



INSIDE PACE

FOR PACE MIATA CLUB MEMBERS ONLY



It's 2021! Welcome to a whole new world and the perfect time to introduce a whole new name, look, and editorial format for the PACE Miata Club newsletter—INSIDEPACE!

It's also time to dust off your Miata and rejoin life by attending our annual Polar Bear Run on Saturday, January 9th. Hope to see you all there for a rejuvenating day of fun, food and fellowship.

Happy New Year! (See inside for the latest news)

With 2020 being a whirlwind of events which still seem to change every day, it is ever more important to Sandy and I that we stay on top of current events as we try to formulate a plan for PACE Miata Club for 2021. God willing, a plan we can actually implement instead of tucking away in a drawer somewhere in hopes of better days.

So, as the New Year begins, stay on top of PACE Miata Club news, or contact us if your questions or concerns go unanswered.

We also hope you like the new format. Questions or comments regarding INSIDEPACE should be directed to rick@yanchuleff.com

Happy New Year, SANDY AND JOE

HELLO, FROM MEMBERSHIP

Nina and I wish everyone a very happy and prosperous and new year. And, we hope you all had a wonderful Christmas!

As of December 21, membership stands at 83. We hope to return to our goal of 100 members sometime in 2020. That's all for this month and remember to...



"Fly Miata," **ROD SLENKER**



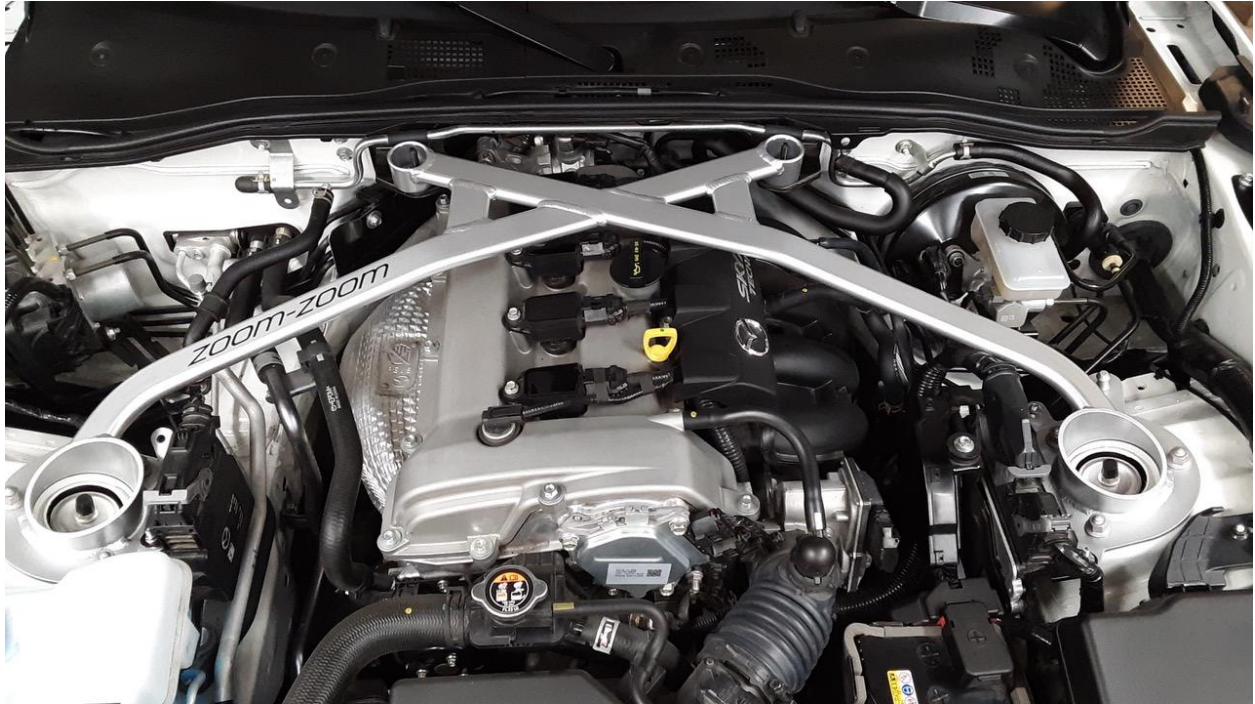
Member Quiz: January

Many of you came up with the correct answer to December's member quiz. And, of course, the correct answer was **Rick and Marilyn Yanchuleff**. If that was your guess, please notify our Editor, Rick, to claim your prize.

