

# PACESETTER

Created for PACE Miata Club members and Miata MX-5 fans



## FROM THE PRESIDENT

*“On the road again, I just can’t wait to be on the road again...”* Anyone who’s not been in a coma since the early 80’s must remember that classic Willie Nelson tune.

We are happy to announce that as of June 27, the PACE Miata Club was also *“back on the road again.”*

After two starts and two stops this spring, the Governor, the weather, and an excited group of PACE members finally agreed. As a result, we met on a beautiful Saturday to enjoy one of our most popular runs—to Perry and Juniata Counties, and back. The group took a spectacular drive up and through one of the most scenic places in PA. We late-lunched at a highly recommended and quaint little restaurant, “Bread of Life,” in McAlisterville, with a choice of indoor or outdoor dining. We’d suggest, that if you haven’t heard of it, you take the drive and try it out. *“Bellissimo.”*

We realize that the COVID-19 pandemic may not be behind us, but considering the statistics, and the state relaxing some of its prevention restrictions, *cont’d)*

we might as well take advantage of the nice weather while we can. It was the beginning of yet another great PACE event agenda. Thank you to this brave crew and to all our members who stuck by us and signed up for another go 'round in 20/21.



Let us also not forget, a most important event in our countries history—the Fourth of July. With all this talk about COVID-19 and racial discrimination flooding the media, it's easy to forget our traditions and the freedoms we, who live in this great nation, enjoy every day. So, in the midst of all the pandemonium, let's remember those who fought for that freedom and what we in this country can enjoy today.

ZoomZoom, **JOE & SANDY**

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### Hi, from Membership

Besides the fact that we each (yes, each) own, drive, & enjoy a Miata there is other good news.

We had four new members sign up last month. They are **Fred Young**, who lives in Lancaster. Fred drives a black 2020 GT Miata; **David Raup**, of Mechanicsburg, who drives a gray 2020 GT; **Alan Schein**, who lives in Harrisburg and drives a ceramic

white 2019 GT Miata; and finally, **Cecelia and Randall Winter**, from Mechanicsburg, PA. The Winter's drive a green 2000 Miata. A big PACE welcome to all our new members. PACE membership has again, reached 100, but several have not yet renewed for 2020. These members are at risk of being dropped from the roster.

I hope to see all of YOU at our upcoming events.

As always, Fly Miata, **ROD & NINA**

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### For your reading pleasure...

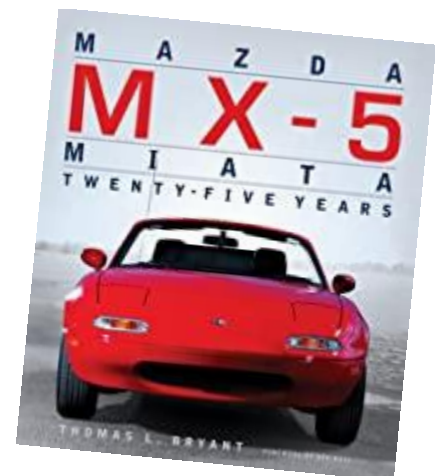
by Rick Yanchuleff

I hope you enjoyed my introduction to *Mazda MX-5 Miata: Twenty-Five Years*, written in 2014 by Thomas L. Bryant. Here's the second part to the story.

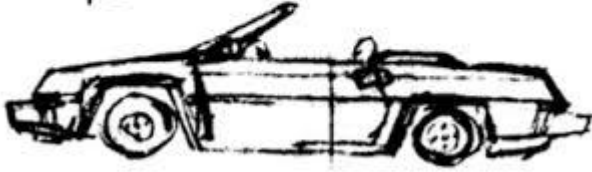
If you liked the forward, and chapter one in this issue, so much and you can't wait another month for chapter two, you can always order the book on *Amazon* to speed things up a bit.

