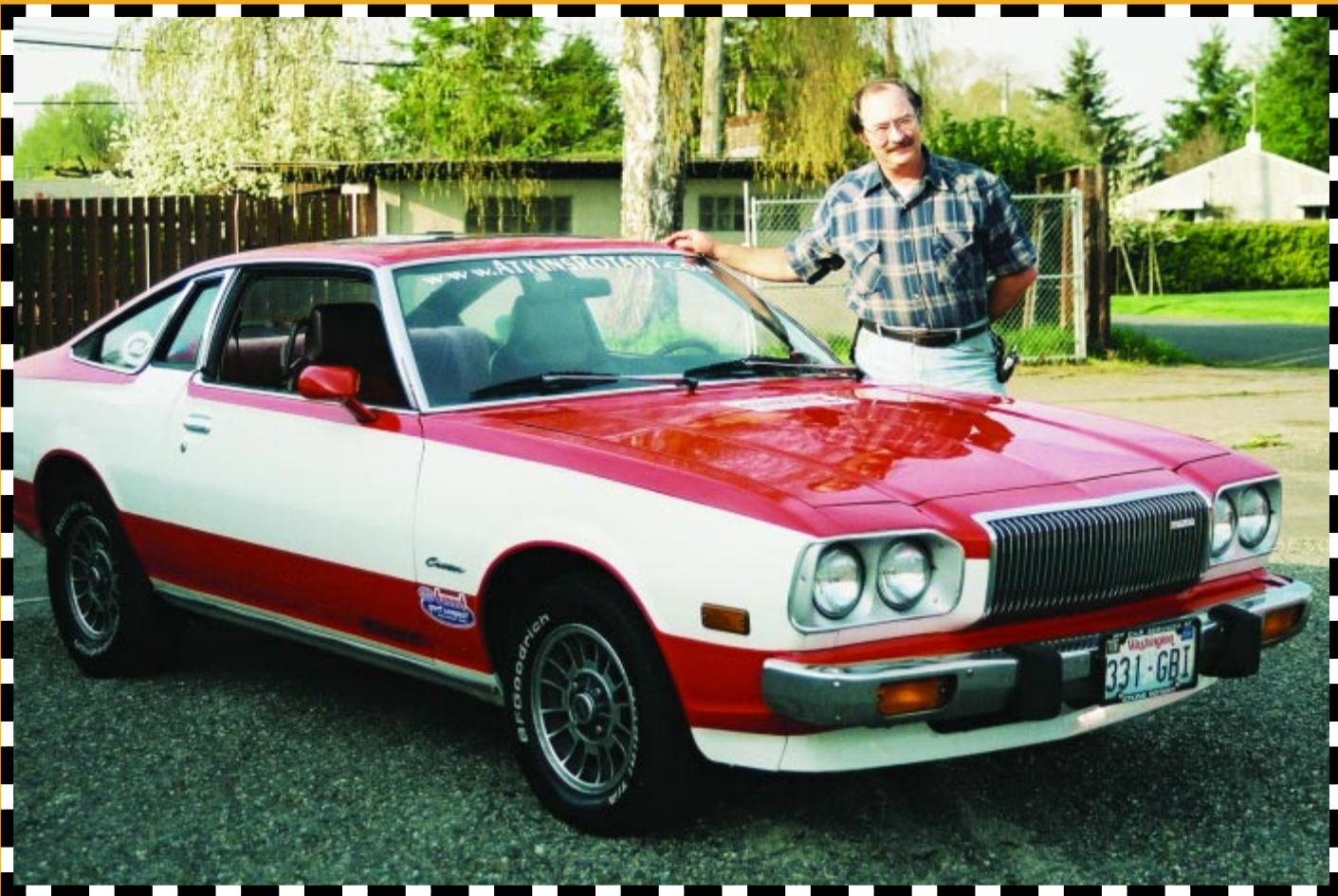


Dave Atkin's '76 Mazda Cosmo



IT HAS BEEN LOVE AT FIRST DRIVE for David and the Cosmo. This was the Cadillac of Imports. He has owned as many as 5 at a time. This one is special, he bought it from a friend that was selling off his collection of cars. And how could David say no? This car was only imported in to the USA from 1976 – 1978.

There are a lot of special features to the Cosmo that makes it special. In today's standards it would be considered common but in the 70's you paid a premium for these luxuries.