Are this month's members: Rod Serling and wife, Carolyn; Rod Slenker and wife Nina; or, Rodney Dangerfield and wife, Joan?

To claim your prizes, email rick@yanchuleff.com for a quick reply. Winner must be present to collect the prize.

BRACE YOURSELF!




Now available from Good-Win-Racing, a well-known supplier of Mazda performance parts and accessories is a stronger and lighter version of their front shock tower brace for the ND Miata.

Weighing only 4.3 pounds, the powder-coated aluminum RoadsterSport ND V2 features an X design similar to the brace used on the MX-5 Cup racing cars. In addition to providing access to adjustment knobs for those who have fitted adjustable shock absorbers or coilovers, the new brace is said to reduce cowl shake and improve steering response.

My 2017 RF Club has neither adjustable shocks nor coilovers, and I've never noticed much cowl shake, but I like the way the RoadsterSport V2 looks. So, thinking it would be a nice little piece of under-hood bling, I decided to order one and see if it improved anything other than my car's aesthetics.



The RoadsterSport V2 X Brace comes with an assortment of hardware and fasteners for use during installation, and can be installed on any 2016 or later Miata, directly replacing the 3-piece factory shock tower brace. Cars not equipped with the factory brace need an additional cowl mounting bracket, which is available from Good-Win-Racing or from Mazda. Since my Miata already had the cowl bracket, installation of the V2 brace was relatively simple. No written instructions were provided, but a bit of Internet sleuthing provided a 

few helpful hints. Installing the V2 took less than an hour, and required only a few basic tools.

As I mentioned earlier, I bought the RoadsterSport V2 X Brace primarily because I like the way it looks. I've always been skeptical about performance claims for products such as this, and I was not expecting to feel any significant difference in the car.

However, having driven nearly 1,000 miles on a wide variety of roads since installing the V2, I'm happy to report that my Miata's steering response is slightly quicker and the car feels a bit more sure-footed in corners. The differences are not huge, but they are clearly noticeable, and that's more than I expected from such a minor change.

And it looks pretty cool when I open the hood!

More info at: www.good-win-racing.com

Zoom-Zoom! **MIKE CORY**

LOOKING BACK... NEVER LOOKED SO GOOD!

Considering just how bad 2020 has been, 2021 appears to be the perfect time for members—old and new—to have the opportunity to see how the PACESETTER began.

Courtesy Mike Cory, have a look at an issue that published twenty years ago in January, 2001.

Officially entitled "*the PACEsetter*," under the leadership of Don Newcomer as club president, the newsletter was produced for many years by long-time editor, Lynne Long.

For those of you who may have been part of the Club at that time, I hope seeing and reading these iconic issues bring back fond memories for you all. For others, the read should show you just a glimpse of the effort that has brought us all together the years since.



That said, enjoy... (and, just a preliminary note, the February 2001 issue is not available, so in the next issue you'll be reading March 2001. Sorry for that. Or, if any of you happen to have a copy of February, 2001, please forward it to me before February 1st.

Thanks, RICK YANCHULEFF



PACESETTER, a look back... to 1991

PA Central *Miata* Club

January 2001

the PACEsetter

Inaugural Party

Friday, January 26. **NOTE DATE CHANGE!!!!!!!**

Here's info from our prez, Don Newcomer.

Set aside Friday evening January 26 at 7:00 pm for an Hors D'oeuvres party and the inauguration of new officers at Four Seasons Golf Course in Landisville, PA. Once again the food and non alcoholic beverages will be paid for by the club. There will be a cash bar serving your favorite beer, wine, and mixed drinks.

The Hors D'oeuvres assortment will include: Assorted cheese and grape tray with crackers, Tea sandwiches, Swedish meatballs, Relish tray with dip and BBQ style wings. I attended one of these parties last year and found the food to be plentiful. (No need to grab a bite afterwards.)

After the party we will begin our inaugural meeting where we will be electing a new Treasurer, Secretary and Events Chairman as well as voting on a few more changes to the Bylaws.

Please let me know by January 21 if you plan to attend as I need to give Four Seasons a head count. Email: (preferred) dnewc@desupernet.net, Phone: 717-627-4695, Fax: 717-627-6633.

