a grade six primary school teacher, plans to work for another two or three years. In my youth I built and raced cars in Tasmania.

What was your first drive and first car?

I was driving a tractor at six. I was pulled up by police as I was driving a car, sitting on the edge of the seat to reach the pedal and peering through the steering wheel to just see over the dashboard. Dad gave the local copper a bag of spuds to sort things out.

How long have you owned your MX-5?

I have owned my 1989 NA for 11 years.

Your every day drive?

A Hilux crew cab turbo diesel.

What is your dream car?

Porsche 911 GT3 RS and Tesla P100D.

How long have you been in the club and what are your favourite events?

I have been a member for 11 years. I enjoy Barbagallo Sprints (motor sport). The Baskerville race track in Tasmania is a lot of

fun too as I enjoy circuit racing. There are some very enjoyable cruises in the local hills.

Your fashion philosophy?

Casual.

Your favourite food and drink?

Grilled Snapper with an Amelia Park SSB (amongst other things).

With only one passenger seat who would be your ultimate passenger?

Valentino Rossi (if he couldn't make it, Mark Webber).

Any final comments?

This is a great club with a nice bunch of people and a very dedicated group of organisers.

Congratulations to the MX-5 Club of NSW for achieving the milestone of one thousand club members! An astounding achievement for an Australian car club dedicated to a single model. At the time of writing the WA club has 175 members. The MX-5 Club of NSW has several chapters with the largest being Sydney (383 members), Canberra (170 members) and Hunter (153 members). With 6700 members the UK MX-5 Owners Club claims to be the world's largest MX-5 club.

At our Annual General Meeting on Thursday, 24 August, 2017 we will:

- ♦ Elect a new committee for next year; and
- ♦ Vote on a special resolution to approve a major revision of the club's constitution bringing it in line with the requirements of the Associations Incorporation Act 2015.

At this stage we have nominations for all key positions on the committee with most of the current, long-serving, committee members agreeing to remain on the committee. There are some changes: after six years as your president Barrie has declined to renominate but has offered to nominate as vice president. After four years as Barrie's understudy I will nominate for president, but won't be renominating for the position of events coordinator, which I have held for the past ten years. Alan Wallace, who recently returned to the fold with his purchase of a ND, has indicated that he is willing, and I believe more than able, to take on the role of event coordinator. Tony Hamilton will be

nominating as club secretary.

Our club, like any other incorporated association in WA, is a legal entity whose officers are responsible for administering the club according to the appropriate laws and in the interests of its members. The WA Associations Incorporation Act, the main act that governs the running of our club, has been substantially changed and is essentially a new act. The Associations Incorporation Act 2015, became law on July 1, 2016 and required the major revision to the club's constitution. Barrie and I have used the Department of Commerce's "Model Rules" as the basis of the constitution rewrite which has been endorsed by the committee.

The major revision of the club's constitution is available for members to download from the club website. Please take the time to have a read and if you have any questions feel free to email me at vicepresident@mx5club.com.au.

Between now and the AGM, the committee will be sending out reminders and invitations to you to attend the AGM and in doing so gain some insight into what is involved in the running of our club.

It is also time that your membership fees are due for renewal. Have fun in your Five!

Aart ter Kuile

A note to all club members:

MEMBERSHIP RENEWAL

The end of the current club year is upon us, your membership fee for the year 2017-2018 is now due and payable before the 1/7/2017.

You can either direct deposit into the club account "MX5 Club of WA" BSB 036001 Acc. 132341 with narration e.g (A Smith is "RJASmith") RJ being for rejoin, or send your cheque c/o me at the address below.

Rejoining fee is \$70 for regular members and \$25 for country members.

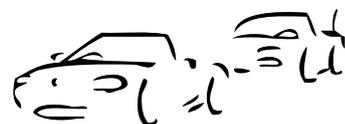
Please get your membership in on time so you don't miss out on your magazine or email updates of upcoming events.

Gary Wotzko

Mazda

MX-5 Club of Western Australia

2: MX-press: May-June 2017



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- ☉ Sandra Price
- ☉ Ashley Price
- ☉ Ian Lewis
- ☉ Graeme Martin
- ☉ Peter Randell
- ☉ David Turk
- ☉ Simon Corston
- ☉ Bob Sharpe
- ☉ Barrie Parker

Contents

MX-press May-June 2017

Features

A Wander in the West	8
Event Photos	10-11
MX-5 BBR Stage 1 Turbo	15
Amateur Racers Help Mazda	18
Mazda Museum, Germany	19

Regulars

Vice President's Report	2
Your Committee	3
Editor's Desk	4
Humour Us	5
Coming Events	6
Bits 'n' BobS	7
Computer Corner	7
Event Write-Ups	12-15
Motor Sport Report	16-17

Cover Photograph: LASHY - First RF on a Cruise by Simon Corston

The Mazda MX-5 Club of WA Inc, its officers and committee, cannot be held liable for any errors and/or omissions in articles, reports, notices, advertisements, comment and advice of events that are published in MX-press in good faith. It should be noted that the publication of an advertisement, or expression of views in articles and reports, does not imply endorsement by the club of the advertised product or service.

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

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

All other club correspondence can be sent to the committee via the club website.

The committee meets on the fourth Thursday of every month at 6:30PM
in the Barbagallo Room at Shannons WA Office, 1500 Albany Highway, Cannington.



Editor's Desk

G'DAY ALL.

Well the "Road Safety" people are at it again. The latest proposal is to hit low level speeders i.e. from one to nine km/h above the limit, with demerit points on top of the fine. This is despite their own admission that low level speeding is not involved in the most serious road crashes and that 10,000 people in WA have already lost their licences for accumulating 12 demerit points. This new proposal will probably mean that a lot more people will lose their licences and then what? My understanding is that a lot of people accumulating 12 or more points drive without a licence leaving insurance issues in their wake when an incident occurs. The argument is that it will bring WA in line with other states but just because they do it is no justification for us to blindly follow. This is just a bad proposal without merit and will result in more unlicensed and uninsured drivers on our roads.

Recently, I read an article which said that it was virtually impossible to pass a vehicle on WA country roads without exceeding the speed limit, even using overtaking lanes. In my experience this is true unless you want to be travelling on the wrong side of the road for a considerable amount of time, especially passing road trains. So basically almost everybody speeds when overtaking. For normal

overtaking I always exceed the limit in an effort to be on the wrong side of the road for the shortest amount of time. My logic is that my safety is more important than a fine and even the authorities have now dropped the ridiculous "speed kills" mantra. To be fair I have never seen a speed camera in an overtaking lane and I hope I never will. Common sense seems to be working with that one (so far). I have however experienced a car, being passed in an overtaking lane, that speeds up to beat the passing vehicle to the end of the lane then slows down which is something beyond my understanding. The point of the article was to suggest a higher speed allowance when overtaking. Apparently the writer was done for points when he overtook another vehicle. I can't see an allowance being given because it would be too hard to determine whether an overtaking manoeuvre had occurred but tolerance in these situations would be common sense. The response from our road safety spokesperson was predictably "tough luck".

