

PACESETTER

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



FROM THE PRESIDENT

Happy Fall, everyone. I can say we had a beautiful—if not interesting—summer to say the least. Hopefully, you've remained healthy and are still following the guidelines set forth for us to keep the virus at bay. Despite the potential risk, many of you participated in our events and we, of course, enjoyed seeing you at them all.

Of note, four cars from the Big Apple NY Club and two cars from the New Hampshire Miata Club were in town the week of September 2. Bob and Kathy Brader hosted them and lead the Susquehanna River drive ending with dinner at the Lapp's Family Farm. Brian and Carol Piersol led the Southeastern Covered Bridge drive. This kind of hospitality is what makes PACE Miata Club a special group.

There are still several events on the calendar for the Fall season and we encourage you to take advantage of the camaraderie, interesting destinations, and the beautiful changing leaves as we discover exciting pathways to good eatin'.

And, please continue to encourage folks you may run into (not literally, of course—well, maybe them, too) to learn more about our Club and choose membership.

Now that wearing a mask is a daily routine, October is an even better time to transform your persona and wear a crazy mask that'll scare the neighbors to death!

Boo Zoom Zoom, SANDY AND JOE GOLESH

HELLO, FROM MEMBERSHIP

Hi folks!

Well, can you believe? There's actually nothing to report this month and no new-member sign-ups in September. So, I decided to test your new membership knowledge with a little quiz.

Please see if you can name the lovely couple in the photo at right. They are relatively new members (as of July, 2020.) Circle the correct name and sign up to win a club prize at our next event.

Are they: The **Biden's**, the **Schein's**, or the **Trump's**?

I realize this may be difficult for some of you, but hang in there, if you think real hard, I believe you'll get it in a hurry! Winner must be present to collect the prize.

That's all for this month and remember to "Fly Miata," **ROD SLENKER**



BEHIND THE BADGE: The Fascinating History of the Mazda Logo

Submitted by:
LuAnn Snyder

Have you ever stopped and looked at the Mazda logo?

Unless you're a graphic designer, you probably didn't realize a lot of thought goes into an auto brands' logo. For instance, Mazda's current badge might remind you of those simplified cartoon sketches of birds in flight.



Look! It's a flock of Mazdas!

While there's actually some truth in that observation, the influences and history of the Mazda logo are more subtle—and fascinating—than you'd expect. **Where Did Mazda Get Its Name?** Most historians say the Mazda name is

derived from a combination of two names: "Ahura-Mazda," the Avestan name of a Zoroastrian deity known for its wisdom, and Jujiro Matsuda, the Westernized (*cont'd*)

pronunciation of the Mazda Corporation founder's name. Matsuda was known to be a fervently spiritual man and honored the company with the name it has kept for almost 100 years.

The badge shown at right was the previous version used by the automaker before the current "M" design

What's the History of the Mazda Logo?

The Mazda logo we see today is actually a highly-styled "M" with its arms raised like wings, symbolizing the brand's "flight toward the future." This emphasizes the wide

"V" angle in the middle of the "M," which represents the automaker's self-proclaimed creativity, vitality, flexibility, and passion. It's circled by the future, the doorway to the 21st century. Overall, it intends to appear sharp, evocative, and hopeful.



The first appearance of the Mazda logo was in 1934, when production began on three wheel trucks. It focused on the name given to the brand and what the word represented. Up until then, the company only produced tools and heavy machinery.



The revised logo in 1936 was patterned off the emblem of Hiroshima city, emphasizing the automaker's dedication to its home. The "M" of the Mazda name was outfitted with the first instance of soaring wings—almost like an aviation symbol.



The next logo's use spanned from 1959 to 1975, focusing primarily on the M and removing the wings (also dropping the resemblance to Hiroshima). This logo's debut coincided with the release of Mazda cars.