Directions to Four Seasons:
(Landisville is in Lancaster County and is located a few miles west of the city of Lancaster.)

From Rt. 30 East get off at the Mountville exit (Stony Battery Road) and zero your odometer. Turn left on Stony Battery Road. At 1.3 miles you will cross Rt. 23. At 2.1 miles turn right at the light onto Church Street. At 2.4 miles look for Four Seasons on the right.

From Rt. 30 West get off at the Mountville exit (Stony Battery Road) and zero your odometer. Turn right on Stony Battery Road and follow the directions above.

From Rt. 283 Eastbound get off at Spooky Nook Road (exit after Rt. 230) and zero your odometer. Turn right onto Spooky Nook Road. At 1.1 miles turn left onto Eby Chiques Road. At 2.3 miles turn left onto Nolt Road. At 4 miles turn right onto Church Street. At 4.3 miles Four Seasons is on your left.

From the Turnpike East take exit 19 to Rt 283 East then follow the directions above.

From Rt. 78 West take Rt. 222 South to Rt. 30 West then follow the directions above.

Have a joyous holiday season
See you at the party,
Don Newcomer

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PACE Homepage
www.miata.pace.net

In This Issue

Upcoming Events

- Inaugural party
- Bi-Monthly meetings
- PACE picnic date

Other Stuff

- Bylaws changes



Advertising rates

Business card size, \$25/quarter, \$80/year. Lynne Long

PACEsetter Classified ads are free and stay in for three months. Lynne Long

PACE membership Dues are \$25 per year plus a one time \$10 fee for name tags, etc. Contact Patty Eckels.

Miata Club of America. Includes 6 issues of the *Miata Magazine*. \$29 to Miata Club of America, Box 920428, Norcross GA 30010, 770-642-4482. magazinebusiness@miata.net.

PACE logo stuff
T-shirts, \$10 & \$12.

Contact Don Newcomer.
Embroidered logo Hurst of Park Ave, Lancaster, 717-397-8766. \$9 on their items or \$12 on yours.

Wooden name tags
\$5.00 per tag. Joe Portas, Quality Images, 7851 South Logan Street, Littleton, CO 80122-2810. Specify PACE tag, include address, name(s) as they should appear. www.users.uswest.net/~knobmeister.

Magnetic Decals. Large oval door decals. Bob Bookwalter (miatafor2@aol.com, 717-292-2610) or Barry Gotwalt. \$10.00 each.

Side window decals. \$1 each. Patty Eckels, Lynne & Jerry Long, Barry Gotwalt.

Proposed Bylaws changes

Here are some changes that we will be discussing and voting on at the January dinner meeting. Refer to the minutes of the planning meeting (page 4,5) for details.

From Don Newcomer:

Under article VI ... Amendments I would like to add the following ...

"Any proposed amendment to the Bylaws must be posted in the newsletter one month prior to and the month of the meeting at which the proposed changes will be voted upon."

In keeping with these guidelines I would like to bring this change to a vote at the January 2001 meeting.

From Sam Henry:

(Sam has been kind enough to review the bylaws for changes that would need to be made as a result of the votes at the planning meeting.)

I have reviewed the bylaws and believe that the following changes would be a good way to

accomplish what is desired.

1) Revise 4.1.1, 4.2.2 and 4.2.3 to read as follows:

4.1.1 The officers of the club shall be a President, a Vice President, a Secretary, a Treasurer, a Membership Officer, a Newsletter Editor, a Web Page Coordinator, and an Events Coordinator. One person may hold only one office.

4.2.2 The President, Vice President, Membership Officer and Newsletter Editor will be elected in even numbered years.

4.2.3 The Secretary, Treasurer, Web Page Coordinator, and Events Coordinator will be elected in odd numbered years.

2) Revise 5.1.1 (The business and affairs of the Club shall be managed by the Board of Directors which shall consist of the four officers.) by deleting the word "four" and adding "and one at large member appointed by the Board, preferably the founder."

Eat, greet, and oh yeah, meet

Cool! More chances to get together and eat! Seems PACE has grown lots in the last few years. And that's a good thing! But it means we need to get together a little more often to keep up with the business of the club. And that's a good thing too!

The officers have chosen a centrally located restaurant where we can relax, have dinner and talk Miata. What's not to like! We'll have a board of directors meeting every other month and all members are free, no, make that urged to attend.

