

# PACESETTER

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



## FROM THE PRESIDENT

For what seems like an eternity, the PACE Miata Club drive season is finally in full gear. Having escaped the confines of COVID-19 pandemic restrictions, we ventured out on our first drive of the summer season. And, oh, what a drive it was. With great weather, great company, and even a late-afternoon sprinkle while enjoying ice cream. Hopefully, this run will be followed by many more in 2020.

Beginning August 1<sup>st</sup>, the year “officially” kicks off as we attempt to hold our annual picnic, officer elections, and business meeting.

Sandy and I fully realize that the COVID-19 pandemic may not be behind us. At present, the numbers in many states are still rising. And, we suppose the situation could worsen and we'll be back at step one. Let's hope not. But, considering all the possibilities, and being able to drive your Miata as frequently as possible right now, we might as well take advantage of the nice weather and enjoy whatever necessary time is left before it gets cold again. All that to say, look over the even schedule, and mark

*cont'd)*

each on your calendar. Plan to join us for each and every one and let's get "*back on the road again.*" In the meantime, continue to follow the rules for social distancing and stay safe and healthy.

ZoomZoom, **JOE & SANDY**

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## Hi, from Membership

Hello everyone. I am happy to report that we have a new member. Let's all welcome LoriAnn Saltzer & Karl Ledford, they live in New Cumberland and drive a 2009 Cobalt Blue Miata.

PACE membership now is at 80. The drop is due to non-renewals. That is all for now.

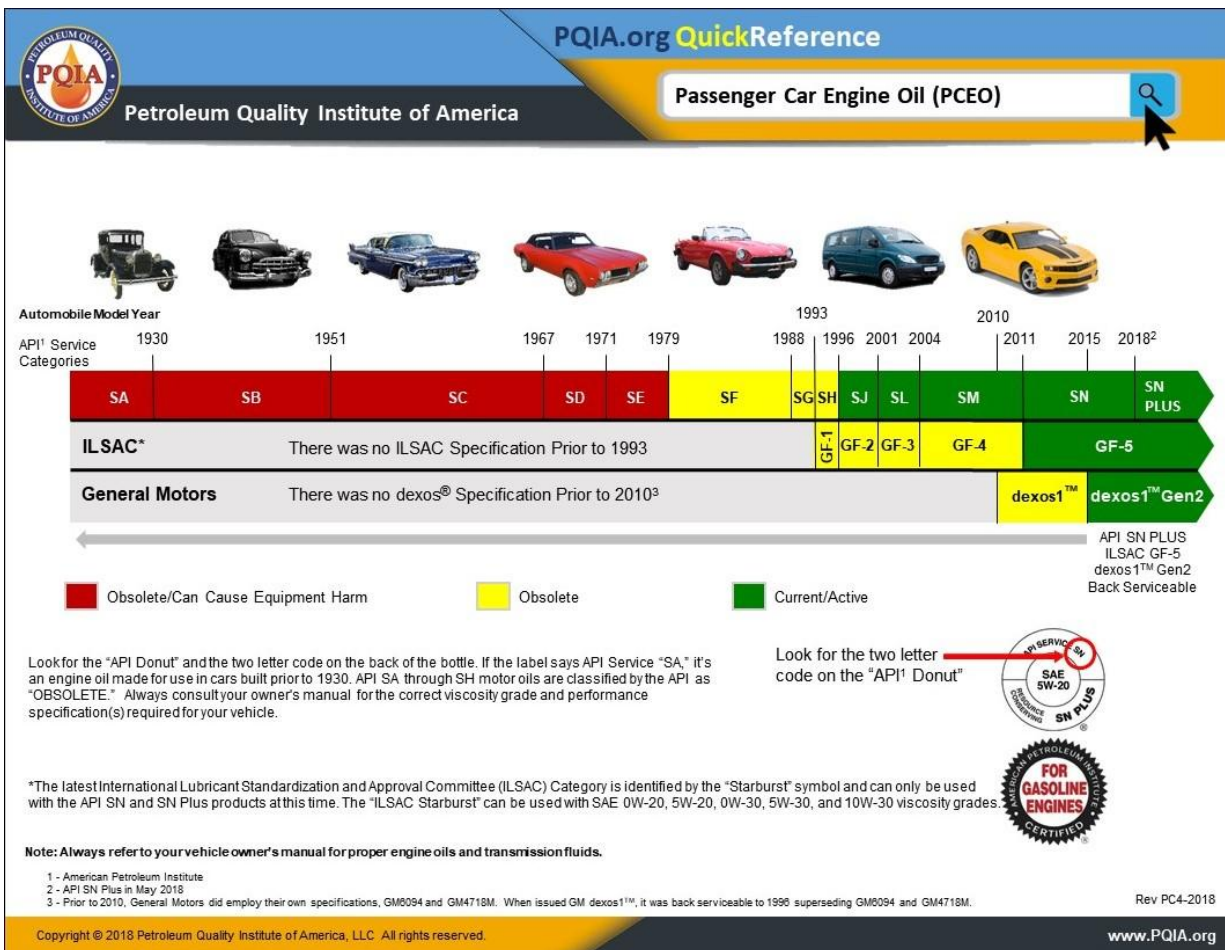
Until next time, remember to *Fly Miata*, **ROD & NINA**