I went to a club committee meeting at the new Shannons Offices at Cannington. It is a remarkable building with first class facilities now offered to car clubs for meetings free of charge. Thanks, Shannons, it is appreciated. I noted the quirky equipment used to ease the all-day strain on telephone consultants. They

have all sorts of diversions during breaks so they can maintain a high standard of service to their customers before and after those breaks. Well done again, Shannons.

The net produced a story recommending an MX-5 as a car to drive to escape a zombie apocalypse. Not only will it outrun any zombie but you will have a lot of fun doing it. Let's see if Mazda produce a Zombie Zoomer model with a bull bar to mow down those prolific zombies which current TV shows tell us are all around us and about to strike at any moment.

Already more power for the ND has been developed. BBR in England have a good reputation for upgrading MX-5 power output with turbochargers. They have a stage 1 upgrade on the market now for the ND with further stages under development. Meanwhile in America, Colorado-based Flyin' Miata will whack a V8 into your ND for about \$50,000 more than your new ND and guarantee a bucket load of power. It will however also increase clutch and brake effort and change the feel of the gear shift. Of course they will turbo or supercharge or change suspension or whatever you want for as long as you can pay. I'm reminded of a sign in the original Mad Max movie which said "Speed is about dollars, how fast can you afford to go?" or something like that. Anyway if you want more power it's out there for a price. Meanwhile we are badgering Don Messenger to give us a story on his V6 commodore engine swap into his MX-5 which he is now driving around. Stay tuned for that one which should be very interesting for a lot of people.

Well, that's all for now so keep having fun on wheels and remember these strange facts: Cats purr at 26 cycles per second, about the same as an idling diesel engine. A Hagoday is a door knocker on the door of a building offering sanctuary, e.g. a cathedral. The air produced by a cough moves at nearly 1000 km/h. Finally, vodka is a recommended agent for cleaning diamonds.

Bob Sharpe



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MX-5 Club of Western Australia

4: MX-press: May-June 2017



Humour Us

I NEARLY BECAME A DOCTOR

When I was young, I decided I wanted to be a doctor, so I took the entrance exam to go to Medical School.

One of the questions asked was to rearrange the letters "PNEIS" into the name of an important human body part which is most useful when erect.

Those who answered "SPINE" are doctors today. The rest of us are sending jokes by email.

THE CIRCUS

A husband and wife who worked for the circus went to an adoption agency. Social workers there raised doubts about their suitability.

The couple produced photos of their 45-foot motor home, which was clean, well maintained and equipped with a beautiful bedroom for the child.

The social workers raised concerns about the education a child would receive while in the couple's care.

"We've arranged for a full-time tutor who will teach the child all the usual subjects along with French, Mandarin and computer skills."

The social workers expressed concern about a child being raised in a circus environment.

"Our nanny is a certified expert in paediatric care, welfare, and diet.

In addition, there are 17 other children who travel with their circus parents."

The social workers were finally satisfied.

They asked, "What age child are you hoping to adopt?"

"It doesn't really matter, as long as the kid fits into the cannon!"

IRISH DIET

An Irishman was terribly overweight, so his doctor put him on a diet. "I want you to eat regularly for two days, then skip a day, then eat regularly again for two days then skip a day. And repeat this procedure for two weeks. The next time I see you, you should have lost at least five pounds."

When the Irishman returned, he shocked the doctor by having lost nearly 60 lbs!

"That's amazing!" the doctor said, "Did you follow my instructions?"

The Irishman nodded: "I'll tell you what

though, I taut I were going to drop dead on dat tird day."

"You mean from the hunger?" asked the doctor.

"No, from the bloody skippin!"

THE SOLICITOR'S PORSCHE

A solicitor parked his brand new Porsche in front of the office, to show it off to his colleagues.

As he was getting out of the car, a truck came speeding along too close to the kerb and took off the car's door, before zooming off.

More than a little distraught, the solicitor grabbed his mobile and called the police.

Five minutes later, the police arrived. Before the policeman had a chance to ask any questions, the man started screaming hysterically:

"My Porsche, my beautiful silver Porsche is ruined! No matter how long it's at the panel beaters; it'll never be the same again!"

After the man finally finished his rant, the policeman shook his head in disgust and said:

"I just can't believe how materialistic you bloody solicitors are! You lot are so focused on your possessions, that you don't notice anything else in your life!"

"How can you say such a thing at a time like this?" sobbed the Porsche owner.

The policeman replied: "Don't you realise that your arm was torn off, when the truck hit you!"

The Solicitor looked down in horror: "Bloody hell!" he screamed, "Where's my Rolex?"

GOVERNMENT MEN

Ray and Bob, two government maintenance men, were standing at the base of a flagpole, looking up. A woman walked by and asked what they were doing.

"We're supposed to find the height of the flagpole", said Bob, "But we don't have a ladder."

The woman said, "Hand me that wrench out of your toolbox."

She loosened a few bolts, then laid the pole down. She then took a tape measure from their toolbox, took a measurement and announced, "Eighteen feet, six inches" and walked away.

Ray shook his head and laughed. "Well, ain't that just like a "Miss-know-it-all' woman?" he said. "We need the height and she gives us the length!"

Ray and Bob are still working for the government.

TEN YEAR REUNION

A group of chaps, all aged 40, discussed where they should meet for a reunion lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because all the waitresses wore very short skirts.

Ten years later, at age 50, the friends once again discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the food and service was good and the beer selection was excellent.

Ten years later, at age 60, the friends again discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because there was plenty of parking, they could dine in peace and quiet, and it was good value for money.

Ten years later, at age 70, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because the restaurant had wheelchair access and had a toilet for the disabled.

Ten years later, at age 80, the friends discussed where they should meet for lunch. Finally it was agreed that they would meet at Wetherspoons in Uxbridge because they had never been there before.

HER CAT

After a long day, I called at the local watering hole and had a few beers. I was thinking about the events of the day and decided that I'm going to try to be more understanding, tolerant and exhibit more empathy and compassion for my fellow human beings.

While sitting there a young woman came into the bar, crying and obviously distraught. I asked her if she was alright and if there was anything I could do for her.

She calmed down a little and while fighting back tears she told me that her cat had died and that she wished she could have another one just like it. So I asked, "Why would you want another dead cat?"