### Miata: The Journalist and the Chief Engineer

*The introduction of the Mazda MX-5 Miata at the Chicago Auto Show in 1989 announced the rebirth of the inexpensive British sports car, something auto enthusiasts had long hoped for. (cont'd)*

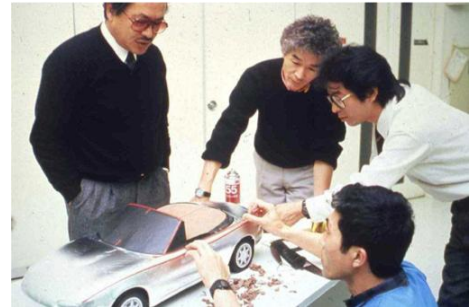


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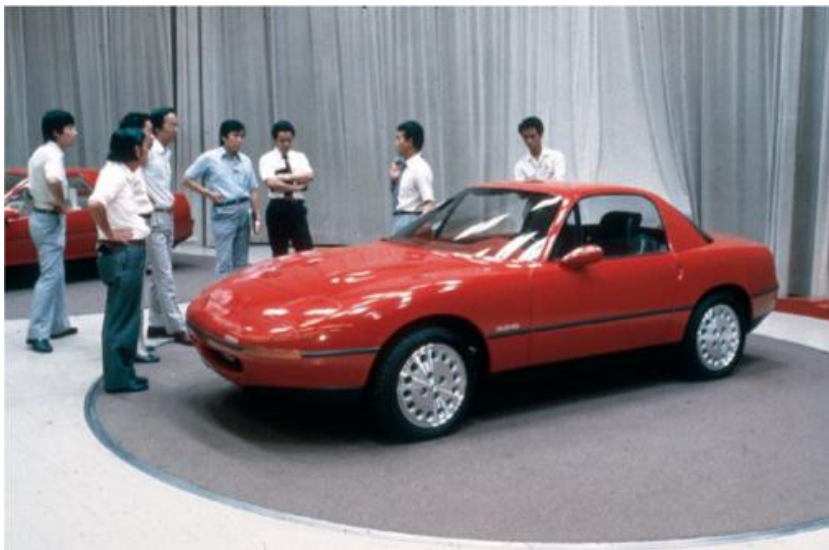


*But the fact that the new British sports car was Japanese came as a bit of a surprise. British sports roadsters had generally disappeared by then, as had the majority of affordable Italian sports cars. The global auto industry felt sports cars were no longer popular and it was time to move on.*

*Now, some quarter of a century later, more than 900,000 Miatas (named Eunos in Japan and MX-5 in Europe) have been sold worldwide—a figure that no other sports car has ever come close to achieving. And it all started with a 1978 conversation between then-chief engineer and an American automotive journalist who was fluent in Japanese. The discussion featured Kenichi Yamamoto and Bob Hall, a journalist with Autoweek magazine in Los Angeles, California. Bob says he babbled initially, but then when Bunzo Suzuki, Mazda's excellent public relations executive, joined in, Hall suggested the opportunity for a simple sports car along the lines of British roadsters but at an inexpensive price. Three years later, in 1981, Bob was lured away from journalism to take a job with Mazda.*



*After joining Mazda, Bob's next encounter with Yamamoto, who was now president of Mazda Motors, resulted in the go-ahead to pursue a concept plan for a sports car thanks to the persuasion of Hiroshi Yamamoto, chief of Mazda's US Design outfit in Irvine, California (and no relation to Kenichi Yamamoto). (cont'd)*



The team that came together to work on the sports-car concept—product planner Bob Hall, designers Mark Jordan, Wu Huang Chin, and Koichi Hayashi, and engineer Norman Garrett—was loaded with talent. They were all working on other Mazda products at the time, and the sports car was an added task. But all of them were excited to be

involved and felt that had the opportunity to create a sports car with exceptional handling and a price that was easily affordable.

