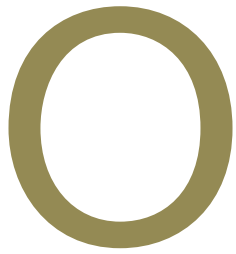


INSIDE PACE

FOR PACE MIATA CLUB MEMBERS ONLY*

HAPPY HEALTHY NEW YEAR EVERYONE!





K, OK, it's a new year and COVID-19,

Delta variants and Omicron are still a huge part of our daily vocabulary. Although it's getting even harder to fend off the warnings of going booster-less, we must soon recognize that life as we knew it is in the past. Moving forward we should attempt to do all we can to encourage our unvaccinated family members, friends, and others to get the shots and help secure their safety as well as the safety of those they interact with. Let's continue to think positive (yikes, not COVID positive!)

Despite all the worry and discontent, our Club seems to be anticipating a bright new drive season through 2022. We find that membership is rising, runs are being scheduled, and several cabin fever events are already on our calendars for 2022.

We hope you enjoy our new INSIDE PACE format for 2022 with highlights of all the exciting events we participate in throughout the new year.



Our photo (at left) shows a joyful holiday exuberance having had a wonderful Christmas. We hope to see you at as many of our events starting this coming weekend at our annual Polar Bear Run.

Join us Saturday, January 8, 11AM at Sheetz, 1158 River Road, Marietta, for an approximately one-hour drive ending at John Wright Restaurant for lunch. The John Wright is a fine establishment we've frequented often as a Club.

As of this writing, the weather is supposed to be abnormally warm,

(top-down?) so it will be a great opportunity for our first fellowship event of 2022. ○

Happy New Year, **Sandy and Joe**

A SPORTS CAR FOR ALL SEASONS

JAPAN'S SNOW-COVERED HOKKAIDO ISLAND GIVES INSIDEPAGE A CHANCE TO SEE IF THE MAZDA MX-5 MIATA RF CAN CUT IT IN EXTREME CONDITIONS (REPRODUCED FROM INSIDE MAZDA MAGAZINE)



The most tempting thing to do would be to turn around. To head back to the Mazda depot and ask if they have a Mazda CX-5 or a Mazda CX-3. Something with i-ACTIV all-wheel drive.

The northern Japanese island of Hokkaido is completely blanketed in snow. Actually it's more than that. Hokkaido is lying beneath an enormous, thick duvet of the stuff. More snow than I've ever seen before. And I am driving a Mazda MX-5 Miata.

A low-slung, rear-wheel drive roadster is not the obvious choice of transportation

around here. But this MX-5 is the RF, its retractable roof making it a genuine all-seasons sports car. Or, at least, that's what I'm about to find out.

This car, and every Mazda besides, was honed on Hokkaido at Mazda's Kenbuchi Proving Ground. With winter temperatures plummeting into double digits below freezing, it's where Mazda pushes its new models to their limits. Every component from wheel nuts to heating systems, brakes, and stability control are tested to extremes. And so are Mazda's engineers, who live here during the long cold winter months.

For 30 years Mazda has been testing its cars to withstand the most extreme conditions at the Kenbuchi Proving Ground in Hokkaido. In January and February last year more than 1,000 employees braved temperatures between -9F and -27F to carry out assessments from tire-grip tests to an analysis of braking in the snow to how well doors open and close in freezing conditions. Mazda's i-ACTIV AWD and G-Vectoring Control technology were developed here too. In addition, a team of locals maintain the site year-round, starting the preparation and buildup of the test courses in the summer when there isn't even any snow.



Bitterly cold it may be, but Hokkaido is also very beautiful. And I'm aiming to see as much of it as I can in the next couple of days from the unique vantage point of the MX-RF.

Hokkaido is the second largest of the Japanese islands, its landscape forged by millennia of seismic activity. There are no less than 20 volcanoes, and, rather worryingly, many of them are still active. You're never far from the smell of sulfur or other earthly emanations. But the trade-off is that the land itself is tremendously rich. Dense green forests cover vast swaths of the island, feeding a prolific paper trade,

while flat plains are home to a huge farming industry. Hokkaido's delicious pumpkins and potatoes, and milk and beef from its cattle, feed the whole of Japan. But in the winter you wouldn't know it. Only the eerie skeletal structures of polytunnels or the occasional sign advertising the presence of Holstein cows suggest the abundance that the warmer summer months bring.