For the next couple decades, Mazda didn't have an official logo and just used a stylized version of its name on documents and products. *(cont'd)*

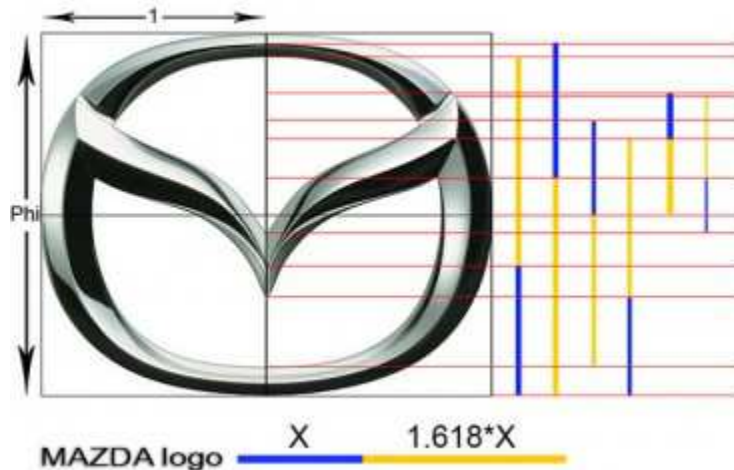


The desire for a logo eventually returned in 1991 with a diamond-like shape, bringing back the imagery of wings, the sun, and a circle of light.



The Mazda logo was changed the next year, in 1992, to differentiate itself from the similar Renault logo, by smoothing out the diamond's edges.

In 1997, we got the logo we have today, incorporating many of the qualities seen throughout the symbol's history.



Here's a "Tech Tip" worth noting...

Hi y'all,

Be sure to check your tire pressures as cooler weather can greatly reduce the air pressure in your tires.

I like to check the tires in the cool of the morning as my standard time of the day to do this. This morning I found my Miata tires were all 6psi Lower than I like to keep them. This greatly affects handling and safety.

Safe driving, **Bill Latsha**



"TechTalk with Bill..."

PACE recently received a Miata suspension question. The question was answered by our one and only, Bill Latsha, author of "TechTalk with Bill" featured in random issues of PACESETTER.

Question:

Rick,

Are you the tech go-to guy in PACE? If not, if there a NC 2006 MX-5 suspension guy within the membership? Currently seeking suspension wisdom.

My NC 2006 requires new front struts, right side now seized. I am considering coilovers as a replacement option, but don't want to sacrifice for harsh ride quality. Any thoughts? Or, direction on such issues?

Thank you, Jay Nolan, PACE Member since 2020

Here is Bill's reply:

Hi Jay,

I have read a lot about Miatas, and one theme common to all articles is how easy it is to downgrade its performance by doing a modification that is not in line with Mazda's engineering focus. What I am getting at here is, that in your case, don't go to your local parts store and just buy some cheap aftermarket shocks. You could be very sorry.

First thing you need to do is understand your style of driving, then buy a suspension to accommodate.

If you just drive your Miata around town with an occasional sporty drive, a good choice could be the OEM shocks Mazda put on the 2006 GT model. I had a 2006 GT and these were good for general use.

If you are one who is always pushing the corners to see if the tires break loose, or Autocross, or Track, then aftermarket Coilovers might just be for you. Note your ride could be a LOT stiffer depending on which ones you buy.

Note in these coilovers, the spring rate is set to control body roll in the corners. The stiffer the spring, the less roll in a hard corner. But then you get a stiffer general ride. Then you can adjust the shocks to control the car's bouncing on the bumps.

Here are my suggestions for you if you want to do aftermarket coilovers:

Search 'google' on the internet for "Meister-R" suspension. A decent price set if you are a sporty driver but not "hard core." Call them and (cont'd)



talk to them explaining your style of driving. I had a set on my '06 but I went to a slightly softer spring rate for a more comfortable ride. Spring rate is listed as the force it takes to compress the spring a set distance. These came with 7kg front springs and 5kg rear. I changed to 6kg front and 4kg rear for a compromise of better ride vs. handling.