Later, Shigenori Fakuda came to California to replace Hiroshi Yamamoto, who became the head of Mazda Design in Japan. After a few years, Fakuda was transferred back to Japan, and his replacement as design manager at the Mazda unit in Irvine, California, was Tom Matano.



By 1983, the Miata project had become quite a completion among the California R&D Team and Mazda's other two design teams in Hiroshima and Tokyo. Each group was given the task of sketching designs for a small sports car, and each group came up with a different concept. The sketches from Mazda USA were done by Mark Jordan and Masao Yagi. Jordan was a talented designer who had worked at Opel prior to Mazda, and Yagi was on a three-year assignment from Japan to Mazda USA. Unfortunately, when Jordan and Yagi presented their sketches in Hiroshima, their drawings were given a negative response and considered to be a failure.



Fortunately, the man heading the project at that time was Masakatsu Kato, a product planner in the Technical Research Division of Mazda. Kato was responsible for keeping the US sketches in the running and turning the development concepts of the three studios into a competition.

The California group proposed a front-engine/rear-wheel-drive layout, keeping close to (cont'd)

Hall's desire for the car to be like the British sports roadsters of earlier years. The modeling crew began by making two consecutive clay models from the designers' sketches to give the Miata some three-dimensional reality. Designer Mark Jordon later



wrote that a third model was then made by the designers themselves, ignoring their sketches and shaping the clay according to their feelings for what the Miata should be. The result was excellent cooperation, leading to belief in the concept by the team in Japan as well. Everyone wanted to get this sports car right, from Fakuda, who had returned to Japan as chief of design, to Toshihiko Hirai, the program manager for the Miata, who pushed strongly for the car. His enthusiasm was pivotal, according to Hall.



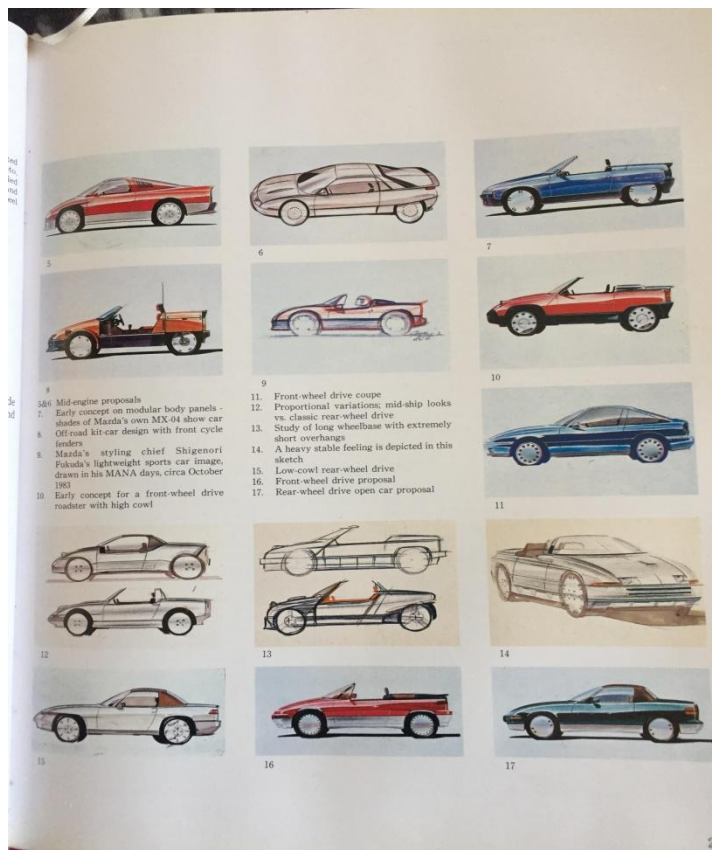
From 1983, the engineer on the team was Norman Garrett, who was hired from Subaru USA, where he was working as a test engineer. Garrett was a graduate of Georgia Tech and had been involved in sports-car racing for some time. "I read everything I could find about sports cars," said Garrett, "and when I was interviewed for the Mazda job I could honestly say that I had been with sports cars most of my life. Mr. Kubo was in

charge of the engineering at Mazda R&D in the US at that time, but gave little input early on, so I went for the sports-car racing layout."