Brakes

Front and rear disc brakes were not common. The disc brakes were new to the market and seen as a plus. The park brake was still a shoe and drum set up, but the shoes were inside the rear brake hubs, and independent of the braking system.

Suspension

This was an improved suspension over the Rx4. Mazda added lower A arms in the front, and Coil springs in the rear. It also came with Front and Rear sway bars. David added another rear sway bar for added performance handling.

Interior

Real wood for the park brake handle, Shift Knob, and the steering wheel.



The dash came with a wood grain look. You had a choice of Valour or the vinyl Seats. The little "opera" window in the back, rolls about half way down for the rear seating passengers. Most of the cars came with Power windows and mirrors.

Engine

The Cosmo came with a 13b rotary engine. The compression ratio was

Old School Reader's Rides



9.2, with a hp of 110 at 6000 rpms. And torque of 120 at 4000. David increased the Hp to 223 @ 6000 and torque 180 Ft @ 4000, By adding a Camden Supercharger. With these performance modifications David was able to take the track championship in the Import series in 1998 at Seattle International Raceway (AKA Pacific Raceways). David won his first coveted NHRA "Wally" at Pomona Ca in 2001 with this car. By the way he drove this to the track and back from his home in Tacoma, Wa.

David's car has power steering, power mirrors and windows, valour cloth interior, factory AM/FM Radio with cassette player, and A/C. When David purchased the

car it had only 45,000 miles, He is the cars 3rd owner and now has 97,000 miles. David enjoys driving this to work and on long vacation drives.

The Cosmo was the 3rd heaviest car Mazda had produced at that time, the Rx4 Station wagon and the Rotary pickup took first and second. Your choice in transmissions was a 5 speed or a 3 speed Automatic. This was the first car that Mazda introduced into the USA with a 5 speed transmission. **RX**



John MacBeth's '71 Mazda R-100



By John MacBeth

John MacBeth bought this Mazda R100 in 1982 for \$300. The car was rough, but John saw something in it. After research-



ing where to find parts for this rare vehicle, John started his restoration. Since there were only 5219 total R100's imported into the states during 1971 and 1972, John couldn't let this one rot. John spent 6 months in 1983 waiting for hard to get engine parts

from Japan. And also scoured the West Coast in search of a good engine rotor, eventually finding one in Seattle. Since so few Mazda 10A's were produced, parts are next to impossible to find.



John says the car has ran great for the past 21 years. And while the options may sound exciting, he's resisted the urge to drop a 13B into it, instead keeping it stock. The interior and exterior of the car was redone in 1990, and still looks fresh. Kudos to John for keeping this rare Mazda Rotary on the road! **RX**



Darren Hutley's '73 Mazda RX-3



advantages, some prefer the “old school” approach.

This RX is definitely an example of a devout old-schooler in action. “This car was built in the 70s and that is the way I wanted to keep it,” said Hutley “I could have fitted some big wheels on it, but I think I made the right decision. The 15-inch wheels fit better with the era of the car.”

Of course you can not use 30-year-old parts solely, and to that end there have been a few niceties added. Such as: a momo steering wheel and gear knob; Auto meter water temp, and oil pressure gauge (on the hood); and inside the monster tacho and speedometer.

Making driving a better experience two 3rd Gen RX-7 seats were bolted in place of the originals; giving some indication to the real intention of the car.

Motivation is a little more serious starting off with a four-core radiator and a 16-inch thematic fan. Directly



By Darren Hutley

THERE IS AN OLD SAYING that says “everything old is new again.” Nothing could better describe the old school theme of this early model Mazda. What you see here is not another Mazda 808 dressed up to look like an RX-3, but the genuine article.

The car started to come to life in October 1973—a very long time before many rotary enthusiasts were even twinkle in their dad’s eye. The 10a engine that graced the engine bay of these early Mazdas was not exactly known for longevity—or horse power, for that matter—but good enough to still scare



behind the fan is the car’s heart and soul; a race-prepared bridge port with a 51-mill race spec webber carb and custom intake manifold. On the inside of the engine lives high compression rotors with Hurley seals. The porting work was done by Tony of Phil’s Rotary’s and MR Rotary Speed Shop in Brisbane, Australia.