Mazda

MX-5

Club of Western Australia

Coming Events

Don't forget to check out our website (www.mx5club.com.au) for the latest events

JULY

- 2 **MONTHLY CRUISE: PADDY'S BUSH BAR—SUNDAY**
Alan Wallace takes you on a 110 km scenic cruise with some nice driving sections with a regroup in Jarrahdale for a coffee or a stroll before we continue to Paddy's Bush Bar in Karragullen for lunch. They will have the log fires burning so you can warm up before you enjoy your lunch.
We meet at the Gosnells Civic Centre located between Albany Highway and Mills Road West in the parking area near Mills Road West at 9:00AM and depart 9:30AM.
- 20 **MID-WEEK LUNCHTIME CRUISE: DUCKSTEIN BREWERY—THURSDAY**
A short mid-week social cruise. We meet at Riverside at Woodbridge located at 8254 Ford Street, Woodbridge at 10:30AM for a coffee. We leave around 11:00AM for the 87 km scenic cruise to the Duckstein Brewery for lunch.
If you want to be in it please email Steve at social@mx5club.com.au before 18 July so he can confirm the booking.
- 27 **COMMITTEE MEETING—THURSDAY**
The committee will meet at Barbagallo room at Shannons' Offices, 1500 Albany Highway, Cannington. Arrive at 6:30PM to share some food before we start at 7:00PM.

AUGUST

- 6 **MONTHLY CRUISE: OBSERVATION RALLY—SUNDAY**
Paul and Judith Andriessen are organising an observation rally for this month's Sunday cruise. So come along for a Sunday drive, challenge the brain cells, have some fun and be in the running for some great prizes. The instructions will be very clear and easy to follow. The event is not designed to get you lost in any way, so don't be afraid of joining in, but it will be a lot easier if you have an observer-navigator in the car with you.
We meet at the Central Beechboro Shopping Centre on the corner of Beechboro Road North and Benara Road, Beechboro at 9:00AM and depart 9:30AM.
- 13 **SHANNONS CLASSIC ON THE PARK—SUNDAY**
We have been invited by Bayswater Mazda into their service workshop. You will get the good oil on how to look after your MX-5 from their leading mechanics. They will also explain Bayswater Mazda's exclusive service offer for all MX-5 club members. Make your own way to Bayswater Mazda located at the junction of Guildford Road and Garratt Road, Bayswater (please park in the service car park off Garratt Road) at 6:00PM for a 6:30PM start. Entry is \$5.00 per person for food and drinks.
If you want to be in it please RSVP to social@mx5club.com.au on or before close of business 11 June; places are limited to 30 people.
- 22 **AFTER WORK GETTOGETHER: SUSHI RUN—TUESDAY**
To celebrate the Japanese heritage of our cars Steve has organised a mid-week sushi run with a cruise via Kings Park and along the river to the Pink Rice Sushi Train in Fremantle.
We meet at 6:15PM in the UWA Boat Shed car park on the corner of Mounts Bay Road and Hackett Drive, Crawley, departing at 6:30PM.
- 24 **COMMITTEE MEETING AND AGM—THURSDAY**
Our Annual General Meeting to elect new the committee followed by the committee meeting in the Barbagallo room at Shannons Offices, 1500 Albany Highway, Cannington WA 6107, Australia. Arrive at 6:30PM to share food, compliments of the club before we start at 7:00PM. The formal part of the meeting usually finishes by 9:00PM.
Please confirm if you plan to attend by email to secretary@mx5club.com.au so we have numbers for catering purposes.



Bits 'n' BobS

DEADLY SNAKE

It's not unusual to like fast cars and the AC Cobra replica is such a beast. Bill Cosby had one once and it terrified him so much that he gave it back. Apparently it was a good decision because the next owner of that car would end up in the Pacific Ocean after plummeting off a cliff.

Another deadly vehicle with a lot less power was the 1998 Daewoo Matiz which when reversing at speed and turning would simply roll over.

The 1997 Mercedes A class didn't need reverse to roll over. It did it while going forward and needed extensive and expensive modification.

The 2001 Renault Sport Clio V6 would happily swap ends on any wet bend with a moderate amount of throttle.

The 1983 Ford Bronco II cost Ford 2.4 billion dollars for being "defective and unreasonably dangerous" after being involved in many fatal roll-overs.

Even expensive cars were not immune from causing owner danger. The early Ferrari 458 Italia models had faulty rear wheel arch adhesive which caught fire easily.

The 2008 Chevy Cobalt had an ignition switch which could turn itself off without warning. Not helpful if you are travelling at speed and lose steering.

Even the good old reliable 2007 Toyota Camry had hassles. The problem stemmed from two separate causes; the potential for

floor mats to interfere with the throttle pedal, and for the fly-by-wire throttle to stick open. Several fatal accidents were attributed to it, and Toyota was subject to various lawsuits. The company also paid a \$1.2bn penalty to avoid further criminal investigation.

HONKING GOOD IDEA

The 1915 Scripps-Booth Model C was the first to place the horn button in the centre of the steering wheel. The car also was the first with electric door latches.

BOB'S FUNNY FACTS

Here are a few more automobile facts that hopefully will amuse or amaze you or both.

It would take less than six months to get to the Moon by car at 60mph (95km/h).

Up to 19 girls can be crammed into a smart car.

The average car has 30,000 parts.

75% of cars that Rolls-Royce has ever produced are still on the road today.

When the car radio was introduced, some American states wanted to ban it arguing that it could distract drivers and cause accidents.

95% of a car's lifetime is spent parked.

The average Bugatti customer has about 84 cars, three jets and one yacht.

The top speed at the world's first real automobile race in 1895 was just 15 mph.

The standard service of a Bugatti Veyron would cost you US\$21,000.

Louis Chevrolet, the founder of Chevrolet, died bankrupt and poor working as a mechanic for the company he started.

Only 18% of Americans can drive a car with manual transmission.

OMG

The octagonal shape of MG founder Cecil Kimber's dining table was used as the shape of the MG badge.

NICKNAMES

I saw this on a website from a person obviously sick of the names thrown at MX-5's (Miata's in the US).

Man, the Miata takes a lot of crap. While it's a competent little sports car, it's somewhat friendly and soft looks lead viewers to suggest a lack of masculinity from the driver. "Girl's Car," "Hairdresser's Car," and "Gay's Car" fill the internet whenever the Miata is mentioned. Unless it's on an SCCA forum, in which case the nicknames are "Race Car" and "Winner."

Further on, the Hummer was dubbed "Bummer" or "Dumber" or "Brick".

The Trabant was nicknamed "The Walker" because you would be walking home.

The PT Cruiser became the "PT Loser". The Pontiac Fiero became the "Fire-O" because of its tendency to catch fire.

Because of the Firestone tyre debacle the Ford Explorer became the "Ford Exploder".