At this time of year the snow itself is the main attraction. Widely regarded as the best powder on the planet, this snow draws visitors from all over the world to a growing number of ski resorts. Top of the list for many is Niseko, so that's what I enter into the RF's navigation system. And, with a quick kick to check the winter tires and a prod of the heated seat switch (which is an obvious option for driving a car in these sub-zero temperatures), it's time to head off.



The cabin of this Japanese-specification MX-5 RF is really rather lovely. A deep Nappa leather envelops the seats and it takes a mere matter of seconds to get comfortable behind the wheel. The controls, steering wheel, and pedals have been placed in such a way as to make you feel instantly at one with the car. That's Mazda's Jinba Ittai philosophy at work, even before you start the engine.

My hand falls to the gearshift and I'm surprised to find that the car is an automatic. Part of the essence of the MX-5 is the simplicity of connection through the sweet-shifting six-speed manual transmission, and I wonder how the bond between car and driver will be affected.

But this Mazda MX-5 RF does feel a little more sophisticated than its convertible

sibling. The exterior styling, with its striking flying buttresses defining the unique fastback coupe profile, definitely gives the impression of being a little more grown up. Perhaps the addition of an automatic transmission could provide a new dimension to the MX-5? There's really only one way to find out.

The MX-5 RF's SKYACTIV-G engine fires with an inspiring blip of the throttle and an accompanying rasp from the tailpipe. It's a little more subdued as I have the roof in place and the windows up, but it is well below freezing, so you can hardly blame me. I shift into drive, selecting Sport mode with the Drive Selection Switch handily located just behind the lever and tentatively move off.

The road is an endless white sheet, layer upon layer of compacted snow and ice, and it takes a little time to work out the best approach just to get moving. However, after a bit of experimentation, I find that a manual shift to second gear using the steering column-mounted paddle is the best way to get going. In fact, manual mode seems to suit both me and the conditions better, allowing early upshifts to avoid overpowering the rear tires.

There's promise of much sideways fun to come, but I'm now approaching the serenity of Kenbuchi's Shinto shrine and it's hardly the place for that kind of behavior. So I step out and ring the temple's huge bell for good luck instead—I may need it.

Rolling on through the countryside, my next planned stop is the Hokusei-no-oka Observatory Park. Here a massive pyramid provides an incredible vista of the Taisetsu mountain range. Or at least it would, but the cloud has come in thick and fast and it's difficult to see further than a few yards. With visibility getting worse and night closing in, I think it's best to take the Hokkaido Expressway towards Sapporo and my overnight stop.

At higher speeds and on clear asphalt, the RF is remarkably refined. With the roof up, exterior noise is kept to a minimum and the journey passes quickly as I work my way through the playlist on my phone, which hooks seamlessly to the Mazda Connect system.

Sapporo is a city of almost two million hardy people, where the winter is made more manageable with such feats of weather-defying engineering as heated streets and sidewalks. Unfortunately they don't extend to where we're staying and the roads are like polished glass, so I elect to put the car away in the automated parking facility of the hotel. Simply park on a turntable, get out and watch in awe as the car is whisked away by robots to some unseen spot.

Another good reason for leaving the car behind is that Sapporo is home to Japan's first brewery, founded in 1876. Sapporo's namesake lager goes down very well with a steaming hot bowl of ramen.

The morning brings clear skies and, although the outside temperature gauge reads 14°F, I decide to enjoy the sun while it lasts and drop the roof of the RF.

After warming the engine (and the seats) I press the switch and just 13 seconds later the roof has been stowed away, thanks to a mechanical ballet that draws approval and some disbelief from the locals.



With hat and gloves on, heater blowing, and a posterior that is gently toasting, I leave Sapporo behind. The built-in wind deflector means there's little buffeting, and it's only when I have reached the Nakayama Pass, an hour to the south, and the snow has begun to fall in earnest that I raise the roof again. Slowing right down to a near-walking pace, the precision performance takes place in reverse as the roof goes up and I'm soon peeling off layers of clothing as it's so snug inside.