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**Some engine oils currently on the shelves can harm your engine—read the Labels!**

There are engine oils currently on the shelves at auto parts stores, gas station convenience stores, food stores, and other retail outlets that can cause harm to your car's engine. Yes, you (*cont'd*)



heard correctly—cause harm to your car's engine. These are obsolete engine oils formulated for use in cars built prior to the 1930s! Know how to read the labels on the front and back of the bottles of the oil you buy or you may be using product that can cause unsatisfactory performance or harm to your engine.

The service rating of passenger car and commercial automotive motor oils is classified by the American Petroleum Institute (API.) The program certifies that engine oil meets certain Original Equipment Manufacturer (OEM) quality and performance standards. The service rating is shown in the API "Service Symbol Donut" on the product label. As shown in the illustration above, engine oils with an API SA Service Classification were formulated for use in cars built prior to 1930, and are now obsolete. Yet, they are still not hard to find in retail outlets. Read on about what you need to read on the labels. **Read the Labels!**

## API SERVICE CLASSIFICATION FOR PASSENGER CAR ENGINE OIL

### SAE Viscosity Grade

The labels include important information to determine if an engine oil is appropriate for use in your vehicle. The first piece of information speaks to viscosity grade. The Society of Automotive Engineers (SAE) defines a numerical system for grading motor oils according to viscosity. The suffixes (0, 5, 10, 15 and 25) followed by the letter W designate the engine oil's "winter" grade. Look to your owner's manual. It specifies the viscosity grade required for your car's engine. Today, the most common grades are 5W-30. *cont'd)*





## API Service Categories

Figure 1  
**THE API DONUT**

Look for the two letter  
code on the "API Donut"



Whereas the labeling on the bottle of engine oil may suggest the product is a 5W-30, note, if there is no "W" between the 5 and the 30 it may not be a 5W-30. As an example, a 5-30 is not the same as an SAE 5W-30.

The next "code" to look for is the API Service Classification. Although it might appear complicated to understand at the start, it is really a simple system to get your arms around.

Think of it this way, when cars were first built, the oil they required needed an API SA Service Classification. From there, it moved to SB, SC, SD, and so on (skipping only SI and SK).

So if you buy an engine oil meeting only API SA, it's an engine oil formulated for use in vehicles built in the 1920s. And SA is not hard to find mixed in with SN on the shelves at c-stores and others. Furthermore, it's also not hard to find SF, SJ and other API Service Categories on the shelves. Also, don't let price guide you. Engine oils with a Service Classification prior to SN (including SA) are often priced close to that of API SN.

## OEM Specific Performance Specifications

Although the majority of vehicles currently on the road in the US specify the use of motor oils meeting a specific API Service Category, some vehicle manufacturers require use of lubricants that meet the original equipment manufacturer's (OEM) specifications. General Motor's Dexos is one example. Always check the labels on the motor oils purchased to assure they include any OEM specifications required in your vehicle.

