**Improvements to Mazda MX-5 #92**

***Engine***

Bullet-proof engine (by Josh Clissold of North East Mobile Autoshop), July 2017 (3 meetings)

* Wiseco forged pistons (10.5 to 1)
* Scat forged H-beam conrods
* ACL race bearings
* Balanced
* ***Substantial additional detail regarding work done on engine is available upon request***

Oil cooler

Oil surge tank and re-route system

Exhaust headers heat wrapped

Fabricated exhaust

Remote oil filter mounting

Coolant re-route system

Large aluminium radiator

Cold air intake

Haltech Sprint 500 ECU

Head ported

Billet cams by Kelford (NZ)

Battery terminal switch

***Suspension***

25mm front anti-roll bar

16mm rear anti-roll bar

Polyurethane suspension bushings

Modifieded front lower control arms (for increased negative camber)

Lowered springs (Front 400 lb/in and 250 lb/in)

Koni adjustable shock absorbers

Height adjustable mounting for shocks

Strut brace

***Driveline***

Kaaz 1.5-way limited slip differential (November 2017)

4.3 differential centre (November 2017)

Heavy duty button clutch

***Brakes***

“Big brakes” on front (270 mm instead of 255 mm) with brake proportioning valve

DBA 4000 slotted rotors

Hawke Blue brake pads

Braided brake lines

***Wheels and Tyres***

Yokohama A050 15 x 205/50 R-spec tyres (11 Nov 2017 – two meetings)

949 Racing 6UL 15”x8” wheels (14 Dec 2017 – two meetings)

Spare 949 15”x8” new wheel

Road wheels and tyres

***Cabin***

Chrome-moly roll bar with forward brace (rear braces to chassis rails [not aluminium rear shelf])

OMP race seat

Six-point SAAS racing harness

Data logger

Large warning light (oil pressure and water temperature)

Oil pressure gauge

***Body and Aero***

Rear wing

Front splitter

Corner weighted

***Lap times:***

* Winton long circuit 1min 38.0sec
* Winton short circuit 1min 7.0 sec
* Phillip Island 1 min 55 sec