Like many of the twisting, turning country road in Hokkaido, the Nakayama Pass has a low speed limit, but as I climb deeper into cloud and thick snowflakes swirl and dance across the windshield, I'm hardly even approaching double-digit speeds. I can barely see beyond the hood and am grateful for the bright red overhead arrows installed to make the edges of the road. It's decidedly odd to look up instead of down to figure out where the road goes, but it works. On a clear day, with views of the

Mount Yotei volcano (thankfully, inactive), I'm sure that this would be a beautiful drive, but right now I'm just glad to stay on the road.

The ski area of Niseko is accessible from four resort villages, Hanazono, Niseko, Annupuri, and Grand Hirafu. There's a lift system that links all four and the slopes of Mount Niseko offer a depth and quality of snow that is world class.



The area is booming, with the number of fine restaurants, hotels, and luxury homes growing year by year. Think of it as Japan's Aspen, with a mix of hardcore snow junkies and discerning tourists seeking the finer things in life from onsen (hot springs) to hotels where the ski lift quite literally picks you up at reception. Travelers from all over the globe come to enjoy the mountain activities of the Niseko region and many end up staying.

Canadian Andrew Spragg is just one of them. The founder of Rising Sun Guides, he specializes in guiding groups of adventurous skiers and snowboarders in the back country areas away from the busy slopes. Andrew has been in Niseko since 2005 and

still gets excited when there's a fresh dump of snow. "If you want to ski pow [powder]



then this is the place," he says.

There are many ways to ascend the mountains, from the resort's lifts, to snowmobiles, caterpillar tracked vehicles or even helicopters, but one that's becoming popular, says Andrew, is split-boarding. As the name suggests, this uses a snowboard that splits in half (lengthways) to effectively form two skis. The bindings get switched around and, when sticky "skins" are applied, they allow the rider to hike to places where snowboarders could never reach before. When you get to your starting point, simply re-assemble and board down, carving fresh tracks in the waist-deep powder. It sounds like heaven.

Niseko is so popular that, although this was to be our final destination, there's nowhere to stay (top tip, vacationers: book well in advance). Instead I head an hour further south to Lake Toya where an extraordinary hotel—The Windsor—has been built with views of the lake to one side and the Sea of Japan on the other. It has its own ski slope, golf course, and spa. Not a bad spot to wind up.

We see it in the distance, lit up like an ocean liner on the horizon. Turning off the main road onto the hotel's lengthy private drive, plowed between vertiginous snow banks, there's nobody for miles around, so I switch off the car's traction control and carve a few turns, steering more with throttle than wheel, relishing in the astonishing balance of this MX-5 RF as it powerslides with grace and poise through the winter's night.

It's a fitting end to the trip, a reminder of just how fun to drive the Mazda MX-5 Miata RF really is. But what I have also discovered after long hours behind the wheel in sometimes highly treacherous conditions, is how comfortable and confidence-inspiring it is, no matter what the road or the weather throws at it. This truly is the sports car for all seasons. ●



News from Mazda USA: the 2022 Mazda Miata Details:

**IRVINE, Calif. Dec. 16, 2021–
Mazda North America
Operations today announces
updates to the brand’s two-seat
roadster.**

The 2022 Mazda MX-5 Miata is a pure driver’s car; well-balanced, lightweight, and an outstanding power-to-weight ratio. The MX-5 Miata’s blend of engaging performance and nimble handling help the driver feel every ounce of driving enjoyment on just about any road. Whether driving through a winding canyon or a leisurely trip around the neighborhood, the MX-5 Miata encourages drivers to keep driving. The 2022 MX-5 Miata will be available in dealerships this winter.

- Mazda has developed a new technology called Kinematic Posture Control that provides the MX-5 Miata with better stability when cornering
- For the 2022 model year, the MX-5 Miata is primarily offered with a six-speed manual transmission
- New Platinum Quartz Metallic paint and Terracotta Nappa leather seats add more color options to the roadster
- 2022 MX-5 Miata goes on sale with a starting MSRP of \$27,300

All MX-5 Miata models have a rear-wheel drive layout and come equipped with the Skyactiv-G 2.0-liter engine that delivers an inspiring 181 horsepower at 7,000 rpm and 151 lb-ft of torque at 4,000 rpm. For 2022, MX-5 Miata Sport and Club models are exclusively paired with a six-speed manual transmission and MX-5 Miata Grand Touring is offered in either the manual transmission or a quick-shifting six-speed automatic transmission with steering wheel paddle shifters.