Then google, "Goodwin Racing," and speak with them. They sell coilovers starting with the basics up to sets costing several thousand dollars. Talk to the people at both places and explain what you want to accomplish. I am sure they will be able to help you.

I recently saw a used Meister-R suspension advertised on Miata.net in the "for sale" section. You might want to check if they are still there. Please remember to get a good "Precision Alignment" after you replace your suspension.

Good luck, and ask if you have more questions, Bill Latsha

Wheel's of Fortune... For Sale

Hi y'all,

I'm Harold Hinton, a former PACE member. I sold my 2002 Miata several years ago and still have two wheels from the car that I'd like to sell. Snowflake design, #9965386560. One is new and other is slightly scratched. \$50.00 or best offer.

Please feel free to contact me at 717-350-8063 or haroldhinton@hotmail.com



and...

Good morning,

I'm Mike Kay and I know this is a shot in the dark but I wanted to see if anyone in the Club would be interested in some NA steel wheels. I used to own a '91 Miata that I had to part with a while ago. These are free to anyone who wants them and all that I ask is that you come by to pick them up. I live in the Camp Hill/Lower Allen Township area.



They appear to be okay with only surface rust and I think, with the right specialist, they could be like new. I'd prefer they go to an enthusiast rather than the scrap heap which is why I wanted to ask a local club first.

You may reach me at michaelbkay@gmail.com. Thank you for your time, Mike



*"Dude, I hear the Mazda 3 was designed
by their best pumpkin carver!"*

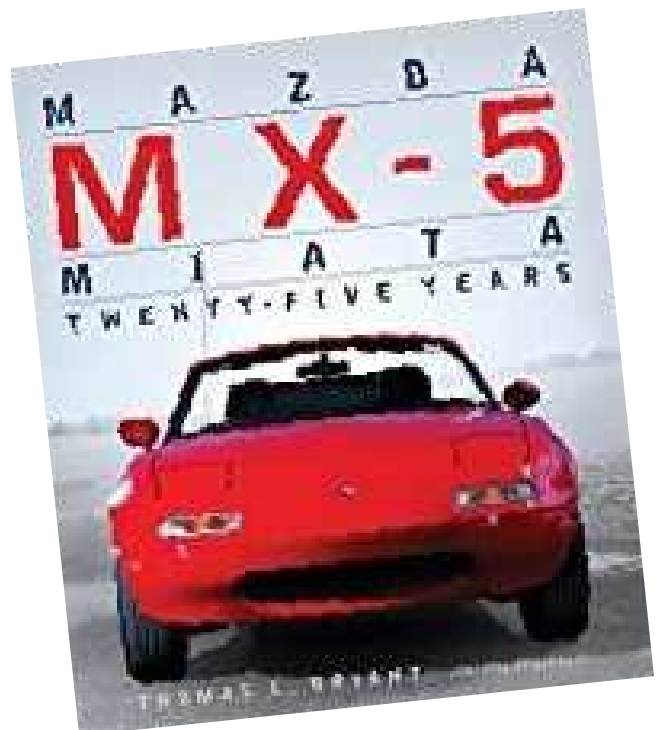
Submitted by: LuAnn Snyder

For your reading pleasure...

by Rick Yanchuleff

For those of you who may be new to the Club, this is the fourth chapter in the series from the coffee table book: *Mazda MX-5 Miata: Twenty-Five Years* written in 2014 by Thomas L. Bryant. It's a great book that will help you understand why you enjoy your Miata so much. Should you care to read the book from the beginning via PACESETTER, you can reprint the past three issues by clicking on the website.

Turn the page to begin Chapter Four!



More Performance: Second Generation (NB), 1999-2005



It became clear by 1997 that the Miata MX-5 needed some upgrades and alterations. The pop-up headlights were no longer acceptable for pedestrian safety regulations, the engine's output needed to be enhanced, and tires, wheels, and brakes were due for upgrades. The second-generation Miata would be improved and come to market in the spring of 1998 but as a 1999 model.

