



HORIZONS

May - June 2002

Wooden Boat Show Jaunt
(Dave Tietz)

On March 23rd, Dianne and I lead a group on a back-roads journey to Mt. Dora to take in the Wooden Boat Show they hold there annually.

The boats are typically mahogany and teak speed boats from the 1920s, 1930s and 1940s. Beautiful old boats, restored to better than when they were made, and lots of them have modern engines installed. There were some examples of earlier boats, one was a wood and canvas speed boat from 1907 (unrestored) and a launch (ship to shore boat) also from 1907 (impeccably restored).

There were some more modern boats, my favorite was a 1964 wood-trimmed Chris Craft fiberglass boat. There were even brand-new wood boats for sale... Kinda expensive though (about 4 or 5 times the cost of a fiberglass equivalent!) I would guess there were 200 to 300 boats of all type on display, on trailers and in the water.

One thing that really made the show fun was the largest gathering (in anyone's memory) of 1960s AmphibiCars! Fourteen of them from around the country. These are four passenger vehicles that drive on land... or, on the water. They are slightly smaller than our cars, but float! Vinnie Lucido and Joe Wessling got a ride in one. Neat to see one coming in from the lake, driving up the boat ramp, and going off in a parade down the streets of Mt. Dora (still dripping wet).

There was also a large collection of "Woodies"... Wood-trimmed estate wagons of several marques (Ford, Packard, Dodge, etc.). Some very nice old cars. We also saw a Gull-wing Mercedes from 1955 (worth a few dollars now!)

Mt. Dora also hosted a huge Antiques Festival at the same time (in fact, they closed off the streets for it). The ladies did shop, the guys did gawk, I think a good time was had by all. Oh, we did stop at the German Bakery on the way up, and discovered a "Mini" music festival they were hosting. I'll be polite about the music, but the baked goodies were GOOD! The group spent about an hour there before driving on to Mt. Dora.

I drove the 1970 MGB so it was pretty easy to keep up (although I did "polish" the tires on a few turns.) If you didn't come, you missed a great event!



Visit to a Mini-Music Festival at the German Bakery



A real Beauty!



Yeah...your eyes are ok. It's a water-borne Chevy Geo.



Ed and Arnie check to see if they can outrun this Mt. Dora Cruiser

Look out!! Car coming ashore!



OIL

I love my little car. And, just like you, because we love our Miatas, we want to give them the very best of everything. We dress them up with all kinds of add-ons and spare no expense when it comes to custom care and maintenance.

So, when we hear from one of our friendly Miataphiles that they are changing their oil every 3000 miles and using synthetic oil to boot, all of a sudden we get that guilty feeling that maybe, just maybe, we are not doing right by our precious 4 wheeler. And, along with the guilt comes the fear. What is going to happen to the engine? Am I sacrificing longer engine life by saving a few bucks here and there?

If you have been down this road, then my first suggest is to rest easy. If you are using a good quality oil of the right viscosity and changing it every 7500 miles, you are in fine shape.

In any discussion on oil there are a few simple truths that we need to establish right to begin with.

First of all, Mazda knows your car better than you do and, better than any one out there that is going to try to give you advice. Just accept that. Mazda made it. They know what went into it and they know what it needs to give you optimal service life.

In Florida, the book tells you to use a high quality API rated 10W-30 oil and to change it along with the filter every 7500 miles. Some of you may feel that you should go to the level 2 maintenance schedule for service every 5000 miles because of the reasons listed in the owners manual. If that makes you feel good, go ahead, but for the vast majority of us, we do not encounter enough salt, humidity etc. to warrant reducing the service interval.

However, one thing that we all need to keep in mind is this, every time we change our oil before it is necessary, we are wasting a finite natural resource. petroleum. And we are putting an additional strain on the environment through the disposal of a greater volume of used oil.

This may not seem like much on an individual basis but just think in terms of one or two extra oil changes a year for 200 million vehicles. Thats a lot of oil.

So, thats all you need to know. Use a good quality oil of the right weight (10W-30) and change it according to Mazda's recommendation. heat generated by the engine.

However, if you want to know more...read on...