We'll keep you up-to-date on the upcoming meetings as well as results. If you have something you'd like to have addressed at a meeting, contact any of the officers or board as far ahead of time as feasible.

Here's info from the prez:

Membership meeting

When: 7:00 PM on the Second Tuesday of every odd numbered month starting in March.

Where: Marino's Pasta House 3595 East Market Street, York, Pa.

Directions: From Lancaster take route 30 West to route 24 South (Mount Zion Road) to route 462 East (Market Street) Marino's is on the left.

From Harrisburg take route 83 South to route 30 East to route 24 South (Mount Zion Road) to route 462 East (Market Street). Marino's is on the left.

Duties: Contact Don Newcomer a minimum of five days before the meeting if you plan to attend. Please include your name and the number in your party. Email preferred Don Newcomer, dnewc@desupernet.net, 717-627-4695, fax 717-627-6633

PACE News (And other oddball stuff!)

✓ **Founder's new email.** If you need to contact Dave Allen be sure to use his new email address: BBMiata@Juno.com.

✓ **PACE picnic date.** Here's info from Barry Gotwalt about the big 2001 PACE picnic! Mark your calendars for Saturday June 16, 2001 for the 2nd Annual PACE Picnic. No excuse you didn't know about it ahead of time! It will be held again at Sam Lewis Park (York side of the river). Directions & more information will follow in upcoming PACEsetters.

✓ **Miata Magazine mailing.** The newest issue of *Miata Magazine* went in the mail in early December. It usually takes a few weeks for magazine delivery and with the extra holiday mail it may take

even a little longer. This issue will be Issue I, 2001. If you don't get your magazine in a reasonable amount of time, contact the following: If you subscribed directly, contact Barbara Beach at miatabb@aol.com. If you subscribed by joining Miata Club of America, contact diane@miataclub.org. I gather that this issue of *Miata Magazine* will be available for the first time at the newsstand, so if you'd like to check it out before you subscribe be looking for it at your local major magazine outlet - like Barnes & Noble.

✓ **Go in snow.** Here's my yearly blurb on driving your Miata when the roads are white. I have driven Scooter every day all year since he became a part of the family back in 1992. And you know that in the intervening years we've had

some serious snowfalls. If you don't have an extra car to drive to work this winter, don't despair. Just get yourself 4 - yes, four - snow tires and you can have the cutest little SUV on the road. The only trouble I've encountered is with ground clearance. If there's a really deep snow, you'll just have to wait for the snowplow to make its first run. I got a set of base steel wheels for my snow tires which makes the changeover to snows really easy. (Since then our stock of Miata wheels has increased and my new

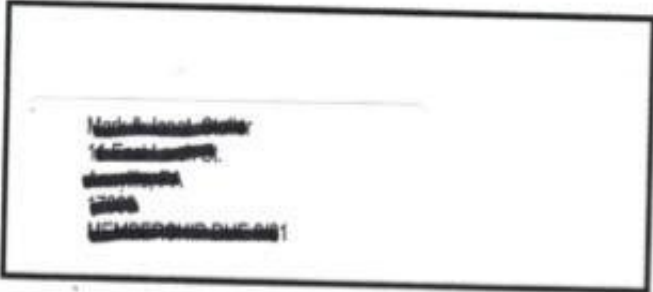
Blizzaks are on a spare set of alloys. Scooter likes the look a little better. So I have a set of steel wheel wearing Pirelli 190P's with some tread left. If you're

interested, contact Lynne (lynne@miata.net, 717-569-0019) and maybe we can swing a deal. Hint: I won't pay you to take them off my hands!)

✓ **Santa's Miata toy shop.** Hot Wheels has really done it this time! Every member of PACE needs one of these. This year's Miata is a white M1 with 3 spoke wheels, black & pink racing stripes, and "PANG Racing, OFFICIAL PACE CAR" on the hood. The graphics on the trunk threw me for a minute, though. At a glance it looks like the number says CAR Z3! These have been showing up on Ebay for a while now, but I held out and finally found a few at K-Mart and Kay Bee Toys. Good hunting!




PACE
5 Paddock Drive
Lititz, PA 17543



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For Sale

Ram air system now on the 1993 red car. This includes the header from the engine back to the catalytic converter, the air box controller cable, air box, and the fittings that are required to connect the system up to the car. The actual cost of the equipment is around \$800 to \$900. Asking \$400 for the complete system. Installation - additional \$100.
Contact Dave Allen, bbmiata@juno.com, 717-308-0257.