At the time I was the editor-in-chief of *Road & Track* magazine and had an earlier opportunity to try out the new Miata at Mazda's proving ground in Japan. My report appeared in the December 1997 issue of *Road & Track*, titled "*First Drive. 1999 Mazda Miata—Substantial improvements to the world's favorite sports car.*"

"The 1999 Miata is just being unveiled to the public at the Tokyo International Auto Show as you read this, and it will be coming to Mazda dealers in the US this spring. Mazda, which has been the dominant seller of inexpensive sports cars in the US since the Miata was introduced, certainly wants to retain that position. But it's equally clear that the Miata needed some serious revamping.

"At Mazda's headquarters in Hiroshima, Takao Kijima, product manager of the new model, outlined the goals and objectives: Retain the loyalty of current buyers (mostly middle-aged men), entice new enthusiasts (women and younger men) and improve the



car while retaining its virtues. Simple, no? Well, perhaps not, Mr. Kijima's team seems to have pulled it off, based on my exposure to the prototype several months ago. The styling has been altered to give the Miata a somewhat more aggressive appearance, with some sharper edges and muscular bulges

"The subtle styling changes also produced a slight improvement in the coefficient of drag (0.36 versus 0.39). Design chief Norihiko Kawaoka and chief stylist Koichi (*cont'd*)



Hayashi took great pleasure in showing off the new styling treatments while we stood on the roof of one of the Mazda buildings—the same place, I think, where I first got a peek at the RX-7 in the Seventies.

“Improvements were made in everyday utility of the Miata by increasing trunk volume by near 10 percent (via moving the

battery and the spare tire beneath the trunk floor), adding storage space to the interior for odds and ends, and yet keeping the virtues of the light weight and tidy dimensions. The new Miata weighs just a bit less than the previous one, and the only dimensions that have changed noticeably are front and rear track, both of which are wider.



“The drivetrain was also the focus of attention as Mazda’s engineering staff worked on improving the engine response, the sound of the exhaust and the crispness of gear changes. Although the engine now has higher compression (up from 9.0:1 to 9.5) a variable intake control

system, a revised camshaft profile and a new cylinder head with a knock-control system and improved intake and exhaust ports, the result is a seemingly negligible gain of seven horsepower. But the difference in feel is significant, especially when combined the refinements in the gearbox and shift lever as well as the suspension alterations.



At Myoshi, I first drove the current or ‘old’ Miata, then the new one. The old version, always a delight to my driving senses, felt just fine, thank you. But when I moved to the new car, I was pleasantly surprised with its noticeably more taut feel in handling, steering and ride. The new Miata tackled the test track with a sharpness the previous car could not muster, leaving me with the sense that sports-car enthusiasts are going

to love this. And those less inclined to push their Miata to its limits will find the improvements in precision and firmness neither jarring nor upsetting.

The changes in the Miata’s suspension geometry focused on lowering the front roll center, increasing front caster trail for improved stability, making the rear shock absorber stroke 10mm longer and the aforementioned widening of front and rear tracks (10mm front, 20mm rear). The base wheel is still the same 14-in. disc with 185/60R tires, there are newly styled 14- and 15-in. alloy wheels as options. The previous 4-spoke steering wheel is no more, replaced by a 3-spoke leather-wrapped steering wheel with airbag, and there is a wind deflector behind the seats to make top-down motoring even more pleasurable.

“All these alterations to one of our favorite cars are improvements. The new Miata is a better car to drive, thanks to a little more power, a little more tautness, a little sporting

touch and a little more this and that inside and out. It's a risky business to make (*cont'd*)



changes to an icon such as the Miata, but Mazda has done it with intelligence and style.”

Meanwhile, another voice was heard on the subject of the MX-5 and its second generation in the words of the British magazine *Top Gear* in February 1998. “If it ain’t broke, as somebody once said, don’t fix it. But sometimes you just have to. Mazda has sold about 420,000 of their MX-5 since its debut in 1989. Their gamble in launching a ‘proper’ sports car paid off big

time; the little Elan-lookalike has become hugely popular.