Garrett said he found the Mazda engineers in Japan to be very helpful. "I talked with Japan about each item in the car's layout, and they listened! All of us took on more responsibility than we should have but we knew what would make the Miata a great handling sports car and a potential race car. I had raced a Porsche 914, which had great handling and we also targeted the Lotus Elan of the 1960s, which was Bob Hall's favorite."

(cont'd)





Takao Kijima was the head of suspension engineering in Japan when the Miata project got a green light and became a real, put-it-in-to-production car. Kijima, who was on the same track as Garrett and just as devoted to making this car's suspension as perfect as possible, later head of suspension engineering on the second and third Miata models. Throughout the process, the engineers were aiming for a balanced car that would be a delight to drive on the street and a winner on the racetrack.

When putting the Miata prototype together, Garrett first went to the Mazda parts shelves where he found the rear suspension and differential from the Mazda 323 all-

wheel-drive sedan, the transmission from the RX-7, and more. The 323 suspension was later deemed too tall for the Miata and had to be replaced in Japan with all-new purpose-designed suspension components for the prototype.

Meanwhile in Japan, the Japanese design teams were working on a front-engine, front-wheel-drive plan in the Hiroshima studio and a mid-engine, rear-wheel-drive layout in the Tokyo studio.

All of this design work took some time, beginning in 1983 and taking shape in the tree studios by

April 1984. In August of that year, full-scale clay models were finally put on display. And that is when the Mazda USA California team's model, under the code name Duo-101, was selected as the winner.



It is no surprise that the Duo-101 had portions of its design that were inspired by the Lotus of the 1960s, which the California team considered an iconic sports car. As Mark Jordon later noted in Miata Magazine the design of the Miata was based on a wide track for stability in handling and a reasonably short overall length. (cont'd)



“The high-tech design revolution was into full swing (think of the Honda CRX, Pontiac Fiero, and Toyota MR2) when we began styling the Miata,” *Jordon wrote*. “Many hard-edged geometric designs held the spotlight in the marketplace. It took courage to sell management on a total oval cross-sectioned car with no hard edges. But the designers knew that this

type of design would outlast the faddish, high-tech designs of the day. Its subjective philosophy in some ways, but not if you look at the lasting beauty of forms such as the original Jaguar XK-E. We worked hard to give the car a very round ‘animalistic’ form without looking lazy or fat. If you’re not careful and disciplined, the design can go downhill in a hurry.”

*When it was time for a running prototype, the British company International Automotive Design (IAD) that had worked on the Lotus Elan’s fiberglass body was given the assignment of building a proof-of-concept of the lightweight sports car. True to form, IAD built a fiberglass body and then put a variety of components from Mazda automobiles, including a 1.4-liter, four-cylinder engine taken from the Mazda Familia.*

*The proof-of-concept car was finished in August of 1985 and shipped to California for evaluation by the Mazda group. It was then taken to Santa Barbara, California, and driven around for several days to gain some public response to the design of the car. According to Bob Hall, who was driving the car, the reaction was quite positive and encouraging.*



*Some months later, in January 1986, official approval to go forward with the project moved the Miata (then known as P729) to production under the direction of Toshihiko Hirai at Mazda Motors in Hiroshima. IAD got the job of producing five engineering prototypes and conducting front and rear crash tests. Design manager Tom Matano at the California Mazda R&D studio oversaw finishing style touches mad by Bob Hall, Mark Jordan, Wu Huang Chin, Norman Garrett, and Mazda chief designer Koichi Hayashi. Now came the final tasks of production and engineering.*