Oil performs several functions in the engine besides just providing adequate lubrication. It works to keep the component parts clean, free from rust and corrosion and it acts as a coolant and a sealant. It also has additives to neutralize acids and perform other specialized functions plus, detergents to keep contaminants in suspension.

Of course, the lubrication part is the big factor. You must maintain an oil film cushion that prevents metal-to-metal contact or at least keeps it to a minimum. The metal-to-metal contact is what causes the wear and adds to the heat generated by the engine.

Heat and water are the two most common factors that cause oil to break down and lead to excessive wear and eventual failure.

Oil absorbs water. It is just a fact of life. And, around here we suck a lot of that hot humid wet stuff into our engines as part of the air needed for combustion. Added to that is the fact that water is a natural byproduct of the combustion process. When you get too much water in the oil it takes on a cloudy appearance and it stops lubricating.

The fix is rather simple, get the engine hot on a nice long trip or change the oil. For the oil change, just make sure that the oil is hot when it is drained or else a lot of the water will remain inside the engine attached to any and all surfaces. As you have already surmised, short trips produce the water and there is just not enough heat to drive it off. So, that's why the manufacture recommends that you reduce the oil change interval if your driving mode includes "repeated short distance driving". Or, change the oil at 6 months even though you have very few miles on the oil.

I guess maybe I should define "short trips" and "long trips". Short trips are those quick jaunts from here to there, just around town, where the engine and engine oil dont have a chance to warm up. Dont confuse oil temperature with coolant temperature. As you know by just looking at your temperature gauge, the coolant will come up to operating temperature in just a couple miles. But, it take at least 20 miles of sustained driving to bring your oil up to a temperature that will drive off the water.

Heat is the other factor, and it is the reason why there are so many different types of oil and oil weights on the market. Engines operating in cold climates require lighter weight oil that will flow and prevent metal-to-metal contact during a cold start. Mazda recommends the use of a 5W-30 weight oil in ambient temperature ranges of 32 degrees and below. And, a heavier weight oil, 10W-30, for ambient temps of 0 degrees and above.

The first number (the 5 or the 10) represents the viscosity of the base stock oil. The 5W-30 is less viscous and flows more easily. The 10W-30, and each step on up, is thicker and is more viscous. The W stands for winter and indicates that this is the base stock number that should be considered in selecting the oil for the coldest temperature that the engine will encounter.

The fact that there is a second number tells you that this is a multigrade oil. A multigrade oil has been formulated to incorporate longer hydrocarbon molecules that lengthen when they get hot and contract when they get cold. As the oil heats up, and the hydrocarbon molecules lengthen they provide additional high temperature protection against metal-to-metal contact. However, the neat thing is that, when the oil cools again, the oil viscosity reverts right back to the base stock number and, therefore, flows easily and protects the engine during a cold start.

So, what oil should you use? For Florida, the choice is clear. Use a good quality 10W-30 weight oil and rest assured that the engine is well protected for a cold start or a hot run. But, in the north, a broader range of daily ambient temps may make the choice of oil weight a bit more difficult. And, this is where the "Synthetic Oils" come into their own. Since synthetic oils are manufactured, (or formed by a process of blending compounds of specific chemical composition to form an oil with planned and predictable properties), they can be blended to cover a much greater range of ambient temperatures, than petroleum base stock mineral oils.

Synthetic oils do not contain wax, and wax is the main reason that oil gets thick and resists flowing, as it gets cold. At the same time, synthetic oils can also be blended to have a higher viscosity index so that they protect the engine to a higher temperature. If this is what you want and what you are looking for, then maybe synthetic oil is worth the extra cost for you. As for me, I don't see any advantage at all, just a greater expense.

Well, you may be wondering, how can I make these statements and be so sure. The company that I work for operates the most sophisticated and best equipped oil lab in the state of Florida. I have been doing regular oil sampling for the past two years on a 96' Miata engine that now has 60,000 miles on it. And, I can tell you that there is no wear going on inside this engine.

I use a high quality mineral base 10W-30 weight oil and I change it every 7500 miles. The last oil change showed the following wear elements in Parts Per Million (PPM).