To help maintain the roadster’s lightweight physique, Mazda employs the gram strategy, which focuses on every detail to minimize any unnecessary weight without compromising on safety or design. This includes using aluminum for the power plant frame, front fenders, hood, and trunk lid as well as shaving millimeters off various pieces of metal or foregoing foam in the sun visors. The goal is to focus the MX-5 Miata with the essentials of a driver’s car while preserving the safety, styling, convenience, and comforts that Mazda owners value.

Other standard components include anti-lock braking system with electronic brake force distribution and brake assist, front ventilated disc brakes, rear disc brakes with aluminum calipers, low-inertia dual-mass flywheel, double-pinion electric power assist steering, front and rear stabilizer bars, front double wishbone suspension with aluminum arms, a rear multi-link suspension with aluminum bearings support, and monotube dampers in the front and rear.

KINEMATIC POSTURE CONTROL

With every generation and every model year, Mazda is continuously improving the MX-5 Miata to further deepen the sense of connection between the driver and car. Kinematic Posture Control (KPC) is the next step in that constant evolution, offering an improvement in high-g cornering precision and confidence. KPC is an all-new technology developed by Mazda that manages different vehicle systems to help the MX-5 Miata behave as a harmonious extension of the driver's body without adding a single gram of weight.

For ride comfort and stability during everyday or spirited driving, the MX-5 Miata's rear suspension is already designed to help keep the vehicle planted to the ground when the brakes are applied. KPC takes advantage of this and applies a very slight brake to the inner rear wheel during high-g cornering. This pulls down on that corner, suppressing body roll, and making steering response feel more linear through tight or rough corners. Slightly stronger braking is used when accelerating through a corner, enhancing the limited slip effect.

The MX-5 Miata maintains its engaging and nimble everyday driving and now, with KPC, it has more precise dynamics on more spirited roads. The result is more confidence and driving enjoyment.

MX-5 MIATA SPORT

The MX-5 Miata Sport, only available with a black soft top, includes an abundance of standard features. Safety is a primary focus of the two-seat roadster featuring dual front airbags, side-impact airbags, and side-impact door beams in addition to many i-Activsense safety features that include Blind Spot Monitoring with Rear Cross-Traffic Alert, Smart City Brake Support, and Lane Departure Warning.

The exterior styling adds the newly available Platinum Quartz Metallic paint to the color options from the previous model year. Other features include metallic black 16-inch aluminum alloy wheels, dual exhaust, LED headlights and taillights, gloss black door mirrors and high mount brake light cover, daytime running lights, variable-intermittent windshield wipers, and rear glass window with defogger.

The interior features a seven-inch full color touchscreen display with the Mazda Connect infotainment system, which can be controlled with the multi-function commander knob and integrated with Apple CarPlay and Android Auto. The three-spoke leather-wrapped steering wheel has a tilt and telescoping function to help allow a wider range of owners find their ideal seating position. The steering wheel also has mounted buttons to easily control the audio, Bluetooth, and cruise control. Leather shift knob and parking brake, cloth bucket seats, six-speaker audio, dual USB inputs, Mazda Advanced keyless entry, climate control, two removable cup holders, padded door armrest, power doors, and power windows with one-touch down feature complete the interior ambiance.

MX-5 MIATA CLUB

The MX-5 Miata Club further ignites the spirits of driving enthusiasts with enhancements to the roadster's dynamics. This model is sport-tuned with Bilstein dampers, a front shock tower brace, and a limited slip differential.

New for 2022, the MX-5 Miata Club features wireless Apple CarPlay, which allows the driver or passenger to easily connect their enabled iPhone once they enter the MX-5 Miata and help them get on the road quicker. Including all standard Sport features, this model adds SiriusXM satellite radio with a three-month trial subscription and Bose 9-speaker premium audio that includes a subwoofer and headrest speakers for the driver and passenger seats to maintain the premium experience even with the top down.

To match the exciting dynamics, the MX-5 Miata Club's design also adds sporty elements such as a gloss black front air dam, rear lip spoiler, and seat back trim. Upgrades to the Sport model include black metallic 17-inch aluminum alloy wheels, LED daytime running lights, trunk lid-mounted shark fin antenna, body-color high mount brake light cover, black cloth seats with light gray stitching, and vinyl leather material throughout the interior.