“But all things must pass (as somebody else once said), and Mazda was faced the unenviable job of revamping their aging soft-topped success—a job made doubly difficult by the fact that Ford had since taken control of the Japanese company and is not being exactly generous with the research and development budget.”

Top Gear went on to talk about the unveiling of the second-generation Miata at the Tokyo Motor Show, where many journalists saw it as a minor facelift. “However, we’ve had a chance to drive it properly and, though it’s not exactly a quantum leap in styling from the old MX-5, there’s more to be enthusiastic about than you think; it really does feel like a new car than anyone would imagine from looking at it.”

The report went on to say there was little difference in the suspension and the engine, but that the fixed headlights that replace the pop-up ones were a good thing. Getting deeper into it, the publication noted that the body was far more rigid than the previous model, and there were two engines available: the 1.6-liter with 125 brake horsepower versus the previous 120, and the 1.8-liter that moved up from 130 brake horsepower to 145.

Having had the opportunity to thrash around Mazda’s Myoshi Proving Ground, the author found that, under the skin, the car had been completely revamped. “For a start, the body is far more rigid than the old car’s. Driving the 1.8, the performance hike was immediately obvious, and the improvement feels even bigger than the figures would suggest. The previous engine sounded rough at high revs; the new one revs much more smoothly and sounds far more relaxed, that makes the whole car feel high quality.”

“There was also a boost in ride comfort, “which is much better than the old car’s high-speed straight-line. Stability is far better... Round the test track at 110mph, it was as steady as you like.

“The biggest improvement, though, is in the handling. When you cornered hard in its predecessor, understeer set in early and if you tried to slide out the tail out, it could catch the unwary by suddenly snapping into oversteer when the suspension bottomed out.

“The new MX-5 understeers less and, due to new bump rubbers and various other mods, it’s easier and more controllable to drift. The steering is lighter too, partly due to a new steering wheel.”

As the author wrapped up the story, his personal feeling came right out: “I really wanted an MX-5 when it first came out in 1989—and the new one made me feel the

same way all over again. I'm falling in love again—as someone once said.” (cont'd)

NB Updates

With a base price in the US market of \$19,770, the MX-5 continued to be a much desired sports roadster. The most notable changes in the second-generation (NB) Miata besides the fixed headlights were the enhance horsepower and the improved ride and handling. Other changes included an anti-lock brakes option, enlarged anti-roll bars, and slightly improved aerodynamics. The revised body was now 66.1 inches wide, just slightly wider than the original (65.9 inches), and overall length was a mere tenth of an inch different at 155.3 versus 155.4 inches.

The engine remained at 1.8 liters displacement, but some changes were made, such as raising the compression ratio from 9.0:1 to 9.5 thanks to slightly domed pistons. The intake valvetrain was strengthened and changed to a solid lifter design, the intake runners in the had were straightened , and the intake manifold was mounted higher up. These and other changes advanced the engine's output to 140 brake horsepower with 116 pounds-feet of torque. In Europe and Japan, the 1.6-liter engine of the NA Miata remained available.



The NB models also added a six-speed manual gearbox in 1999 to a limited number of 10th anniversary models that were parceled out to the United States, Canada, Europe and Japan. Each car was numbered with a badge in the front quarter panel, and in some markets there were other gifts that came with the car, including faceplates, metal key chains, and Seiko watches. The special anniversary models

were painted in a sapphire blue mica color, and the seats were done in two-tone black and blue alcantara. Priced at \$26,875 in the United States (and comparable money abroad), this was roughly \$6,500 more than the base Miata price. It took more than a year to sell all of the 10th Anniversary MX-5 Miatas.