Dealer Discounts

- ✓ Faulkner Mazda, 3233 Paxton Street, Harrisburg, Pa 17111, 717-564-4545
- ✓ Freysinger Mazda, 6115 Carlisle Pike, Mechanicsburg PA 17055, 717-697-8899.
- ✓ Jack Giambalvo Mazda, 1390 Eden Road, York PA 17402, 717-846-1821.
- ✓ Lancaster Toyota Mazda, 5270 Manheim Pike, East Petersburg PA 17520. 717-569-7373.

Show your PACE Membership Card to receive a 10% discount on Service Dept parts and labor.

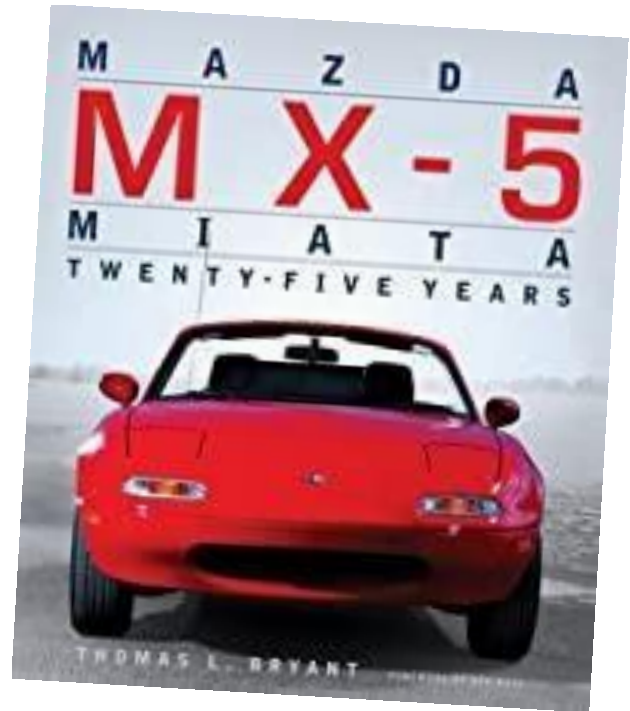
Hope you all enjoyed the nostalgia!

For your reading pleasure... by Rick Yanchuleff

This is the seventh 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, (INSIDEPACE) you can reprint the past issues by clicking on the website.

Miata: The Greatest Turnout in Racing

I would wager that a great many people that buy a sports car gave at least some thought to what it would be like to go racing. As a teenager, I had that idea in my head, and each time I got a chance to drive my brother's MG-TD, I would drive through areas that made me feel like I was racing. Later, during my 36 years at *Road & Track* magazine, I had opportunities to participate in a few races, plus I got to do a lot of track testing with my fellow editors.



Having the opportunity to take a new sports car out onto a racetrack such as Mazda Raceway Laguna Seca in California or Seattle international Raceway or Limerock Park in Connecticut or others gave me the thrills that were close to



racing. Plus, I had opportunities to drive on racing circuits in England, France, Germany, and Italy, as well as Japan.

Somehow when you get behind the wheel of a true sports car that has an excellent ride and handling traits and decent power, there is a thrill that comes over

you and makes you want to be on the track so you can experiment with the car's limits.

Mazda Miatas/MX-5s/Eunos Take to the Race Tracks by the Thousands

The Mazda MX-5 Miata's racing career began in 1989 when two professional drivers—Kent Stacey and Scott Gaylord—took the Miata to the track. They were followed by thousands of other enthusiastic drivers who have made the →

Miata one of the most popular and reliable cars on racetracks throughout the United States and Canada.

According to Mazdaspeed Motorsports, it didn't take long for one of the world's largest sanctioning bodies—Sports Car Club of America (SCCA)—to create a racing series specifically for the Miata. And the result was that it didn't take long for the Miata to become a bestseller, for both racers and street drivers.

Among those who wanted to go racing was Dan Edmunds, who had a 1990 white Miata with a red hardtop. While Dan was anxious to get on the track, SCCA Club Racing officials would not let a new car into the race, so Dan missed out of all of 1990, but then came 1991. The first two races were held in Florida



in January, but in February 1991 the show moved to SCCA's Southern Pacific Division at Willow Springs racetrack. Dan took the win in Showroom Stock B class (SSB), and that was the very first racing victory for a Miata in North America. But it was more than just a win, as Dan also lowered the lap record by two

seconds, which caused some of the to grumble and wish Dan's Miata was in SSC rather than SSB.