-Copper 5 PPM
-Iron 5 PPM
-Chrome 1 PPM
-Lead 1 PPM
-Aluminum 2 PPM
-Silicon 4 PPM

For those of you who are familiar with oil analysis, you will recognize that these figures represent an exceptionally clean engine. As a further explanation, the actual reading on the iron, for example, was 8 PPM. However, this oil was tested as it went into the engine (base line) and, at that time, it contained 3 PPM of iron. So, this had to be subtracted from the final figure giving the 5 PPM listed above. This represents the actual amount of iron that was generated, through wear during the 7500 miles, and carried away in the oil.

Other Considerations: Within the automotive industry, the petroleum industry and the government, there are literally thousands of professionals working every day on this complex issue of oil usage.

The auto group, to gain a competitive advantage, wants to reduce your owning and operating cost to a minimum yet, still provide you with the optimal service life for your vehicle.

The petroleum industry is also trying to gain a competitive advantage, but their strategy is generally to provide the "best value" in their product. For some "best value" may mean lowest price. For others "best value" may be an oil with a broader temperature range or an additive that meets a specific need.

The government's primary concern is reducing the use of oil on the front end, thus limiting our dependence on imported oil. And, on the back end for environmental reasons.

Most experts agree that the best way to accurately determine the optimal time for new oil in the engine is to base the change point on fuel usage. It is a much more accurate method than mileage because it takes into account the load factor. After a pre-determined amount of fuel has gone through your engine, the additive package has been used up and the oil is beginning to degrade. (For your Miata, that happens after you have used approximately 250 gallons of fuel).

The government knows this and is bringing pressure on the industry to monitor and record fuel usage on all vehicles. Monitoring fuel usage is really quite simple on modern vehicles equipped with electronic engine controls. The on board computer already uses input from the throttle position and speed sensors to calculate the amount of fuel going through the engine. The next step will be to just add another "idiot" light to the dash that will tell you when to change your oil.

You may be surprised to learn that in some very large diesel engines the oil is only changed at the time of engine rebuild. The oil is constantly being monitored, cleaned, ph balanced and additives added. In fact, the primary maintenance function on these huge engines becomes treatment of the fuel before it goes into the engine and maintenance of the oil during engine operation.

Conclusion: I know that the information that I have provided here will be a disappointment for some of you who were really looking for that extra edge. However, this is one of those situations where we are working inside an envelope and if you push any aspect of that envelope too far beyond the safety margin, it will not be forgiving in one direction, expensive in another and environmentally unsound in the last. My best advice? Stick to the manufacture's recommendations. That will place you right dead square in the middle of the envelope without wasting your hard earned cash. (written by: *John Zilisich*)

Miata Monster Mash

Dear Miata Lovers,

We would like to announce a special event that will be happening October 11-13, 2002. The First Coast Miata Club of Jacksonville, Florida will be hosting the Miata Monster Mash. This will be a weekend of Miata fun in St. Augustine, Florida. We will start the weekend with a dinner around the pool and then retire to the Hospitality Room. On Saturday a poker run/tour of St. Augustine will be held. That afternoon there will be a costume contest for the Miatas and then Saturday evening a costume contest and dinner for all the Miata lovers. Of course the Hospitality Room will be available all weekend.

This is the second such event that First Coast has put on. At our last Sizzle in 2000 we had over 50 cars from Florida, Georgia, South Carolina and even New Jersey!!!

We welcome you to join us for a wonderful weekend of Miata fun! We will be at the Ponce de Leon Resort in St. Augustine, Florida. It is a beautiful resort with an 18-hole golf course and a wonderful atmosphere. They have provided us a room rate of \$85 for the weekend.

More information will be coming to you, as we get closer to the date. We just wanted to let you and your club members know that this event is coming so you can mark your calendars!

If you have any questions, please feel free to contact either one of us by email or phone and of course there will be updated information on our web page at FCMCMiata.com.

We look forward to seeing you in October!!

Kathy Garvin
Miata Monster Mash Chair
redmiata@aol.com

Carol Easter
President, First Coast Miata Club
ceaster401@aol.com



COURTESY MAZDA OF TAMPA



From the Newsgroup:

(posted by Mike B.)