The six-speed gearbox came around again in 2001 to accompany the five-speed manual and four-speed automatic transmission already offered. The six-speed was noted for its quick shifting as well as its quieter noise level in top-gear cruising. There were some other changes that year, too. Minor changes were made to the



exterior, fog lamps became standard instead of optional, and the gauges in the dash were redone with a white face and red numerals. Improving the seats with enhanced support in the side bolsters and taller headrests made them more comfortable.



Other upgrades for top models of the MX-5 that year included 16-inch wheels with 204/45VR-16 low-profile tires, larger front and rear brakes, a limited-slip differential,

Bilstein shock absorbers, and leather seat upholstery.

At the same time, the 1.8-liter engine was improved with variable valve timing on the *(cont'd)*

camshaft, and a minor upgrade of the exhaust system that resulted in a power output of 152 brake horsepower for Australia, Japan, and the United Kingdom. The US engine was putting out 9 brake horsepower less, thanks to more stringent federal regulations.

In 2002, the Aussies got lucky again, as Mazda came up with the MX-5SP, which was turbocharged and put out a horsepower figure of 211 brake horsepower at 6,800 rpm. Only 100 of these super-power models were made, and the price was seriously expensive.

Meanwhile, in Japan, Mazda targeted younger drivers, with the Shinsen Version (SV) Miata. Shinsen is Japanese for “fresh and new,” and the SV became a model between the base car and the pricey LS version.

Mazdaspeed MX-5 Comes to America



With the 2004 model year, Mazda made a great decision for enthusiasts: the Mazdaspeed Turbo came to the United States and Canada. So many drivers had been waiting for Miatas with ample power and performance, and now they were there, although in limited numbers. *Car and Driver* magazine put Barry Winfield in the driver's seat, and his report showed up in the April 2004 issue.

“Perhaps the biggest surprise we got from the new Mazdaspeed MX-5 Miata—other than its remarkable bargain price (\$26,720)—is how much of the elemental Miata flavor has been retained.

We suspected that a higher-output Miata would require heavier transmission components, a harder ride, and a heavier feel. But the car doesn't manifest any of those characteristics in enough quantity to dilute the essential charm of Mazda's iconic roadster.”

After writing about our collective enjoyment of the various Miatas over the years since its 1989 introduction, Winfield mentions the more-than 311,000 Miatas in the United States and then hits the brass tacks. “But here's the best reason yet to buy one: an IHI ball-bearing turbo blowing seven-and-a-quarter pound boost into compression chambers with fractionally reduced compression ratios (9.5 versus 10.0-1). That gives the Mazdaspeed Miata 178 horsepower—36 more than its tamer sibling—to spur it through the quarter-mile in 15.2 seconds. The turbo car has a redline of 500 rpm short of the standard model's 7000, but it rips to the red in quick blasts.

“We recorded a 6.7-second sprint to 60 mph and expect slightly faster results from production cars. We had to promise to be gentle with the prototype vehicle, but even so the car was 1.4 seconds quicker to 60 mph and over a second faster through the quarter than the last Miata we tested.

“Mazdaspeed's Miata is based on the normal model's LS trim level and is equipped with the optional 6-speed transmission. Beefing up this gearbox for its bigger job involved shot-opening of internal gearwheels along with a 4th-gear ratio change so slight you have to go to three decimal places to appreciate it. The action is thus as light and direct as it has ever been and preserve s one of the car's most important entertainment assets.

“Gear shifting is critical in a car that gobbles ratios during had acceleration like a bear in a Burger King dumpster, and the Miata can be shifted as fast as is humanly possible.

But since its mid-range engine is stronger in the turbo Miata, too, there is less call for downshifting on the open road. A top-gear 50-70 mph time of 7.6 seconds is pretty respectable and four seconds better than the 142-bhp models. *(cont'd)*

“On a purely subjective level, the Mazdaspeed car feels wholly transformed, capable of top-gear traffic slaloms at just a jab of the pedal. The turbo itself is virtually transparent—you can even hear it with the top up—and it suffers so little from lag that the car feels naturally aspirated.”