Early Porsches in the US were dubbed "Widow Makers" because of their unpredictable handling and some, like the Ford Focus nickname, were unprintable.

Computer Corner

CREATIVE AD

Some say the beer commercials are the best, others favour auto or insurance commercials. Don't make up your mind until you watch this one! This is very creative with a high rate of difficulty. Well done!

<https://www.youtube.com/embed/AA56LgpFbSw?rel=0>

BIG BEN

When parliament commissioned this clock in 1854, they insisted Big Ben be the biggest, most powerful clock in the world. It takes an hour and a half to wind this massive engineering marvel!

https://www.youtube.com/embed/Qad6Q_RbQQ0?rel=0

RICCIARDO/VERSTAPPEN GO CARAVAN RACING

Red Bull Formula 1 drivers Daniel Ricciardo and Max Verstappen enjoy a spot of caravan racing at the Red Bull Ring as they enjoy a summer camping trip.

<http://www.speedcafe.com/2017/06/01/video-ricciardoverstappen-go-caravan-racing/>

JUGGLER

A most unusual demonstration of juggling with all appendages. This is quite a performance.

<https://vimeo.com/184028817>

CLASSIC COLLECTION

Stephan R. Plaster is one very lucky and devoted man. His car collection contains well over 500 classics from over 200 different auto manufacturers, and the vehicles span nearly 100 years of history.

<http://www.ba-bamail.com/video.aspx?emailid=26410>

WONDERFUL COMMERCIAL

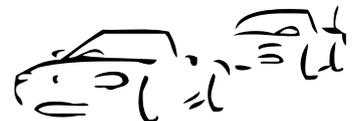
What A Wonderful World With David Attenborough.

<https://www.youtube.com/embed/aUso1MyWf8g?rel=0>

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MX-5

Club of Western Australia



I HAVE WRITTEN THIS NOT because it is an MX-5 story but rather because the enjoyment of our holiday was enhanced by the Western Australian MX-5 club's efforts and to engender interest by eastern MX-5ers to visit the West. It is a long way to go, but is well worth the effort.

Whilst preparing for a holiday in the SW corner of WA last Spring (2016) I was lucky enough to note that, provided in our electronic NSW MX-5 Club News, was the e-link to the "Go WEST - NotMeet Notes", kindly shared by the WA MX-5 Club with their fellow clubs in the East.

And what a lucky find that was - set out in modules covering specific geographic sectors within reasonable driving reach of Perth, the "NotMeet Notes" provide a marvellous resource of information on where to go, what to see and where to find accommodation for anyone interested in a driving holiday in the SW corner of "The West".

Rather than an enthusiastic MX-5 foray, our visit was to be a driving meander around the Margaret River region by two couples in the "no longer young" age group, driving a hired Toyota Aurion. But the NotMeet notes, particularly those for the "Geographe" and "Perth and Surrounds" modules, allowed us to not only make the most of our visit but also to expand our experience by a couple of days driving beyond the immediate area around our base of Margaret River township.

These forays included Cape Leeuwin, near Albany, where the lighthouse (built in 1895) stands guard over where the Indian and Southern Oceans meet at the remote SW corner of Australia.

Not only was the Cape impressive but, along the Karri-forested Caves Road coming back from Albany, not only did we find a

hidden gallery but the wildflowers were out in their varied fields of colour and the forest floor seemed to be carpeted with Arum Lilies.

Another really enjoyable day was one spent driving from Margaret River on a 300km loop to Nannup and Bridgetown and then back to Nannup along the Blackwood River (an enjoyable driver's road) before returning back to our Margaret River base via Busselton. Needless to say there were several stops along the way - at wineries to sample their wares and to replenish our caffeine levels. Nannup is a quiet, picturesque village and Bridgetown interesting for both its history and the 270m Jarrah railway bridge (the last of WA's large timber bridges) as well as the intriguing Brierley Jigsaw Gallery located in the Information Centre.

The coastal region near Margaret River is not only renowned for being a place of big waves infested with surfer-consuming sharks and sweeping beaches but also for the adjacent surfeit of eateries and vineyards, much more interesting to a group more interested in supping than surfing.

It is here the real reason lies for our visit to the wonderful West, to have a taste of Margaret River! And very enjoyable it was too - as testified by my expanded waistline on our return home! (I am still struggling with my weight reduction penance!). There are a number of wineries with varied and interesting architecture. Unlike the unloved Arum Lily, the South African "Cape Dutch" architecture typified by the buildings at Voyager Estate seems to have found a welcome home in Margaret River. A more modern, but also appealing, aspect is represented by the Black Brewing & Vintner Restaurant, with its lake and fountain which, rising some 20m into

the air, seems to work consistently and well, unlike the one in Lake Burley Griffin here in Canberra!

There is fantastic food to be had almost everywhere in the well-named gourmet region of the South West, ranging from "upmarket" in the vineyard restaurants, through the whole spectrum to "healthy" (organic) in quaint (but often unlicensed) cafes. Thankfully, being in Margaret River, the latter category was supported by small wineries nearby, with interesting names (like the rustic Mongrel Creek), which provided not only decent wine but did so at very reasonable prices.

Too many to enumerate here, the light lunches we devoured (with prices ranging from jaw-dropping to reasonable) were without exception of a very high standard, enjoyed in good company and in surroundings ranging from high class to rustic café - all with excellent staff.

One thing that cannot be ignored is the number of "...bups, nups & ...other ...ups" in this region. The place abounds with quaint names like Boranup (interesting gallery hidden away in the Karri Forest), Nannup (nice village with lots of flowers everywhere), Gnarabup (popular shark surfing area) next door to Prevelly (has a Cretan Orthodox church and a story) and Wilyabrup (Black Brewing Co.) to name but a few. Dr Google tells me that the "...up" means "place of..." in a local aboriginal language. Oops! I almost overlooked Cowaramup, with its surfeit of black and white replica cows everywhere! And lots of ring-necked Cowara (aboriginal name) parrots (aka the Purple Crowned Lorikeet) from which I understand the

(Continued on page 9) ►



Cape Leeuwin



Jarrah Bridge



◀ (Continued from page 8)

village draws its name, not the cows!

But this epistle being theoretically a car/driving-oriented story, I should mention that there is a small private collection of classic cars at one of the wineries. And I saw another unusual (more frightening than interesting) vehicle perambulating along Mill Point Road, on the foreshore in South Perth—a driverless electric bus! I use the term perambulating advisedly, I could walk almost as fast. It must have been a lot of fun for the cars that followed patiently until it pulled into a designated stop point! In my mind, these things will never replace an MX-5 or any other car fit to be taken on the winding roads that give enjoyment to a driver of any age.