90% of an alarm system is psychological. If they see a blinking red light on the dash or console they usually move on to easier pickings. Here is a cheap trick that will set you back the grand total of \$3.00.

Go to Radio Shack (my favorite store besides Moss Motors...) and get Part Number #276-299. This is a BRIGHT RED BLINKING LED MODULE, powered by 2 AA batteries.

Drill a hole of the appropriate size for the LED just to the left of the shift lever. Drill another hole at the left lower corner of the inside of the console storage bin.

Lengthen the wires on the unit by about 12 inches. Run the wires through the hole in the console bin and splice them together. (I soldered mine.)

Remove the self adhesive backing around the LED and install it from the bottom of the console, through the hole you drilled. Fasten the AA battery case to the inside of the console bin with some Velcro tape.

There is a switch on the case to turn on/off the LED. VIOLA, instant "fake" alarm system ! ! ! !

(The batteries last about a year running constantly).

FYI, I also have a real alarm on the Miata. :)



Dealer Notes...

by Kevin Morrison

Courtesy Mazda of Tampa Supports the Club in a Big Way...

In case you haven't heard, Courtesy Mazda of Tampa has signed on as the title sponsor for our autocross series this year. Their sponsorship of \$1800 is enabling us to make many improvements in the autocross program.

The first improvements happened to our trailer, which the club has owned for about a year now. A tech session was held in which the lights were replaced and rewired, storage shelves added, and some new steps for the front door were obtained. Some ongoing repairs and improvements are being made to the timing system and the PA system.

For this entire year, the autocross series is known as the Courtesy Mazda of Tampa/Sunriders Autocross Series. It's a mouthful, but it rightly calls attention to those who have helped make the whole thing possible. Courtesy is also sponsoring the club as a whole by buying one-year memberships for all their customers who purchase a Miata. So far, they have sent us quite a few new members. They are also offering us a 20% discount on parts and service!

Stop by their showroom on Dale Mabry in Tampa and say hi to club member and officer (Secretary) Cherie Turner - she's a salesperson there!

Lindell serves our St. Pete people...

Don't forget long-time club sponsor Lindell Mazda in St. Pete. They've been buying memberships for Miata buyers for several years now and it seems a large proportion of our current membership came to us through them. Lindell also offers a 20% discount in the parts and service department for club members. Visit the web site for some great on-line specials too. <http://www.lindellcars.com/online-specials.htm>



a well attended May meeting



a special visitor in April... Lorna Smith and baby Rachel

Meeting Notes April 16, 2002

For our charity - We would like to reach \$500 in cash support, and hopefully a ton (2000 lbs.) of donated cat and/or dog food. To achieve this goal, we would like to strongly encourage people to bring a bag, box or can of pet food with them to every club event. Either Kathy Davis or Jonathan Skinner will then collect the food and log it. We need to actively promote this aspect more thoroughly, in order to get higher participation among the Club members. If people "forget" to bring food, we can also take \$\$\$ instead! Jonathan would also like to propose that we reinstate the 50/50 drawings, with the Club portion of the drawing going to our selected charity, (in this case, the SPCA).

The meeting was fairly well attended and Bill circulated a rough draft of the Articles of Incorporation to the board members at the meeting. Bill will be modifying some of the language in the draft to send to all board members prior to our May 5 Board meeting.

We had 22 people at the meeting which included Janet Johnson who is also an officer in the Central Miata Club and one new member Pat Mackall. Also in attendance at the meeting where two committee chairpersons Dave Tietz - Activities, Ilona Wessling - Merchandise, Kathy Davis editor of the newsletter, Directors Kevin Morrison & Jonathan Skinner, and Bill Bullington, President.

The business meeting started at approx. 7:30 p.m. and concluded around 8:30 p.m..

- Old business discussed - Changing signers on the Club bank account.
- Past events - Status of Preliminary Budgets for the Newsletter, Autocross, Membership, and Merchandising
- Reading of the treasures report waived
- Reading of minutes from previous meeting.
- New Business - 5/25 Autocross, as well as the Board meeting 5/5 5:00 p.m. to be held at 2728 - 20th Avenue N., St Petersburg.
- Charities - currently we have listed SPCA.
- Jonathan stated we had over a hundred dollars presently collected from fun runs held at the last two autocrosses to help support our charity.
- Board meetings - 1 week before general meeting (Tuesdays) at the Rowe & Newbury office at 7:30 (May, Aug and Nov)**

Laugh a little....