*Unknown to many people, there was still a battle going on within Mazda over the Miata sports car. Some powerful people felt that it was not worth the trouble to build it. Others saw it as an exciting*

(cont'd)

*car that was not expensive, had good styling, was fun to drive, and would appeal to young drivers and to women.*



*When the time came for the presentation of the prototype at Mazda headquarters, Bob Hall was there to speak for the positive side of the car, while someone else addressed the negatives. At the end of the discussion, no announcement was made. As Hall left the meeting, he was summoned to the office of Mazda President Kenichi Yamamoto. Bob was invited to go to Yamamoto's home for dinner the next evening and then to a baseball game.*

*"I took advantage of the opportunity to press forward on the Miata plan, but Yamamoto-san remained poker-faced and never commented about the car," said Hall.*

*Shortly thereafter, the plan to build the Miata was approved by the Mazda Board of Directors. Bob Hall was surprised it had passed inspection, considering the lack of enthusiasm from Yamamoto. Shortly after the announcement, Bob learned that, three weeks before the decision was finalized, Yamamoto had lobbied every executive on the board to have them vote in favor of the car. "It was done deal, but I didn't know it," Hall said. And the man in charge of Mazda's US R&D center at the time, H. Uchiyama, was not a vocal supporter of the car. But at dinner with Yamamoto several weeks before the presentation, Uchiyama was asked by the president if he was in favor of the car, if it was a car that he thought was worth doing. Uchiyama responded that he did not see the Miata as an important car for Mazda, but he also said that the people who created it and worked on it had so much passion for it that he thought it could be positive. (cont'd)*





In the end, the man who said “go” was Yamamoto, who was convinced that the car would be significant and popular.

Once the program was approved, the team at Mazda USA’s R&D group in Irvine, California, still had work to do. Design manager Tom Matano put together a group of documents titled “Miata Concept” in July 1986. The team’s vision went far into the future: “Planning the Miata after a change of project code does not end at the start of mass production (MP.) It is a process that carries all the way through to ten years after the car’s introduction. The process up to MP involves a field of hardware, and beyond that, a field of software.”

The document showed a strong, clever outline for making the Mazda Miata a sports car for the ages, one that would for years to come hold appeal for drivers who enjoy a car with excellent handling traits, reasonable performance, and practical durability.

(cont’d in the August PACESETTER)

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## A great testimony to the reputation and integrity of the PACE Miata Club...

By Rick Yanchuleff

As the Club officers had to finally make the difficult decision to cancel *Buggie&Bridges III*, it meant that more than a year’s



work had to be shelved.

Our thanks to everyone who signed up to be part of a committee—a very lengthy list of dedicated members.

However, after spending months securing a list of possible event sponsors, from local businesses to Mazda dealers from across the state... even border states,

dealers in particular were very excited about participating and making a gift in support of the event.

After the decision was made, a few officers had to take on the ominous task of returning all deposits to refund registration fees and business donations.

Quite to my surprise, after returning a gift sent to us from Garry Freysinger, owner of *Freysinger Mazda* in Mechanicsburg, I received a voicemail message asking me to return his call. Convinced Garry, like many others, was just checking to see if the Club had planned to return the donated funds, after expressing concern that the Club may be in the process of disbanding. Assuring him that was not the case, he expressed how pleased he was to hear. He said, “*I have a tremendous respect for PACE Miata Club and our mutual interest in the Miata.*” *Freysinger Mazda will always be there for you.*”

## Help for a fellow Miata-ite? ...(Miatian?)

*"Hi,*

*Your group looks like a fun group of people with a bunch of fun toys. I've had my Miata for 18 years...2nd owner.*

*About a year and a half ago I tore off the original top and put on a new canvas top. Hardest part of the whole job was getting my old body (I'm 75) to contort and fit into the small working spaces of my car.*