Returning to Perth, we located ourselves on the waterfront at South Perth, just a few minutes by ferry to the city. It proved to be good choice of location for our accommodation, being within easy walking distance (even for a geriatric like me) of an interesting range of eateries and even closer to the Boatshed Café on the ferry wharf - with excellent views and good food and coffee. Their breakfasts were so good we even returned there for lunch with a view!

Of course we visited the Botanic Gardens to see their wildflower displays and went by ferry down the Swan River to wander the streets of Old Fremantle - and, naturally, we had to sample the local seafood (lobster and scallops), helped along by a nice local Verdelho. The Fremantle waterfront eateries offer any foodie an abundant choice of excellent seafood (and wine) at reasonable prices.

A short walk from the ferry, away from the Fremantle waterfront, reveals some

lovely old colonial era buildings to wander around and a visit to see the historic artefacts and stories of discovery in Maritime Museum is well worthwhile. And of course the Fremantle waterfront had a well preserved and interesting old tall-masted ship tied up just for us.

On our return ferry ride, the mansions on the northern shore displayed the wealth of the minerals-boom millionaires for all to see as we cruised slowly around the bay between Peppermint Grove and Dalkeith. But Perth is not only about mining magnates' homes - a walk from the ferry quay up through the city and over the Horseshoe Bridge brings one to the Art Gallery of WA where it is easy to spend a few hours taking in their diverse collection of paintings and artefacts.

For anyone (such as an old pilot like me) interested in aviation, the RAAF Association's Aviation Heritage Museum at Bull Creek will provide an absorbing half day. Their Lancaster bomber, which makes an imposing centrepiece, was based in New Caledonia post-WWII where it was used by the French as a maritime patrol aircraft. Acquired by the RAAF museum from the French, it was flown from Noumea to Perth before taking up residence in Bull Creek. Its sister aircraft, also acquired from the French in Noumea, is now the fully restored and flying central aircraft of the Battle of Britain Flight in the UK. When acquired by the UK it was flown in 1964 to England from Noumea, staging through Port Moresby in PNG. I was one of the many pilots that, early in the dim predawn light, stood on the edge of Runway 14 at Jackson Field (now Moresby International Airport) as the Lancaster lined up for take-off. I can even

now clearly recall the crackling roar of its four un-synchronised Rolls-Royce Merlin engines, shrouded in flaming purple exhaust gas, as it moved and, slowly at first, rumbled away to the South East before, heavy with fuel, it sedately climbed away over the carcasses of several Liberator bombers lying drowned in Bootless Bay to disappear, on its way to the England via Singapore, into the growing light of dawn. Perth does provide a range of interesting stuff to see.

As an MX-5 driver, I tend to note them as they pass by, but the only MX-5s I recall seeing in WA was one itinerant passing through Margaret River township and Aart Ter Kuile's car when I with Barrie Parker and Aart for coffee (Barrie was in the family vehicle) at the Boardwalk Café on South Perth wharf. Barrie and Aart are, respectively, President and Vice-President of the W.A MX-5 club. I can only offer my sincere thanks to both of them for giving up family time to meet with me and for offering not only spontaneous comradeship to a fellow MX-5-er from the eastern states but also for inviting me to participate in one of their local runs, even offering a seat in one of their cars. Unfortunately, I could not avail myself of that offer but it clearly underlines the fellowship of kindred spirits that our little cars engender.

Despite the good work put in some several years ago by our ACT Chapter's "Let's Go West" team, led by Bricet Kloren, our Chapter's great MX-5 foray to the West did not eventuate - and probably never will as a group endeavour by our members. The tyranny of the distances involved and time required to drive across the Nullarbor and

(Continued on page 14) ▶



Jigsaws, Not Pictures



Arum Lilies



MOONDYNE FESTIVAL



Drivers Briefing



Troopers at Moodyne



Moodyne Festival Actors



1959 Austin Lancer



1928 Model A Ford Phaeton



Moodyne Festival Rides



JUNE CRUISE



Mazda MX-5s gathered at Gosnells start point



Mazda MX-5s gathered at Gosnells start point



Aart ter Kuile - Cruise Leader



Drivers Briefing



In the beer garden - Dwellingup

For more photos of Mazda MX-5 Club event photos go to http://www.flickr.com/photos/simon_corston/



Event Write-Ups

AFTERNOON CRUISE AND DINNER: MANDOON HOMESTEAD BREWERY—11 MARCH

Howard and Judy were the last to arrive for the March 11 MX-5 afternoon cruise. Judy was welcomed with a “Happy Birthday”. The drive was a very pleasant taking us through the hills passing by the orchards of Pickering Brook, past Mundaring Weir then through the now familiar O’Brien Road.

Coming off the scarp via the “big dipper” we drove past Feral Brewery, onto the Great Northern Highway then past the vineyards of Middle Swan before turning onto Reid Highway. The fresh air was invigorating (with the roof down “the sky is always the limit”).

After passing the Bandyup Women’s Prison we were instructed to turn into Harris Road, which lead to the Mandoon Estate and Homestead Brewery in Caversham, a place Judy and I had never visited. It was a great location for a meal and fellowship after a delightful drive in the fresh autumn air.

The menu was varied with plenty of choices for those who had not found time for a afternoon coffee break and the ambience very convivial for a pleasant meal and chat. Soon it was time to return home for other mundane duties.

A big thank you to Steve Harris for a delightful drive and dinner.

Howard & Judy MacCallum

MONTHLY CRUISE: MOONDYNE FESTIVAL—7 MAY.

Seventeen cars gathered at Muzz Buzz Beechboro, including a shiny RF belonging to Amanda Dutczak all the way from Quairading for her first club run. Welcome, Amanda. After coffee, socialising and a briefing, we set off for a brisk drive through the Chittering valley and on to Toodyay to the Moondyne festival.

We enjoyed a light-hearted re-enactment of Moondyne Joe’s trial and members enjoyed lunch at a variety of venues. Some were tempted to indulge themselves with items from the many street stalls.

We were entertained by acts that varied from Morris dancers to the Royal Australian Navy Bad. A pleasant day was had by all.

Lyall Tilson

DAWN BREAKFAST RAID: A VERY BRITISH CAR DAY—21 MAY

Eleven MX-5s gathered under blue skies at the start of the dawn breakfast raid to Gingin and, after a chat and a look under the bonnet of Don’s LFX-equipped NC we headed for the Bakehouse in Bindoon. Speeds were kept moderate as we expected branches and other debris on the road given the recent rain storms. As it was it, turned out a lovely drive through green scenery with no major obstacles apart from the five kangaroos we encountered in Bindoon heights; no contact was made by any cars but

it provided a few tense moments.

After breakfast and for some of us sweets we continued on to Gingin to check out the British Car Show, the sun was still shining and it remained dry until we reached Gingin at which time the rain started and stayed around providing appropriate “British” weather for those who had put their car on display.