Mergers

As you know, the stock market has not been in the greatest shape lately. It seems that, because of current economic conditions, many companies are contemplating mergers and acquisitions. Here are two to keep an eye on: Hoosier Tire and Yokohama Tires

(The new Company will be called Hoosier Mama!)

Mazda Miata Named Best-Selling Sports Car by Guinness World Records™
reprinted from miata.net

Mazda Produces 600,000 MX-5 Miata Roadsters, Breaks Previous Record

HIROSHIMA, Japan, Feb. 13 /PRNewswire/

Joining the ranks of the oldest living man (112-years old), tallest living woman (7 ft. 7 in.) and coldest place on Earth (Vostok, Antarctica), the Mazda MX-5 Miata roadster today was named the best-selling sports car by Guinness World Records(TM). More than 600,000 of the popular sports car have been produced since it was introduced in 1989.

The Miata is world-renowned as a pure sports car and has a legion of loyal followers. Mazda's two newest Miatas were unveiled last week at the Chicago Auto Show. Both are limited-production Special Edition versions of the popular sports car and come equipped with a host of features that make these the "raciest" Miatas to date. For starters, both Miata SEs wear exhilarating paint jobs: one is Titanium Gray Metallic, the other Blazing Yellow Mica. The Titanium Gray SE model comes with a deep saddle brown leather faced interior and door panels and the Blazing Yellow SE has, for the first time in the Miata's 13-year history, a black leather interior.

Other features of both 2002 Miata SE models are a standard in-dash 6-CD changer with 200-watt Bose(R) AM/FM/CD audio system with speed-sensing audio volume control, a slick-shifting six-speed manual transmission, custom 16-inch Enkei alloy wheels and a host of unique aluminum touches.

The Guinness Book of World Records was first published in 1955. Since then, Guinness World Records(TM) has become a household name and the book has sold more than 80 million copies in 77 different countries. Every year, thousands of people from around the world contact Guinness World Records Ltd in the hope of becoming and official Guinness World Record holder.

Mazda North American Operations is responsible for the sales and marketing, customer parts and services support of Mazda vehicles in the United States. Headquartered in Irvine, Calif., MNAO has more than 700 dealerships nationwide.



Newsletter Deadlines

The following are the deadlines I am setting up for the newsletter. Articles may be submitted via e mail to kathy@sunriders.com or snail mail at 11438 119th Terrace Largo, FL 33778.

Any and all persons of the club are invited to share/write an article but due to space, editing may occur. If this is a problem, please speak with the editor. Thanks and happy writing!! :)

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May - June Issue

deadline for accepting articles copy: May 10
send to printer: May 14
mail newsletter: May 16

July - August Issue

deadline for accepting articles copy: July 12
send to printer: July 16
mail newsletter: July 18

September - October Issue

deadline for accepting articles copy: Sept 13
send to printer: Sept 17
mail newsletter: Sept 19

November - December Issue

deadline for accepting articles copy: Nov 15
send to printer: Nov 19
mail newsletter: Nov 21

UPCOMING EVENTS

--June Moon Zoom and Pizza and Pipes events have been Canceled

-- **June 7** Brewmasters at Indian Rocks for dinner and comedy show (Contact: George Bickner)

--**July 20** Courtesy Mazda of Tampa/Sunriders Night Autocross 4:00 pm to 11:00 PM

--**October 5** Rally with MG Club (Contact: Dave Tietz)

--**October 11-13** Miata Monster Mash hosted by The First Coast Miata Club of Jacksonville (see article in this issue)

--**October 19** Driving School

--**November 23** Courtesy Mazda of Tampa/Sunriders Autocross

WE NEED MORE EVENTS! THINK ABOUT SCHEDULING AND PLANNING ONE THAT YOU WOULD LIKE TO DO! WE ARE A CRAZY GROUP OF FUN LOVING FOLKS AND WE WILL TRY ALMOST ANYTHING!!