MX-5 MIATA CLUB WITH BREMBO BBS RECARO PACKAGE

The MX-5 Miata Club with Brembo BBS Recaro package and MX-5 Miata Grand Touring are available with a black cloth soft top or body-color RF – retractable fastback. The Mazda MX-5 Miata RF can open or close the roof in a remarkable 13 seconds, providing the MX-5 Miata RF with the look and feel of both a sporty coupe and a stylish convertible.

Driving aficionados alike will appreciate the additions found in the MX-5 Miata Club with Brembo BBS Recaro package. The package includes Brembo front brakes with red-painted front and rear calipers, dark gunmetal 17-inch BBS forged wheels, and heated Recaro sport seats. Added design features in this package include an aero kit with gloss black side sill extensions and rear bumper skirt, while the MX-5 Miata RF has a hand-painted black roof.

MX-5 MIATA GRAND TOURING

The MX-5 Miata Grand Touring carries all the valuable performance and dynamic features of the MX-5 Miata Club and adds more comforts without compromising on being an authentic, lightweight MX-5 Miata. Additional safety features for this model include an Adaptive Front-lighting System, High Beam Control, and Traffic Sign Recognition.

The exterior trades the MX-5 Miata Club's gloss black front air dam and rear lip spoiler for dark silver 17-inch aluminum alloy wheels, body-color heated door mirrors with auto-dim driver's door mirror, and door sill trim plates. The headlights feature automatic on and off function and the windshield wipers are rain-sensing.

For 2022, all-new Terracotta Nappa leather seats are an upgradable option to the MX-5 Miata Grand Touring's standard black leather seats. Furthermore, the dark

interior accents are exchanged for bright silver finishes while adding heated leather seats, Mazda Navigation system, automatic climate control, auto-dim rearview mirror with HomeLink, and three-year SiriusXM Traffic & Travel Link subscription. ○

MSRP FOR THE 2022 MX-5 MIATA IS AS FOLLOWS:

Model	Transmission	Soft Top	RF
MX-5 Miata Sport	6-Speed MT	\$27,300	—
MX-5 Miata Club	6-Speed MT	\$30,800	—
MX-5 Miata Club w/ Brembo BBS Recaro Pkg	Pkg 6-Speed MT	\$35,300	\$38,200
MX-5 Miata Grand Touring	6-Speed AT	\$32,300	\$35,000
	6-Speed MT	\$32,800	\$35,550

INTERIOR COLOR OPTION:

Terracotta Nappa Leather (MX-5 Miata Grand Touring only)	\$300
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PREMIUM PAINT COLORS:

Soul Red Crystal Metallic Machine Gray Metallic Polymetal Gray Metallic Snowflake White Pearl Metallic	\$395-\$595
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Happy New Year from Membership

PACE has ended the year with two new memberships. They are David Smee from Ephrata. David drives a 2016 Black Club Model, and Eric Reed from Mechanicsburg. Eric joins us with a gray 2017 RF.

Welcome David and Eric. We start the new year with 92 memberships. Still reaching for 100!

That's all for now, and remember to "Fly Miata," **ROD & NINA SLENKER**

What's PACE been up to lately?



SATURDAY, DECEMBER 11

Annual Christmas Party

Our annual Christmas Party was a grand success. Held at Duke's Bar and Grill and attended by a great group of members, a new twist was added this year.

Switching up our traditional white elephant game. A good sense of "left and right" was required to help ensure you didn't leave with the present you brought. There were a host of new prizes as well as some repeats from years past...including this beautiful hat modeled by our new Membership Committee officer, Diane Joyce, shown at right.

The activity itself offered a great deal of laughter (and confusion) but it surely is a stand out for us to repeat at future Christmas parties.

You too, could have a chance to win this stylish, festive, hat by attending next year!



A TUESDAY EVENING IN DECEMBER

Herr's Holiday Light Drive



Twenty-two PACE members gathered on a Tuesday evening in December for a drive to Nottingham, PA where they enjoyed the Holiday Light Display at Herr's Snack Factory. The weather cooperated, and despite the darkness there were no wrong turns, lost Miatas, or other mishaps.