Penelope’s MX-5 managed to confuse the marshals and parked in the display area whilst others found parking spots nearby. The number of cars on display was down considerably compared to previous years, maybe some cars with Lucas electrics, aka the prince of darkness, maybe they had broken down on the way to the event?

Most members braved the rain for an hour or so before making their own way home.

Aart ter Kuile

SATURDAY CRUISE: WAROONA—27 MAY

This was the club’s second Saturday cruise, a 155km drive to Waroona pub for lunch with a late departure at 9:30AM from the Gosnells Civic Centre. We had eight cars, which included two new members, and we managed to leave on time. The sun was shining, and although a touchy chilly, it was a lovely day for a cruise.

The first stage was to the “Cafe on the Dam” at Serpentine National Park, the drive

(Continued on page 13) ▶



First MX-5 ND RF on a club run



Moondyne Reenactment



Event Write-Ups (Continued)

◀ (Continued from page 12)

was a touch slow in spots, due to Saturday drivers and some roadworks on Nettleton Road, but it is a great scenic drive along the Park. We all stopped for a hot drink, and several of us had a snack (I would highly recommend the chocolate brownies, luckily I had arranged to share as it was huge, but worth every calorie. At this point we lost one car and gained another for the second stage to Waroona.

The second stage was a peaceful drive through Dwellingup and Nanga Brook to Waroona where we arrived approximately 12:30PM for lunch. Although lovely driving in the sun, it was a touch chilly driving amongst the trees and we all headed inside to stand by the fire and defrost. The food was excellent, the service good and it gave us another chance to catch up before heading home.

Christine Smith

MONTHLY CRUISE: DWELLINGUP—4 JUNE

On Sunday 15 MX-5s and one F111 with afterburners assembled at Gosnells for a trip through the hills area.

The F111 was actually a black Corvette which sounded like an F111, but at least it was a convertible!

The occupants were visitors and came along for the drive. Aart of course forced some membership papers into their hands

when we got to our destination at the Dwellingup Tavern.

If one would have been able to order roof down weather, well, this was it!

Absolutely perfect without being too cold or too hot. Mind you, we had Padre attending this drive. So, thanks goes to Howard for having such a great influence “up there”!

Luckily the roads were not over-congested, but with double demerits on the WA Day long weekend, everyone seemed to be a little careful with their speed. After a quick breathalyser check in front of the Jarrahdale Hotel, everyone arrived well before lunchtime.

One of our past presidents managed to give the pavers in the beer garden a quick splash with some lovely Guinness. If I would have known that was going to happen, I would have offered him my empty pint.

Matt Kemner gave our table a full run down on his trip across to Queensland which he did in his Tesla, including all the technical data and the problem-solving he went through for charging the batteries across the Nullarbor. Interesting story indeed, and it is the way for the future, except the part where the car of the future will become more and more autonomous. Not my cup of tea, I’m afraid! I rather crash the MX-5 myself!

Paul Andriessen

AFTER WORK GET TOGETHER: MAINTENANCE NIGHT AT BAYSWATER MAZDA—13 JUNE

Thanks to Aart ter Kuile and Steve Harris for organising a great visit to Bayswater Mazda’s newly refurbished service workshop. The night started with pizza and soft drinks plus some garlic bread (gotta keep those vampires away). Thirty one MX-5 owners were then given “the good oil” from the service team consisting of Tim, Ray, Lee and Troy. The latter two are the hands-on guys and in the modern way are called technicians rather than mechanics. Together they took us through a range of tips to do with batteries, various fluids, tyres, brakes and suspension.

We had two new 2.0 litre MX-5s to inspect, one of them being a high-spec RF. When the two cars were lifted up on hoists we were able to get an unusual view of the brilliant engineering that goes into these machines. Tim (a Sales Executive) uses the red RF as his daily drive so he was able to describe the vehicle from a users point of view. He seemed to have a few people interested in the RF purely on its good looks. However, you do need to be ready to part with about \$52k to own one.

Ray, the service manager, explained the special deal on servicing for club members who can have their car serviced at fleet rates.

Barry Fitzsimmons



Maintenance Night at Bayswater Mazda



Mazda MX-5s and Chevrolet gathered at Gosnells start point



A Wander in the West (Continued)

Photos by Ken Keeling

◀ (Continued from page 9)

back is, in my opinion, too great for an organised Chapter "run". It is probably less complicated than driving from London to Istanbul, but the distances are about the same. I think this constraint is also recognised by the WA Club, as their "NotMeet" information indicates that, whilst they would enthusiastically welcome a proper NatMeet over there, it is just not going to happen any-time soon. However, they do really welcome any visits by those of us from the East who are interested in MX-5-ing.

The WA MX-5 club have put a fantastic effort into preparing the very comprehensive "NotMeet" information package, which is readily available to all on their web-site at <http://www.mx5club.com.au/index.php?ID=24>. It is a great aid to planning a driving holiday.

The not-so-wild-West is wonderful and well worth a visit by anyone with the inclination to drive some enjoyable country roads, and to indulge in excellent food accompanied by great wines in surroundings both interesting and pleasant. Other than driving across the well named Null-arbor over to the West, there are the options of putting your car on the Indian-Pacific, which is in itself an interesting train trip worth doing at least once. Or you could do what we did - fly over and drive around. I am confident that the Perth MX-5-ers will give you a warm welcome regardless of your mode of arrival and type of car you are driving whilst there.

And at <http://www.uniquecarrentals.com.au/product/mazda-mx5-gt-roadster-2015/> you can now even hire an MX-5 in Perth - a 2015 ND GT! Reportedly, Hertz also have Toyota 86s available.

All you need is a couple of weeks and motivation, go West and have a great time as we did.

Ken Keeling

Canberra MX-5 Chapter



Voyager Estate Winery, Margaret River



Starvations at Leeuwin Estate Restaurant



Another light lunch for Diana and me



An almost wilderness of wildflowers



Crikey, No Driver!



Perth City Skyline



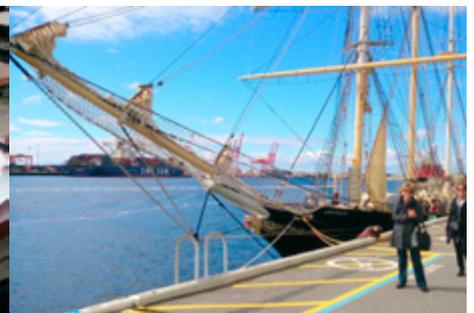
Private Collection SL180 & MGB



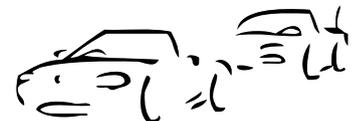
At the Boatshed Café, South Perth



Sumptuous Seafood



A tall ship, Fremantle Docks



MX-5 BBR Stage 1 Turbo

MX-5 BEARDS WILL READILY tell you the only real way to appreciate that old Jinba Ittai spirit is with a naturally-aspirated engine. And if you agree MX-5 tuning specialists BBR will happily sell you a kit to take your 2.0-litre ND MX-5 to 200hp courtesy of a revised ECU, new cams and a zingy exhaust. This results in a quick MX-5. If you want a fast MX-5 though you need a turbo.