*I'm sure your group has members that are having difficulty getting in and out of their toys. I do. For 17 of the 18 years I've owned my little car I've been telling myself 'I'm going to sell this car.' I just can't seem to let it go. I do most of my own repairs on everything. That's what I do... I fix things. The problem now is, my hearing is really bad and I can't determine a bad sound from a normal sound.*

*So, does your group have a resident mechanical genius with good ears that would be willing to drive my car and tell me what he/she thinks I need to replace, adjust or fix? I work at night 5 days a week, so I'm free for several hours during the day and Saturday/Sunday. I live in Harrisburg near Strites' Orchard. As you might expect, I don't always hear my phone so please be patient.*

*Thanks for reading this and reaching out to me if you can help.*

*Sincerely, Rich Hopkins*

*[Rwh197@aol.com](mailto:Rwh197@aol.com)*

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## COMING UP... by Carol Piersol

### NEW INFO

**Saturday, August 1, 11:30AM**

### **Annual PACE Summer Picnic, Annual Meeting, and Officer Elections**

*Revised Picnic Plans! Revised Kick Off Meeting Plans! Don't forget your Kites!*

**The menu:** Sadly, because of COVID-19,



we have decided to forgo our usual feast of sharing pulled meats and appetizers.

Thanks to a donation from *Freysinger Mazda*, the Club will be providing an individually-boxed lunch of chicken, fries, and coleslaw! Drinks will also be provided. There are plenty of tables and benches with incredible views of the Susquehanna River... from Marietta to Turkey Hill... and the best kite flying hill in the mid-state!

Hopefully, our tradition of serving pulled meats with potluck sides and desserts will return next year!

**Where: Sam Lewis State Park—Hilltop Pavilion**, 6000 Mt. Pisgah Road, Wrightsville

<https://www.dcnr.pa.gov/StateParks/FindAPark/SamuelSLewisStatePark>

We are requesting a \$5.00 per car reservation fee that will be returned to you when you arrive at the picnic. **Reservations are required by July 26.** RSVP to Sue Stauffer, [suzons@yahoo.com](mailto:suzons@yahoo.com) as soon as possible and send your check to: PACE Miata, c/o Sue Stauffer, 935 Kendale Rd., Red Lion, PA 17356.

**Park directions and facilities:** As you enter the park, the pavilion will be on your left up a small hill. Park in the first parking area. There are two handicapped spots at the top of the hill, as well as several in the general parking area. Two port-a-potties and a larger cinder block bathroom are close by. There is also running water, too.

You may wish to throw a folding chair or two in the car to sit and enjoy the view up and down the river. It is absolutely breathtaking!

Since this is an open air event, masks are not required. However, if you choose to wear one, please do. We would like this event to be fun, safe, and enjoyable for everyone.

**Annual Kickoff Meeting** to elect new officers to serve for the next two years: President, Vice president, Membership chair, and Newsletter chair. We are also looking for a volunteer to fill the position of Member-at-Large. In addition, a few other items will be discussed and recommendations for 2021 non-profit of the year will be requested.

***Since we all enjoy ice cream, and Mack's Ice Cream is just a few miles from the park, please plan to join us for a ride to imbibe after the meeting.***

Remember to thank *Freysinger Mazda* and please email Fred and Sue at [suzons@yahoo.com](mailto:suzons@yahoo.com), or call them at 717-757-2569 by July 27, to let them know you will be attending or to ask a question.

**Save the Date! Saturday, December 12**  
**PACE Annual Holiday Buffet Luncheon and gift exchange**

We have made reservations for our annual holiday fun fest! It will be at *Dukes* in Lemoyne. The restaurant is right on the river with great views from the second floor. Yes, there is an elevator!

We will again have our gift exchange, but in a new, fun format. Cost is \$26.40 pp (including tax and tip) for a hot/cold lunch buffet from 11:30AM to 2:30PM.