Read the labels on the oils you buy, ask questions when you have your oil changed and read your car owner's manual.

**Always consult your vehicle owner's manual to determine what motor oil you should use, and READ THE LABELS ON THE OIL YOU BUY. (cont'd)**

**American Petroleum Institute  
Gasoline Engine Oil Service Classifications**

Category	Status	Service
SN PLUS	Current	On November 9, 2017, the API Lubricants Standards Group approved the adoption of SN PLUS, a new classification that may be used in conjunction with API SN and API SN with Resource Conserving. API began licensing oils against the SN PLUS classification on May 1, 2018.
SN	Current	Introduced in October 2010 for 2011 and older vehicles, designed to provide improved high temperature deposit protection for pistons, more stringent sludge control, and seal compatibility. API SN with Resource Conserving matches ILSAC GF-5 by combining API SN performance with improved fuel economy, turbocharger protection, emission control system compatibility, and protection of engines operating on ethanol-containing fuels up to E85.
SM	Current	For 2010 and older automotive engines.
SL	Current	For 2004 and older automotive engines.
SJ	Current	For 2001 and older automotive engines.
SH	Obsolete	<b>CAUTION</b> - Not suitable for use in most gasoline-powered automotive engines built after 1996. May not provide adequate protection against build-up of engine sludge, oxidation, or wear.
SG	Obsolete	<b>CAUTION</b> - Not suitable for use in most gasoline-powered automotive engines built after 1993. May not provide adequate protection against build-up of engine sludge, oxidation, or wear

SE	Obsolete	<b>CAUTION</b> - Not suitable for use in gasoline-powered automobi
SD	Obsolete	<b>CAUTION</b> - Not suitable for use in gasoline-powered automobi performance or equipment harm.
SC	Obsolete	<b>CAUTION</b> - Not suitable for use in gasoline-powered automobi performance or equipment harm.

SB	Obsolete	<b>CAUTION</b> - Not suitable for use in gasoline-powered automobile engines built performance or equipment harm.
SA	Obsolete	<b>CAUTION</b> - Not suitable for use in gasoline-powered automobile engines built performance or equipment harm.

The Petroleum Quality Institute of America is able to serve buyers and consumers of lubricants in part through the support of lubricant manufacturers, marketers, and others.

Submitted by **BILL LATSHA**

## PROJECT COVID19: What I did during the pandemic!

By Tom Mitchell

It all started back in mid-February 2020. Having been a “car guy” since I was too young to drive, I’m always on the lookout for my next car. While sitting in front of the TV with my iPad on my lap with some mindless show in the background, I was surfing the net looking at car stuff. I do this to see what’s new, to keep up with prices, to find an interesting car to think about, and basically just to stay up on the market.

Some background. I previously owned two Miata’s, a 1995 NA and a 2001 NB. I thoroughly enjoyed them both. Growing up with British sports cars (Austin Healey Sprite, two MGAs, Austin Healey 3000, and a TR-4), I had an interest in the Miata that began when they first came out. I finally acquired one. My first Miata was a 1995 NA and I loved it.

It was like the British sports cars I grew up with, but was well put together, handled great, did not leak oil, and was absolutely reliable! I liked it so much, that after several years of extremely satisfied ownership, I sold it and bought a 2001 Miata Sport NB.

While 2001 Miata NB was a great car with many improvements over my 1995 Miata NA, I wanted more power and torque as both my first and now my new Miata were lacking IMHO.



To fix what I considered the only major shortfall of the Miata, I installed a supercharger that put 175 HP and 150ft lbs of torque to the rear wheels. Along with some additional handling upgrades, it was a fantastic car. It had great power and handling and along with the other qualities of the Miata, a near perfect car.

I am also into Corvettes. Yes, it’s hard to believe, but it’s true! I’ve had several and my current one is

a 2017 C7 Z06 with 650 HP and 650 ft lbs of torque. It’s quite a car. (cont’d)



Back when I had my 2001 Miata, I also had a C6 Corvette. Both were wonderful cars, but different. In a powerful car like a Corvette, it goes and it handles, but you are always "holding on." In a Miata, it goes, and it handles, but you and the car "are one."