The work that went into this engine is amazing. Tony is a perfectionist, and it shows. Exhaust gasses are expelled via twin-tuned length primaries that go all the way back to and over the differential incorporating two resonators. The primaries then go all the way to and over the differential collecting into a muffler and then out the exhaust. Backing up the Bridgeport is a custom lightweight fly wheel and a 2,800-lb. pressure plate, as a heavy duty organic clutch plate sits in behind to ensure everything goes as planned.

A second gen five-speed turbo gear box takes care of the gear selections then into a custom three-inch tail shaft with heavy—read V8 super car—uni joints.

Lastly ensuring that rubber meets road is an RX-3 LSD complete with Selectmaz racing 4.44 ratios. Wheels are old school drag ways 15X7 pros with Dunlop F-901s.

What kind of horsepower you ask?

You can make a dyno say anything, but it has seen the better side of 200hp. good enough to get him a best ET of 13.338 @ 103.57 mph with wheel spin through the 60-foot mark at Queensland’s Willowbank raceway with time slips to prove it. That time to get even better if I put some really sticky tires on it.

This is one N/A RX-3 with a hell of a lot of potential still left untapped. **RX**

some of the bigger cars of the day.

That is no longer the case in today’s high-performance world which features such accessories as turbos, ECUs and fuel injection. Despite all of these

Frank Armstrong's '82 Mazda RX-7



2003 it covered only about 3000 miles in total. In later years right up to the present day the car has been dry stored and only run in dry weather.

In the UK it is becoming unusual to find a Series 1 RX-7 in original condition and still working. It is even more unusual to find one which is virtually the same as the day it left the factory with only tiny instances of wear and with the original exhaust system. The Savanna mark is even rarer but rarest of all is the Special Limited Edition LSD.

Savanna luxury

There are a number of differences between other production models and this Savanna which is luxuriously appointed in soft leather. The windows are slightly tinted with the windscreen itself carrying the embedded radio antenna. The attractive road wheel centers are designed around the shape of the rotary engine. There are disc brakes at all four corners. This Special Edition model was fitted with a newly evolved 12A type RE6PI engine

which featured six-port induction. The choke is automatic.

There is a fully functional cruise control and—best of all—air conditioning. However the most unusual accessory fitted as standard must be the emergency flare. This is located on the



bulkhead in front of the passenger seat. The owner's manual is in Japanese but has several useful photos and line drawings which speak volumes in any language, including one of a man holding the flare aloft on a railway track with his car jammed firmly across the rails just behind him!

Restoration work

The car needed very little attention to put it in first-class condition. In common with all RX-7s in the early 80s the lacquered wheels oxidized after a very short time and the Savanna wheels were no exception. These were sent for refurbishing. It was money well spent and they came back positively gleaming. The car was ramped and professionally examined for any sign of deterioration but none was found. Indeed the examiner reported that the car was virtually 'as new' underneath with the metalwork well protected against moisture and road salt. The finish on the plastic rear bumper had deteriorated so the entire bumper assembly was removed, stripped, re-sprayed and re-fitted. Window mechanisms and runners were cleaned and lubricated. There remains a little work to be done on the door where the window was broken and a couple of other minor jobs. The paintwork is original and responds well to modern polishes. **RX**

By Frank Armstrong

History

THIS RHD CLASSIC SERIES 1 Special Edition RX-7 was manufactured in Hiroshima in 1982 for the Japanese home market. Driven briefly in Japan it was privately exported by the owner from Hiroshima to Sheerness UK in the same year. Very detailed documentation survives and this tells how the car was transported on Seaking Shipping's 'Ocean Passat'. The handling agent was D S Shoji Co Ltd and the car was insured for the voyage by the Tokio Marine and Fire Insurance Co Ltd.

Arriving in the UK the Savanna was first registered as a 'tax exempt' vehicle - one which the owner had declared was most likely to leave the country within a few months - and given the registration mark QY154. Shortly after this however the tax was paid and the permanent registration mark

CPA 816Y issued. The car was taken abroad and spent some time in Italy before being brought

back to the UK. Sadly the stereo unit was stolen and a window broken during the Italian trip.

The replacement stereo is the only departure from the original specification.

The car has had four owners to date and has covered about 55,000 miles. Most of those miles were clocked during the first four years or so from 1982. Between 1991 and