*We will have the menu soon, **SUE & FRED STAUFFER***

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The following events have been **CANCELLED** for 2020 or will be scheduled as soon as possible:

**CANCELLED** Saturday, August 15

### **Annual Christiana Fire Co. Breakfast Drive**

**CANCELLED** September 24-27

### **Buggies & Bridges III**

**TO BE SCHEDULED**

### **Classic Auto Mall Drive**

Bob and Sue Gresh plan to lead a drive to *Classic Auto Mall* in Morgantown when it is allowed to reopen. The beautiful run is a little over an hour to a really fun collection of hundreds of classic and antique cars, most of which are on consignment and available for viewing. Admission is free! Afterwards, we'll eat at the nearby *Heritage Restaurant*.



**TO BE SCHEDULED**

### **Sport Drive and Picnic by the Lake**

Brian and Carol Piersol will lead a sporty drive ending with a picnic at the lake! Which lake(?), that hasn't decided yet... in fact, made plans have not been made yet either! We just know when we can finally zoom safely, it will be fun!



**TO BE SCHEDULED**

### **Valley Forge National Park**

Bob and Sue Gresh will lead a run to *Valley Forge National Park* when it reopens.

**ANY DAY YOU CAN MAKE IT!**

### **IMPROMPTU DRIVES**

Would you like some friends to join you for an Impromptu Drive? Send an email, preferably

one-day in advance to Carol Piersol who will notify all Club members. Please make sure to include the meeting place and time. [pacerevents@gmail.com](mailto:pacerevents@gmail.com)

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## **NON-PACE EVENTS**

**RESCHEDULED** August 12-15, 2021

### **Canada's Capital Miata Meet**

<https://www.umn-c2m2-2020.com>

3PM Thursday, October 15-10AM Sunday, October 18, 2020

## Miatas at Back of the Dragon 4, Wytheville, VA

"Back of the Dragon" is a 32-mile stretch up and down over three mountains and through the valleys between. It is not as intense as the Tail of the dragon, but affords more scenic views and enjoyable driving along with curves and switchbacks. There is also approximately 3,500 ft. of elevation gains along the ride. Event drives begin Friday morning.

**You can now make reservations for your room at the Fairfield Inn, 200 Marriott Way, Wytheville, VA 24382 .** The phone number is 276-228-8080. You need to call that number directly and tell them you are with the Miata group to receive a discount. In the event that the Covid-19 situation causes us to have to cancel later on, you can cancel the rooms without charge.

The Event Chair may have to make some modifications due to Covid-19 restrictions, but hopefully the event will occur as planned. Look forward to fun drives on curvy mountain roads including the Back of the Dragon! Check back later for more details! Hope to see you there. [www.countryroadsmiatas.com/events/2020/10/15/miatas-at-back-of-the-dragon-4](http://www.countryroadsmiatas.com/events/2020/10/15/miatas-at-back-of-the-dragon-4)



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### DON'T FORGET...

### about our Leader Incentive!

*Wikipedia* defines **INCENTIVE** as something that motivates an individual to perform an activity. As a reminder, and for those who may be new to the *Club*, any member can plan and lead an event. And, any day of the week can be an "event" day.

**Now for the INCENTIVE: Plan and lead your first event and receive a \$25.00 Visa Gift Card** (even if it's last minute) and shop or treat yourself to lunch! Yes, it's real.

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## PACE INFORMATION

Website: [pacemiataclub.org](http://pacemiataclub.org)

Facebook: [facebook.com/PACEMiataClub](https://facebook.com/PACEMiataClub)

Membership: \$30/year Rod Slenker, 717-755-9805 [rslenker43@outlook.com](mailto:rslenker43@outlook.com)

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## PACE STORE

Official provider: **PACE Miata Club Embroidered Clothing:** Hersh Wellman  
[hwaprods@aol.com](mailto:hwaprods@aol.com)