Flaming Blue Weasel Motorsports Returns to the Track
May 25, 2002

Tampa. - Following a long hiatus spent repairing and upgrading their Spec Miata race cars, Flaming Blue Weasel Motorsports took to the track again at Sebring on May 19.

Car owners Kevin Morrison and Steve Swiger were joined by co-drivers Paul Shaffer, Mark Mackenzie and Rob Ebersol for a test day at the famed central Florida raceway. Greeted on Sunday morning by torrential rains, the day looked to be a wasted trip, but by noon the rains ceased and the track began to dry. By mid afternoon, the team had racked up over 100 track miles on both cars, and lap times were dropping with each trip around the 3.7 mile circuit.

"The car feels really hooked up!" said Kevin as he exited the car after his final track session. "The changes we made to the car have really made a noticeable difference." Those changes included new Eibach anti-sway bars, as required by the Spec Miata rules, and a new stainless exhaust system made by Bosal specifically for the Spec Miata. "The exhaust really freed up the engine," Morrison enthused. "It's a lot louder, too!"

Available only to registered competitors from the Mazdaspeed Motorsports Development program, the new exhaust is mandrel-bent 2.25-inch stainless steel with a minimal muffler and a straight-pipe to replace the catalytic converter. The number 89 car of Morrison also sports a new paint job, in Midnight Blue Metallic with silver stripes.

"It looks like a proper race car now." Morrison stated. "It's much better than the white with red spots we had on the car last year." One astute observer noted "It doesn't look like it has the measles anymore."

Problems befell the car of Swiger and Ebersol midway through the afternoon, though. A mysterious problem with the steering that first occurred at the American Road Race of Champions (ARRC) at Road Atlanta in late 2001 cropped up again. "Midway through a high-G turn, the steering pops and the car doesn't want to turn any more", Ebersol explained. "Then after you get out of the turn, it pops again and the car wants to turn right!" Recognizing an unsafe condition, the Swiger car was retired for the afternoon, while the 89 car of Morrison/Shaffer/Mackenzie continued for another 45 minutes on track. "We thought we had fixed the problem with the car" Swiger said. "We replaced the steering rack with a known good one after the ARRC. The problem must be in the steering column somewhere."

Overall, the team feel that this test session was a success. "The only thing dumber than racing in the rain is practicing in the rain" Ebersol mused in the morning. Luckily, the weather improved and the team were able to "get the cobwebs out" before seriously getting down to the business of racing for the rest of 2002.

The team return to Sebring two weeks later for an SCCA regional race on the Sebring Club Course. Updates will follow.

"We Ride On The Sun Of Florida - the SunRiders Miata Club of Tampa Bay" (translated by Mike Beneshek)

"I'd Rather Be Topless" indicates Kathy Davis of the Sun Riders Miata club, and that is printed on her license plate frame. This phrase is meant only to say that Kathy prefers to drive her 2000 Miata with the top folded down while driving. Kathy is Activity Director of the club and for all events, the club magazine and the web page content being handled by her. Bill Bullington and Don Reese, are the current President and Vice-President of the club. They coordinate and organize, (e.g. also they preside over the massive meetings of the members in the Seafood restaurant Jimmy Macs (5000 W Gandy Blvd. Tampa, 33611, Tel 0 01 813/839-3449)) the overall activities and events.

This is an ideal meeting place for the Miata lover. From here one has a wonderful view of the bridge and the port and there is the large parking lot, where the members meet, drive, discuss and hang out with their favorite friends. This community of Miata enthusiasts has 150 members, from whom about 50 are active and approximately 20 attend the monthly meetings.

Among them are Jack and Karen. Their 1993 Miata was modified with a 160 horsepower turbo engine, whose parts were imported especially from overseas. For the American hobbyist this is really impressive." Look what hides in the trunk", Jack requests of us. Half of the space is taken up by the output stage of a large audio amplifier and subwoofer speakers, which produces around the 200 watts of power. "With our speed limits a higher performance engine than this is not necessary", says Karen.