This new BBR stage 1 kit for the ND generation car isn't especially cheap. You can buy it as a DIY installation for £4,395 or take your car to have it fitted for £4,995, plus VAT or you can buy a complete car for £29,995 off the shelf, complete with a three-year warranty. Quite a bit for an MX-5, until you consider that's about what Abarth will charge you for its version of the 124 Spider, which is of course based on the same platform as the MX-5. And has just 170hp against this BBR car's 250hp.

We'll try and avoid too much number crunching but that equates to over 230hp per tonne, with driver. A 300hp 718 Boxster has 213hp per tonne but costs £45K. Meanwhile the fruitier 220 version of the new Lotus Elise Sport has 243hp per tonne but costs nearly £40K.

But it's a tuner car, right? How can it possibly compare with 'factory' products like these?

Really rather well. They don't feel like tuned cars, other than they are faster and handle better than the standard versions.

This could be the turbocharged car for people who hate turbocharged cars. There's no real sense of lag. BBR has used a generously sized turbocharger running a relatively low boost; it's even able to maintain the Skyactiv engine's 13:1 static compression ratio - extraordinary for a forced induction engine.

So the character of the car is very much

like the standard one. Basically there seems no compromise over the naturally-aspirated standard car.

But by heck does it go. While you don't feel the boost coming on like you might in that 718 Boxster the way the mid-range swells from just 2,000rpm or so is most definitely forced induction. Just without any of the lethargy or one-dimensional delivery seen elsewhere. The peak torque of 236lb ft tails off sooner than the naturally-aspirated car but there's over 200lb ft from 2,750-6,500rpm, against the standard 148lb ft.

Overtaking grunt is there whether you leave it in gear or flick around the gearbox and give it some beans and it sounds great too.

The basic Stage 1 kit focuses on the engine upgrades, comprising the turbo, manifold, stainless down pipe, intercooler, K&N Typhoon induction kit, BBR Starchip EcuTek software update and all the associated fixtures, pipes and fittings. BBR's demonstrator also benefits from the spring kit (£495 fitted with a geometry set-up) and Wilwood brake upgrade.

The former keeps the standard Sport model's Bilstein dampers but runs lower on BBR's custom-wound progressive springs and is an absolute revelation. Visually it transforms the car's stance, the wheels properly filling the arches at last. But there's also more small bump compliance, the MX-5 floating over ripples and bumps but feeling much more composed and settled when the speeds increase or things get properly lumpy - the point at which the standard car starts lurching around and feeling rather unruly.

With this greater confidence and improved body control you're much happier playing with the balance on the throttle too, the crisp response to the pedal and the base car's standard Torsen limited-slip differential

making it deliciously simple to slide the car around. There's nothing innocent about the angles you can get the car to without trying very hard at all. Yet in the context of an MX-5 it feels a strangely unthreatening and simple pleasure. There's still a degree of wobble through the structure like there is in all MX-5s and BBR is wise not to have gone super-stiff with the set-up. What you get is everything that's nice about the standard MX-5, just in greater quantities.

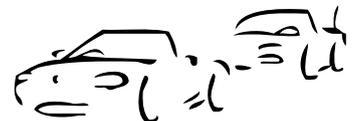
The Wilwood brake upgrade is probably sensible though, costing £595 for the four-pot versions or £895 for six-pots. Again, the set-up all feels commendably 'factory' though, the controls maintaining that lightness and feel you get from the base car. Alright, by this point your MX-5 is probably looking like a £35K car when all's said and done, unless you pick up a cheap used car.

This turbocharged MX-5 is a very impressive demonstration of BBR's mature approach to tuning MX-5s and arguments against the MX-5 just got a whole lot tougher. MAZDA MX-5 BBR TURBO

- Engine: 1,998cc, four-cylinder
- Transmission: six-speed manual, RWD
- Power (hp): 250@7,150rpm
- Torque (lb ft): 236@3,250rpm
- 0-62mph: 5.0sec*
- Top speed: 155mph*
- Weight: 1,075kg (with 75kg driver)
- MPG: 40.9mpg
- CO2: 161g/km (standard car)
- Price: Standard car + Stage 1 kit from £4,395 DIY or £4,995 fitted, plus VAT, see BBR for further details.

*BBR claimed figures

(Source: https://www.pistonheads.com/news/ph-driven/mazda-mx-5-bbr-stage-1-turbo-review/36187?utm_medium=EMAIL&utm_campaign=Enews)



Motor Sport Report



MOTOR SPORT SERIES 8 ROUND 3

Barbagallo Raceway was the venue for our first night sprint for the season. Under threatening clouds 33 MX-5s assembled to do battle both the clock and the elements. It was good to see an increase in competitors in both Class D and B including Rick Grigsby and Toby Wilks as well as Peter Wellman, another long-term motor sport enthusiast.

Pre-start chores included the training of

additional time keepers and observers by Andrew Cathie. Warwick Gates was again able to recruit assistants to monitor dummy grid and start line operations.

The start line change from the outfield to an infield start initially proved a challenge, but in his inimitable way, Warwick was able to get everyone on the same page. The variable on-track conditions caught a few out and kept the recovery team on their toes with thankfully no significant damage done to cars or drivers, other than dented pride, perhaps.

Most drivers achieved their fastest times on their first run, after which, further attempts were marred by rain showers occurring at the most inopportune time. A close battle was fought between Ben Marshall and Ian Dury in Class B. David Hope in Class A put in a fine drive and was able to eclipse some of the more fancied Class C drivers, even though he indicated his preference was dry weather racing.

After a short break to reset the course

configuration, competition started on the long track. In drying conditions the equilibrium returned with some of the usual suspects coming to the fore with the might of the V8 muscle on show with a fine drive by Rod Willis, followed by "Mr Consistency" David Turk and Warwick Gates getting on the leader board with his last run of the day.

The short course positions were reversed with Andrew Mawson just edging out Andrew Cathie by a mere two tenths of a second and Geordie Thompson completing a fine third place.

Class B saw Jason Siddons split the improving newcomer Ben Marshall and the seasoned campaigner, Ian Dury.

Ross James headed the class A lap time battle

from the hard charging David Hope and the ever reliable Derek Wall slotting into third.