***There is an old adage that is absolutely true, "It's more fun to drive a slow car fast, than it is to drive a fast car slow!"***



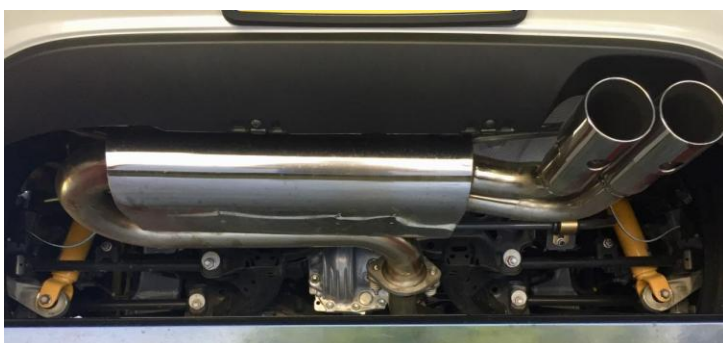
Now let us get back to the story. That night in February, I was feeling nostalgic about my previously owned Miata's and started surfing the net to get the latest on the Miata ND. I really liked that Mazda had finally brought some more horsepower to the game and the torque number up to close to the supercharged NB that I previously owned. I started to search for cars to see what was available.

To cut to the chase, I found a brand new 2018 Miata ND1 Grand Touring at Fitzgerald's Mazda in Frederick, MD for less than used 2018s with up to 20K miles. It was about \$12K less than a new 2020. Why it sat there for two years, I don't know, but after thinking about it for two days, I decided that I had to have it!

**See my new "Pride and Joy", a brand new 2-year-old Miata GT ND1! (below)**



Then the Coronavirus hits! I now have lots of time on my hands. I had wanted to get back into Auto-Xing and decided to use my newfound extra time to turn my new Miata into an Auto-X machine!



My first mod was a new performance exhaust. I decided on a Goodwin Racing Roadster Sport stainless steel system with tunable exhaust. It might not make much additional power, "but it sure sounds **Gooooood!**"

It was an easy install.

My next mod was a Goodwin Racing Roadster Sport ND V1 Front Shock Tower Brace to stiffen up the engine bay for better steering response and less front cowl shake. This bar is tied in to both the shock towers and the firewall, a very rigid 4-point system. The only ND model that comes with a Shock Tower Brace is the Club model. Unlike the Club, the GT's firewall brace does not have the attachment points for a tower brace and required me to replace the GT firewall brace with a Club version. The firewall brace exchange was not difficult, but a very tedious job. Once that was replaced, the Goodwin Shock Tower Brace was a breeze to install.



I went with this particular brace because it was designed with circular openings above the shocks that allow you to use your adjustment knobs for adjusting your shock stiffness without having to remove your brace. While installing the brace, I removed the engine sound tube using a Verus Engineering Sound Tube Delete Kit. The car sounds better without the fake engine noise being pumped into the cabin. Besides, you want to hear that fantastic Goodwin Racing exhaust sound!

Next, I wanted to stiffen the suspension and eliminate the roll that was designed into the ND Miata. To improve the handling on an already good handling car, I decided to upgrade to a Stage II suspension system. I went with Koni Sport Adjustable Shocks, Flying Miata's Lowering Springs, and Goodwin Racing's Progressive Technologies Front and Rear Anti-Sway Bar Combo. I took this job to the Mechanicsburg Sports Car Center as this job requires more tools, equipment, and expertise than I have. The car sits about 1 inch lower and it handles like it's on rails

The OEM Bridgestone Potenza S001 Max Performance Summer tires are great performing tires. However, I wanted to go with year-round tires as high performance summer tires do not do well during the cold Winter months. I decided to go with the Michelin Pilot Sport A/S + Ultra High-Performance All-Season Tires. These tires

(cont'd)





are comparable in performance to the Bridgestone's and give me year-round capability.

On eBay, I found a set of OEM Miata wheels with 500 miles on them for \$400. To get the competition look I was looking for, I took them to Wheel Worx in Mechanicsburg who powder coated them in gloss black. Wheel Worx did a fantastic job. If you ever have any wheel damage, they are the "go to" place. I still



The Bridgestone's and can use them for Auto-Xing during the summer months. As they say, "Black is the new chrome!"