That's an opinion which is not shared by Ken Retzler. His yellow Miata is much more modified, has broad front fenders, customized hood and the body flares extend to the rear fenders. He also has a formed hard cover behind the seats, protecting the convertible top. But in the engine compartment we detect the actual extent of the changes. The transmission and engine are brand new. It is a 5.0 liter Ford motor in a Miata. A full 240 HP which has a great sound (per Ken). The engine originates from a Ford Thunderbird and fits well in the Miata. The complete assembly cost about \$20,000. I wanted to question Ken about further modifications to his loved Miata. However I have to mingle with new friends and see still another Supercharger (air type compressor). Then the car had about 400 HP of performance. Kens eyes glaze somehow with this topic, but then surely again \$15,000 were spent.

In contrast to Ken and Jack, Mike Benishek's Miata does not have as much horsepower, although his vehicle with a custom made air intake system is strong and quietly puts out about 140 HP. Mike's approach is more hightech. Also, the symphonic voice from the loudspeakers, two of which are built into the headrest of each of the leather seats, is very nice.

"We are absolute lovers of the Miata", proclaims Paul Shaffer, speaking for the members of the club. This summarizes the affection for the agile roadster. One could speak almost already of Miata Mania, all of us were very moved. That feeling became clearer, as the club meets to have large events or meetings, (e.g. a yearly trip to Key West for some members). But the meetings and leisure travels do not only speak for the program of the club community, also smaller racing events and activities are organized, in order to measure performance and improve driver skills, says the sporty Jonathan Skinner with the Sun Riders.

The Sun Riders love also nature. For this reason not only are the events and the Miata in the focal point, but also activities for the protection of threatened game animals and to the care of domestic animals. With the events and with the regular meetings visitors from all world are always gladly seen guests.

For more information please contact Paul Shaffer Tel. 0 01 813/231.5025 or Miatafile@aol.com and Kathy Davis kathy@sunriders.com; or go to the homepage of the Clubs website: <http://www.Sunriders.com>.

Picture Captions:

Picture #1: Sunshine Skyway. Elegant background is the 6.800 meter long and up to 80 meters high bridge over Tampa Bay.

Picture #2: The 1992 Miata shown is a special model as the sunburst sign on the console denotes.

Picture #3: Mike's Miata has a custom air intake and other modifications producing 140 HP and has much Hightech changes. A supercharger is next.

Picture #4: 240 horsepower of maximum performance supplies the 5.0 liter Mustang engine to the engine compartment of Kens Miata.

Picture #5: Kathy's license plate frame reads, "I'd Rather Be Topless", meaning that traveling with the Miata's top down is natural.

Picture #6: Leather headrests contain two loudspeakers that ensure perfect acoustic sounds in Mike's Miata.

Picture #7: The black Kunststoffüberzug (aka bra, nose protector...) on Mike's Miata prevents damage from rocks.



Kathy, Maggie, Doro and LoAn hit the beach for dinner and a sunset walk.



Notes from Just Miata

Stuart has had several 99's with wet trunks show up at the shop. Wet tested each to find water trickling in on passenger side just left of the deck lid hinge. He replaced Rain Rails to solve the problem. Rain Rail's holes could be misaligned at the factory making them lower than should be or Rain Rail is cracked during installation at the factory. Don't know. Now Stuart inspects every 99 that comes in. 2000's could have the same problem. This might be old news to some, but FYI.

Lots of CHECK ENGINE lights on the 99's as well. Starting to see a lot of 402 Codes. 402 is Excessive EGR flow. EGR valves sticking open. MAZDA is replacing EGR valves, but the problem reoccurs. EGR is exhaust gas recirculation into the intake manifold. Exhaust recirc is important for correct fuel/air mix during idle and hard acceleration. Stuart will be looking into this soon and post any findings.

Q. What do a CHECK ENGINE light and lack of cruise control have in common?
A. A faulty Neutral Switch on the transmission. The PCM monitors this electro-mechanical switch and will not allow the cruise control to engage if the car is in neutral.

TOYO has replaced its long time Proxes H4 with the Proxes TPT. It is now directional. Tread wear 400 AA A. Nice tire for mileage and everyday.