Moving further along with Winfield’s excellent description of the Mazdaspeed, he values the installation of the turbo and how “the car is endowed with a wonderful sense of integration, offering crisp throttle response and clean transitions even when being shifted violently at the red line.

“Mazdaspeed’s chassis modifications have been equally careful, and the car suffers little, if any, extra ride harshness from its shortened and stiffened (and red painted) springs or its bigger anti-roll bars. The car wears Bilstein shocks, too, which are extraordinarily good at snubbing unnecessary body motions while soaking up bump shock.”



Winfield finished the story with an assessment of the interior. ‘Even the interior has been upgraded to first-class. Mazdaspeed’s so-called Grand Touring package—leather seats and red-stitched [steering] wheel and gear-lever covers—teams with a silver-colored center stack and white-faced gauges to push the Miata’s interior up-market. The other Mazdaspeed

signatures—an exhaust tip, a unique front air dam, Racing Hart 17-inch alloy whets—put the finishing touches on a desirable product. At the price, this car’s an unbeatable deal, but be aware that production is limited to just 4,000 a year.”

The following year, production of Mazdaspeed MX-5 models was reduced to only, 1,428 cars because a fire at the factory where they were produced. This model was also sold in Australia under the name MX-5 SE, with no Mazdaspeed branding except of the chrome exhaust tip. The Australian version was detuned a bit to 162 brake horsepower for North America and Japan. The change “down under” was the result of turbo boost pressure being reduced to 7.25 psi compared to 8.5 psi.

(cont'd in the November PACESETTER.)

COMING UP... by Carol Piersol

SORRY...Too Late... This drive is full! Friday, October 2
Southeastern Lancaster County Drive



Bob and Kathy Brader are leading a drive through the hills, valleys, and curves of southeastern Lancaster County, including a great zoom-zoom road. Leaving Eden Resort/Sheetz gas station, Oregon Pike, Lancaster at 10 AM, Friday October 2. Destination is the quaint town of Chestertown, MD, with lunch on deck and patio by the water. Limit of 10 cars, so

please respond to Bob Brader before September 30: microbrader@gmail.com (It always helps to check for cancellations the day of the event.) (cont'd)



Save the Date!
Saturday, Dec. 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.

IT'S 2021...SAVE
THE DATE

Saturday, Jan. 9 2021

PACE Annual
Polar Bear Run

Join Sandy and Joe Golesh for the first event of 2021. Think it is too soon to consider the new year? We think not! After what has gone on in 2020 we are hoping and planning on a great 2021 and beginning the year with our traditional Polar Bear Run.



We plan on the usual drive on the two-lane featuring covered bridges. The drive is about one hour long and features lunch at Nick's Bistro nicksbistromarietta.com in Marietta.

The drive is weather dependent, however, we are comfortable with anything from 0 to 95 degrees, as long as there is no snow or salt covered roads. We will meet at The Sheetz 1158 River Road, Marietta, for an 11AM departure. So, don't put the roadster away for the winter yet—or at all. Plan on arriving early for some socializing. There will be gas, hot coffee, snacks, bathrooms, etc., available at Sheetz! Be sure and let Sandy and Joe know if you will be joining them. j.golesh@hotmail.com. (cont'd)

TO BE RESCHEDULED

Valley Forge National Park

Later in the year, Bob and Sue Gresh will lead a run to *Valley Forge National Park*.

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

NON-PACE EVENTS

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

RESCHEDULED August 12-15, 2021

Canada's Capital Miata Meet

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

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

PACE STORE

Official provider: **PACE Miata Club Embroidered Clothing:** Hersh Wellman
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

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

PACE OFFICERS

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Member-at-Large: Bill & Sharon Rimmler, 908-568-1861, wfr2@ptd.net

Webmaster: Bill & Jeanette Latsha, 717-572-2855, wjlatsha@comcast.net

Newsletter: Rick & Marilyn Yanchuleff, 717-205-3026, rick@yanchueff.com
mmyanch5515@gmail.com

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.