To keep the rocks out of the radiator/coolers, I added a Zunsport Mesh Grill Cover in Black. While very functional, it also brings an improvement to the overall look of the car's front end.



Now that performance and handling of my new Miata have been upgraded to Auto-X standards, I needed to work on the cosmetics! Racing stripes, numbers,

decals, mirror covers, grill cover were added to give it the "Competition Zoom-Zoom Look!" I was somewhat experienced stripping a car, but now I consider myself pretty good at applying vinyl.

cosmetics! Racing stripes, numbers,



**Here is what COVID19 looks like today!** So that's how I spent my time during the 2020 Coronavirus Pandemic...**what a year!**

## TechTalk with Bill Latsha



### Miata Back-up Camera

for 2016-2018 ND1, Miatas

Starting in 2019 the Mazda Miata came standard with a Back-up Camera installed.

Did you know that a kit is available to have a Back-up Camera working in the Club and GT models of 2016 to 2018 (ND1) Miatas? The

electronics are already in the car you just need this Camera Kit.

*Flyin' Miata* sells a Kit made by *I.L. Motorsports* that can be installed on your ND1 Miata. It is their part # M29-95020 and it plugs right into the Club and GT model's Infotainment system. The kit comes with the camera and all the wiring harnesses needed. It also comes with a hole saw used to mount the camera under the rear bumper and with great instructions.



The instructions that come with it are detailed, the steps are numbered, and there are photographs to show you what to look for. I am not going to cover the step-by-step directions, here—just an overview of what to expect. Installation was actually easier than I thought it would be.

The instructions show you how to remove several panels in the dash well as the



passenger-side door sill trim. Doing so will allow you to hook up the wiring and run it back into the trunk. There are only two machine-screws holding it all together. The rest of the dash components are just “popped” into place. The instructions also explain about the wiring and how to properly route it into the trunk. (cont'd)



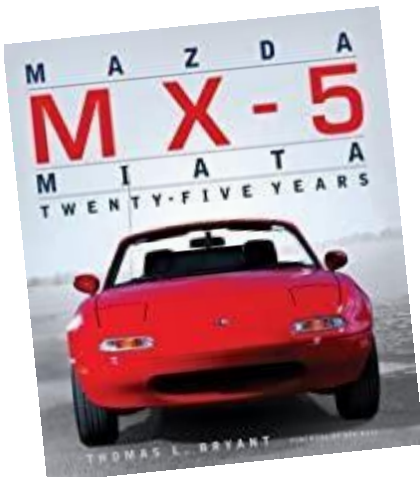
At the rear of the car, the hole saw is used to cut a hole under the bumper cover above the license plate. Then a drill bit is used to create a channel up through the foam that is behind the bumper cover. The wire from the camera is then run up and in to the trunk. The two ends of the wiring end up on the passenger's side in the trunk and are joined together.

You can see in the photo the location of the camera. It is tucked up under the bumper foam that is behind the bumper cover. The wire from the camera is then run up and into the trunk. The two ends of the wiring end up on the passenger's side in the trunk and are joined together. It is tucked up under the bumper and pretty much out of sight. The other picture is the view in the info screen of what is behind you.

The four (4) colored lines visible on the screen are there to help you judge distance to an obstacle behind your car. The links below will help answer your questions, or feel free to contact me via email or by calling my number listed in the back of the newsletter.

**Link to Flyin Miata ND Back up Camera:** <https://www.flyinmiata.com/rearview-camera-2016-2018-nd.html>

**Link to instructions that come with the kit:** <https://www.flyinmiata.com/support/instructions/misc/Rear%20view%20camera%20M29-95020.pdf>



## For your reading pleasure...

by Rick Yanchuleff

*Mazda MX-5 Miata: Twenty-Five Years*, written in 2014 by Thomas L. Bryant. Here's the next part to the story, Chapter Two.