Baywalk Was Cool

(Kevin Morrison)

For those of you who didn't make it to the Baywalk in April, it was a very nice event. We had a pretty good turnout of probably 8-10 cars, maybe 18-20 people. There was live reggae music in the Baywalk, and we walked around and went in a few stores. From there we walked two blocks over to Midtown Sundries and had a nice dinner. Met a couple of new people who met us at the restaurant. I had not driven my Miata in 2 weeks prior to last night, and it felt GREAT to go Zoom-Zoom again. I finally got my new tires and wheels to replace the ones I damaged a couple months ago on the interstate. Stuart at Just Miata mounted them for me and spent a long time balancing them to get them perfect. He said he spun each one 10 or 12 times.



menu hi-jinks!



new members Ron
and Kathy Dailey

Sun Riders Club
Merchandise For Sale

contact Iona Wessling
@ (H) 727.376.2484 (W) 727.937.8247



\$25

polo shirts
assorted colors,
racing stripe col-
lars



\$25

polo shirts
assorted colors,
plain collars



\$15

t shirts
heavy weight white
cotton



\$15

magnets
approx. size 8 inch-
es



\$6

buttons
made with your
name and car
color/style

The participants
voted on the Tacky
Awards and the
results are in:



Tackiest Tourist -
Male: Ed Simon



Tackiest Tourist -
Female: Nancy
Bickner

Tackiest Thing
Anyone Ever DID
at a Tacky Tourist
Tour: Ed Simon



Take the Tacky Tourist Tour Test

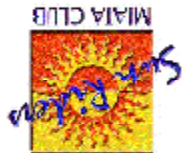
1. What would it cost to purchase the giant "duck" sitting off Gandy Blvd. near Jimmy Mac's?
2. How many days did Ed NOT shave to get ready for the tour?
3. Why does Tampa have a park named after Jules Verne?
4. What did the front of Arnie's tie-dyed shirt actually say?
5. Why is Bayshore Drive in the Guinness' Book of World Records?
6. Where did Billy Graham start his career as an evangelist?
7. Did George's blue stripes and orange plaid really look that bad?
8. Which Tampa drive-in opened in the 1920's and is still operating today?
9. Why was Sue wearing a bathing suit?
10. Why do they bake Cuban bread with a palmetto frond?
11. Which body part does a baker use in kneading dough for Cuban bread?
12. Can Dianne really fit a whole Eclair into her mouth in one bite?
13. Why is there a statue of Jose Marti in Ybor City?
14. Why do Tampa women scrub Paulina Pedrosa's monument on Saturdays?
15. In which Ybor City restaurant did Teddy Roosevelt hang out?
16. Why couldn't Dave's suspenders cover up that underwear?
17. Which Tampa park used to be in Guinness' as the world's smallest park?
18. How did Ed earn "The Tackiest Thing Anyone Ever Did" award?
19. Where can you find an "airplane bungalow" in Tampa?
20. Wherever did Nancy find black glitter shoes with blue silk daisies?
21. Why will Mia's Restaurant in Hyde Park never allow Sun Riders to enter their doors again?

If you can't answer these questions, you missed a fabulous tour!
Nancy Bickner

FIRST CLASS MAIL

MIATA CLUB

Tampa, FL 33623-6071
P.O. Box 26071



Join us at our club meetings...

We meet the third Tuesday of each month. Currently our meetings are being held at Jimmy Macs Restaurant, tire kicking starts at 6:30 and the meeting begins at 7:00pm.

For more information visit the web page at:
www.sunriders.com

If you received this newsletter and are not a member of our club, please consider this an invitation to join.

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Stuff the lawyers make us say: all opinions expressed in this newsletter are those of the authors. they do not necessarily reflect the opinions of the Sun Riders Miata club, Miata Club of America, Mazda Motors, or the Board of Directors of any of these organizations. Technical advice given is based on the writer's experience with their particular cars. Unless otherwise stated, these procedures are not "Factory Approved". Sun Riders assumes no responsibility for the use or misuse of any information presented herein. Use any information at your own risk. Some assembly may be required, batteries not included. Keep away from small children and point away from face when lighting.