This trip proved beyond a shadow of a doubt that top-down in your favorite roadster is the best way to experience this spectacular annual display, which features more than 600,000 lights in and around the Herr's campus.



Photos by Sue Gresh and Mike Cory.

COMING UP...by Carol Piersol



SATURDAY, JANUARY 8

PACE Annual Polar Bear Run

Join Sandy and Joe for our first event of 2022.

As has become our Club norm, we will begin the new year with our traditional **Polar Bear Run**. The approximately

one-hour run will include familiar two-lane roads as well as some beloved Lancaster County covered bridges. The drive is weather dependent, however, we are OK with anything from 0 to 95 degrees—as long as there is no snow or salt covered roads. We plan on ending the drive in Wrightsville with lunch at The John Wright Restaurant jwrpa.com. We've been at this fine establishment before and have always had a great time.

We will meet at Sheetz
1158 River Road, Marietta,
for a prompt 11AM
departure.

Plan on arriving early for some socializing. There will be gas, hot coffee, snacks, and bathrooms available as well. Be sure to let Sandy and Joe know if you will be joining them j_sgolesh@hotmail.com



SATURDAY, FEBRUARY 19, 2022

PACE Cabin Fever Luncheon Event

Jim Smith and Charles Wear have organized our *first* PACE Cabin Fever event for 2022 at **Nonna Rosa** 363 S. 7th St. Akron, PA, 717-588-2290

Begins at 1:30PM stay 'til 4PM
Order off the menu with cocktails and wine also available. Ample parking is located at the rear of the restaurant. Please RSVP by Friday, February 11. Email Jim Smith at jfsmithrn462@gmail.com or call **717-371-6655**

Nonna Rosa's

RISTORANTE ITALIANO

Est. 2010



NON-PACE EVENTS

Blue Strad Miata Tuscany Tour, Tuscany, Italy

May 1, 2022

Contact: Brian & Carol Piersol,
717-665-5999 or

paceevents@gmail.com



Outer Banks, NC Opportunity

MAY, 2022

Several members of the Club will be gathering in Corolla on the Outer

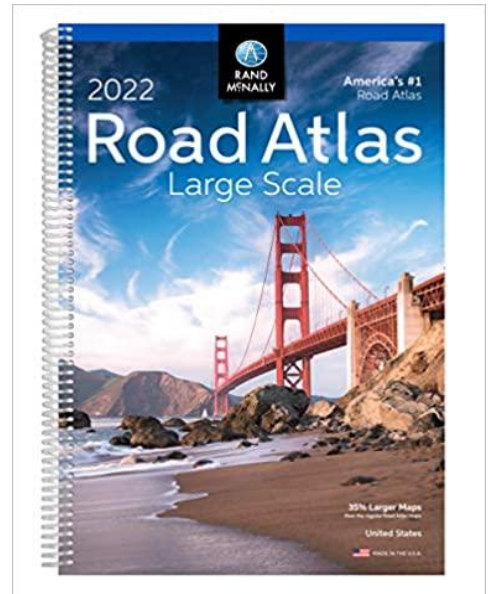
Banks in May 2022. Space is limited but still available. Please contact Leslie Fiorella for details.

Yes you can plan a run!

We would like to invite all members to support the Club using their time and talent to organize our events.

By doing so, you will be helping to fill our calendar with fun and exciting trips that add your personal touch. Plus, first-timers will receive a **\$25 Sheetz Gas Card** which adds a nice incentive.

We are here to help and we will walk you through the process and promise to make it fun from 1st to 6th gears! Contact us today, 717-795-4468 j_sgolesh@hotmail.com



PACE INFORMATION

Website: pacemiataclub.org

Facebook: facebook.com/PACEMiataClub

Membership: \$30/year

Rod Slenker, 717-755-9805 rslenker43@outlook.com

PACE STORE

Official provider: PACE Miata Club

Embroidered Clothing: Hersh Wellman hwaprods@aol.com

PACE Logo Clothing: *E-Town Sporting Goods*

59 College Avenue, Elizabethtown, PA, 717-367-6633

B&T Sportswear: 240 Locust Street, Columbia, PA, 717-684-5191

PACE Lapel Pins: \$3ea/2-\$5 and Magnetic Decals

717-203-2971 michaelcory@epix.net

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