**PACE Logo Clothing:** Elizabethtown Sporting Goods, 59 College Avenue,  
Elizabethtown, PA, 717-367-6633

B&T Sportswear, 240 Locust St., Columbia, PA, 717-684-5191

**PACE Lapel Pins:** \$3ea/2-\$5 and Magnetic Decals, 717-203-2971

[michaelcory@epix.net](mailto:michaelcory@epix.net)

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## MAZDA DEALER DISCOUNTS

**Champion Mazda**, 765 Carlisle Street, Hanover, PA 17331, 717-637-6655  
**Faulkner Mazda**, 5945 Grayson Road, Harrisburg, PA 17111, 717-901-3200  
**Freysinger Mazda**, 6115 Carlisle Pike, Mechanicsburg, PA 17055, 717-697-8899  
**Jack Giambalvo Mazda**, 2425 Industrial Highway, York, PA 17402, 717-755-2944  
**Piazza Mazda of Reading**, 3728 Pottsville Pike, Reading, PA, 19605, 610-921-1500  
**Xero Limit ECU Performance Tuning**, 484-272-5169 [sales@xero-limit.com](mailto:sales@xero-limit.com)

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## PACE OFFICERS

**President:** Joe & Sandy Golesh, 717-795-4468, [j\\_sgolesh@hotmail.com](mailto:j_sgolesh@hotmail.com)  
**Vice President:** John and Pat Boyer, 717-682-7024, [paak111@comcast.net](mailto:paak111@comcast.net)  
**Secretary:** Mike Cory, 717-203-2971, [michaelcory@epix.net](mailto:michaelcory@epix.net)  
**Treasurer:** Fred & Sue Stauffer, 717-757-2569, [suzons@yahoo.com](mailto:suzons@yahoo.com)  
**Events:** Brian & Carol Piersol, 717-665-5999, [pacerevents@gmail.com](mailto:pacerevents@gmail.com)  
**Membership:** Rod & Nina Slenker, 717-755-9805, [rslenker43@outlook.com](mailto:rslenker43@outlook.com)  
**Member-at-Large:** Bill & Diane Joyce, 717-938-1710 [joycew@ptd.net](mailto:joycew@ptd.net)  
**Member-at-Large:** Bill & Sharon Rimmler, 908-568-1861 [wfr2@ptd.net](mailto:wfr2@ptd.net)  
**Webmaster:** Bill & Jeanette Latsha, 717-572-2855, [wjlatsha@comcast.net](mailto:wjlatsha@comcast.net)  
**Newsletter:** Rick & Marilyn Yanchuleff, 717-205-3026, [rick@yanchuleff.com](mailto:rick@yanchuleff.com)  
[mmyanch5515@gmail.com](mailto:mmyanch5515@gmail.com)

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## ABOUT PACE

**Our Mission:** To unite Central Pennsylvania Mazda Miata enthusiasts in a spirit of friendship and to enhance their enjoyment and knowledge of the Miata.

**Our History:** Back in 1992, Miatas were becoming numerous in the central PA area but there was no Miata club since the short-lived Keystone Club had disbanded.

Our founder, Dave Allen, decided to remedy that sad situation by traveling to the Miatas at Indy event in the summer of 1992 to obtain a charter for a new club from Miata Club of America.

Also at that Indy event were Bob and Jo Bookwalter along with Julie Swope and three Miatas (**one red, one white, one blue**) that formed the nucleus of the new club. That summer, more Miata-crazed individuals joined the club and after a few local drives—in October of that year—*PACE* took its first run to the Skyline Drive in Shenandoah National Park, VA. *PACE* membership has continued to grow through the years from this small group to almost one hundred Miatas—and their occupants.

Since then, *PACE* has explored most of the great and many twisty country roads in our area and has run trips to various other parts of the country from Ocean City, MD, west to Utah, and from Charleston, SC, north to Nova Scotia. Our events have ranged from scenic drives, picnics and dinners to autocross and performance driving schools.



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