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



## Miata... On to Chicago!

Mazda was focused on introducing the Miata MX-5 in the United States, figuring it would be the largest market for sales of this new sports car. The Chicago Auto Show in February 1989 was the chosen site for its debut. At that time, Mazda cars in America via independent dealers around the country, so the group of Mazda officials at the show was not very large. Among those on hand to oversee the Miata's reception were

product planner Bob Hall and designer Mark Jordon of Mazda's Research & Development group in California. (cont'd)





The car being trumpeted as the star of the Chicago Auto Show that year, the Acura NS-X, was presented as a Japanese version of the Ferrari 308. But the focus for many showgoers became the Miata, a nifty little sports roadster with a price near \$14,000. By the first Saturday, it was clear

that Mazda had a huge hit on its hands, and distributors and dealers and distributors around the United States began clamoring for Miatas, Dwayne Bowen, vice president of sales for the Mazda distributor for the West Coast, said with his tongue firmly in his cheek, "I think we've got a winner!" Marketing Manager Rod Bymaster was also on hand was equally delighted with the public reaction. Even with a new mini MPV on



the Mazda stand, the focus was entirely on the new sports car.



The Mazda distributor for the Midwest told Hall and Jordan that they shouldn't put any blue cars on that showstand, even though Mazda had sent one blue Miata, one white, and two cars in red, plus the bright yellow Miata Club Racer show car. The distributor

based his opinion on a Majolica blue Mazda 323 hatchback he'd seen at an earlier show. That paint was non-metallic and had a touch of purple in it, and most observers thought it to be a strange color. Miata's Mariner blue, however, proved to be much more popular. In fact, Hall recalls that the plurality of orders was for blue Miatas—50 for blue, versus 20 for red and 20 for white.

As the Chicago Auto Show moved into its second week, the clamor for the Miata grew louder and louder. Men and women both were excited about the new sports car and anxious to know when they could purchase one. They were told the US and Canada cars would be available in June 1989, as 1990 models, just a few weeks after the Chicago closed. Unfortunately, demand for this exciting new car was such that dealers



took it upon themselves to raise selling prices above the \$13,995 displayed on the stickers. Combine high demand with a June delivery date for a sporty convertible, though, and it was no wonder that some dealers jacked the price, and many enthusiasts paid for it.

The Miata was known in Japan as the Eunos Roadster, and sales there began in September 1989. In Europe, the Mazda MX-5 went on sale in early 1990, and an optional hardtop was quickly made available. Dealers in the United States were really pumped up the popularity and demand for the Miata, much more so than had been for the case for the Mazda RX-7 a few years earlier. Some savvy dealers even put up charts in their showrooms filled with names of potential buyers so they could see where they stood in line for a car. It was an unusual and exciting startup for a terrific sports car. (cont'd in the September PACESETTER.)

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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. \*\*\*If you've read this article after July 26 but before August 1<sup>st</sup>, please call Sue at the number listed at the number listed below to inquire about possible attendance.

**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 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 will also be requested for 2021 non-profit of the year.

***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.



**“NEW,” NEW INFO**

**Saturday, August 15,  
11:00AM**

**Zoomin' Perry and  
Juniata Counties,  
AGAIN!**

Join Sandy and Joe Golesh for this season's 2nd edition of this superb event. We are doing it again because some members missed out the last time.

Join us for some fun two-lane driving on the smooth and curvy roads of Perry

and Juniata Counties. If you have been on this drive before you know about the curves and hills and some extended cruising on this drive.

We will meet at The Turkey Hill, located at 6708 Carlisle Pike, Mechanicsburg, PA 17050 for a 11AM departure. Note this is a new meet point for this drive and a later departure time. Plan on making a day of it.

We will again plan for lunch outside at the *Bread of Life Restaurant* in McAlisterville, PA. The usual Covid-19 rules apply.

Be sure and let Sandy and Joe know you will be joining them: [j\\_sgolesh@hotmail.com](mailto:j_sgolesh@hotmail.com)

**This is a fair-weather event only!**



**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**

## **Sporty 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 been decided yet... in fact, 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>

**NEW 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. (even if it's last minute)

**Now for the INCENTIVE: Plan and lead your first event and receive a \$25.00 Visa Gift Card!**



## 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)

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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. *(cont'd)*

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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