Presentations of trophies concluded the night's activities with special mention to Warwick, Andrew Cathie and their able assistants for running another great event under trying conditions.

David Saunders

AUTOTEST SERIES 8 ROUND 4

Twenty five participants arrived under clear skies to sign in at Barbagallo Raceway. These included David Rickard, participating for the first time. Welcome, David.

Rod Willis was also present with his car in its new Mobil 1 livery.

Setting up went smoothly and we got away to an early start with daylight waning very quickly.

There were nine wrong ways on the first run, however, only Warwick Gates and Ross James suffered cone penalties.

Class A was taken out by Lyall Tilson with a considerable gap to Ross James followed by David Hope.

Class B went to Oliver Pilot followed by Ben Marshall and Michael Tite.

Class C was taken by Neil Harris, followed by Andrew Cathie and Andrew Mawson.

Class D was won by Rod Willis followed by Warwick Gates and David Turk.

Lyall Tilson

MX-5 CLUB OF WA MOTOR SPORT

We have just finished Round 5 at Jack's Hill and it turned out to be even better than I could have imagined with our up and down layout proving to be a big hit with the drivers.

I am heading overseas for three weeks so everyone will take a bit of a break until I get back, then we can fire up those engines in anger once more.

I thought I would take a look at the motor sport participant numbers to see how we are doing in 2017.

We had 39 people sign up for the season with another eight people attending events when some of the regulars have to pull out due to other commitments.

I hear through the grapevine that there are even more people buying MX-5s and

(Continued on page 17) ►



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Motor Sport (Continued)

◀ (Continued from page 16)

looking to join the club and join our race series.

Let's compare the numbers. The Toyota Club runs an autotest series and gets around 20 competitors. Porsche Car Club have run three events with an average of approximately 26 drivers (maximum 35). The Mini Car Club Motorkahana State Series had 29 drivers at their last event. State Speed Event Series had 48 drivers for their Jacks Hill climb. State Speed Event Series had average 40 drivers for their Albany Hill Climb and Sprint.

The State Busselton Sprint (with the Forest Rally guys) had 39 competitors.

Shannon's Motorplex Sprint in March had 52 drivers.

For a car club with about 160 members, to have over 40 people competing in our motor sport events, reflects that this club is

well and truly alive and kicking.

I cannot wait for the second half of the season.

Warwick Gates

Motor Sport Manager



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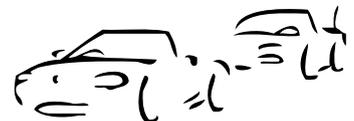
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Mazda

MX-5

Club of Western Australia



MX-press: May-June 2017 17

Amateur Racers Help Mazda

PARTS DEMAND FROM AMATEUR RACERS HELPS MAZDA JUSTIFY THE MIATA'S BUSINESS CASE

It's no secret that the Mazda Miata is a darling among amateur racers. Affordability, availability, and ease of maintenance on a budget make the MX-5 a major player at racing events around the world. And it turns out, Mazda has made that a part of the Miata's business case.

Of course, there's the Mazda MX-5 Global Cup Car, a factory-built, race-prepped ND Miata built for a one-marque world championship. Our man Sam Smith hopped a ride in a Global MX-5 Cup race, and had a ton of fun—even if he was nearly dying the whole time. But Mazda sees profit even from folks who build their own race cars out of street-legal Miatas—so much so, the automaker counts replacement parts profit into its business case when it undertakes a redesign of the venerable roadster.

This tidbit comes to us from David Undercoffler at Automotive News. Writing about the Miata's near-ubiquity in amateur racing, Undercoffler reveals that the popularity of the MX-5 helps justify its business case in a market where sports car sales are still soft.

"It's no secret that small sports cars and roadsters never have fully recovered from their recession-induced slump," Undercoffler writes. "When Mazda bean counters do the math on the business case for another generation of the Miata, knowing that there will be reliable demand for parts helps the car's case."

"Those program managers [...] get that total business picture," Robert Davis, Mazda North American Operations' senior vice president of special assignments, told Automotive News. "They try to understand it upfront, so while the sales volume of the cars might not be there, they can expect to

have X number of parts sales for the next six to eight years."

In other words, Mazda anticipates a healthy demand for replacement body panels, drivetrain components, and other parts that may fall victim to the rigours of amateur racing. It's a built-in, long-term revenue stream from the motor sports world, something most mainstream auto makers probably can't rely on.

So don't feel bad if you scuff up your track day Miata. Every trip you make to the Mazda parts desk helps justify the continued existence of this beloved roadster. Our man Mr. Smith sure did his part.

(Source: http://www.roadandtrack.com/motorsports/a9924624/parts-demand-from-amateur-racers-helped-mazda-justify-a-new-miata/?src=nl&mag=rdt&list=nl_rdt_news&date=052717)



Mazda

MX-5

Club of Western Australia



Mazda Museum, Germany

FIRST MAZDA MUSEUM IN Europe and the only one outside Japan.

Mazda has been around for almost a century, with the company's genesis dating back to 1920, so it goes without saying the zoom-zoom company has a lot to be proud of these days. Some of its gems are now resting in a new home in Augsburg, Germany where a museum was opened this week as a result of a joint effort between local dealer Auto Frey and the automaker's German division. Speaking about the museum's inauguration, Mazda Motor Corporation Executive Vice President Akira Marumoto said the following:

"Uniquely impressive, the first Mazda museum outside Japan represents a dream

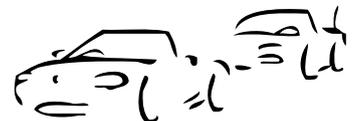
come true for the Frey family to share with the public its one-of-a-kind collection of vintage Mazdas from around the world." Highlighting almost 100 years of evolution, the initial collection includes a total of 45 models that were sold in Europe, but also some cars that were available only outside the old continent. The current exhibit includes important vehicles such as the 1967 Cosmo Sport and a 1969 Luce RX87, while a more recent model would have to be the brand's best-selling rotary car, the 1992 RX-7.

If you're still not convinced, visitors also have the possibility to check out an older 1960 R360, which was actually Mazda's very first mass-produced passenger car. It shares

the spotlight with a three-wheeled light truck dubbed K360 built in 1962 as well as with a Familia 1000 Coupe from 1966. Other notable mentions would have to be the 1992 AZ-1 mid-engine sports car and a 616 that will go down in history as being the first Mazda to be officially sold in Germany beginning with 1973.

These 45 cars are just the tip of the iceberg as Frey's collection encompasses more than 120 vehicles destined to be showcased sooner or later for everyone to enjoy.

(Source: <https://www.motor1.com/news/145419/mazda-classic-car-museum-opens/>)





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