Dan said, "I probably should have sandbagged a bit, but I was having too much fun out there!" He was identified as one of the first persons to ever race any Miata, according to Mazdaspeed, which gave Dan a white hardtop to make the car look better. Edmunds continued to race, setting a new track record at Laguna Seca, and competing in the season-ending runoffs. Today, Dan is the road test manager at Edmunds.com.

As you can imagine, there were others who jumped on the Miata racing bandwagon and found themselves having the times of their lives. One such person was Jim Jordan, who was the Motorsports marketing manager at Mazda USA, and became the first driver to win a professional race in a Miata.

Another person who loved racing Miatas was C.J. Wilson, whose team raced in the Continental Tire Challenge Series and the MX-5 Cup. Wilson has shown his stuff by being a class winner at the NASA Thunderhill 25 Hour race in Northern California. Oh, and Wilson is also a Major League Baseball pitcher and Mazda dealer.

Among other noted drivers of Miata racing cars are Eric Prill, vice president of communications for the SCCA, and Seattle writer Garth Stein, the author of everyone's favorite racing book, *Racing in the Rain*. This book was a present to me by my late friend Phil Hill, who said it was fabulous—and he was correct. Garth Stein says everything he knows about racing he learned in a Spec Miata.



Randy Pobst gave the Miata its first SCCA National Championship (SSC) in 1992 in a way familiar to many racers. “it was my own Miata, my own, basically, family as crew. It was a really hard-fought race. It was the first National Championship that the Miata ever won; one of many and really special.” Pobst maintained his love for racing for many years and now is back in a Miata after racking up six SCCA Solo National Championships, two SCCA Club Racing National Championships, four World Challenge GT championships, plus two class victories at eh Rolex 24 at Daytona.

Since its introduction in 1989, the Miata has become the largest-selling sports car in the world, with more than 900,000 sold. When Pobst introduced the first SCCA championship in 1992, the seeds were sown for what would eventually become the Sirius Satellite Radio Mazda MX-5 Cup presented by Hankook Tire Company.

That journey began in earnest in 2001, when the Sports Car Club of America officially introduced the SCCA Spec Miata series. More than 100 race cars were built in the first year to take advantage of this exciting series. Given the popularity of Spec Miata, clearly room for more classes, and Mazdaspeed Cup race came along in 2002 with more than 70 participants lined up for the start at Mazda Raceway Laguna Seca near Monterey, California.




According to Mazdaspeed, “In 2003, Niki Coello became the inaugural champion of the Mazdaspeed Cup presented by Hankook. In late 2005, coinciding with the introduction of the new-for-2005 third generation Mazda MX-5, the SCCA-sanctioned Mazda MX-5 Cup was announced for the 2006 season with sponsorship from Sirius Satellite Radio and longtime series partner Hankook Tires returning to present the series.”

This new series, the Mazda Mx-5 Cup, began again at Mazda Raceway Laguna Seca on May 6, 2006, with more than two dozen Miatas on the track. There were eight MX-5 Cup series races that year; they were run alongside other events, including Champ Car, Grand Am, and Star Mazda races. The inaugural series wrapped up in September at Road America in Wisconsin. Jim Daniels was its first champion.

MX-5 Racing in the United States

Mazda USA had done a fabulous job of encouraging potential drivers to join Mazda series sanctioned by the Sports Car Club of America (SCCA), National Auto Sport Association (NASA—no to be associated with the US space program organization), and the Midwestern Council of Sports Car Clubs (MCSCC). All three organizations participate with Spec miata (SM) class, which is open to MX-5 Miatas from 1990 through 1993 with 1,600cc engines, and 1994 through 1995 Miatas with 1,800cc engines.

Because the class is labeled Spec Miata, you can guess there are strict rules regarding car preparation. Tires are specified to be from Toyo, Kumho, or 

Hankook tire companies in one size (205/50R-15), and must be mounted on a wheel size of 15x7. 1.6-liter cars must have a racing weight of at least 2,300 pounds, while 1994 through 1998 1.8-liter cars have a minimum weight of 2,350 and the later 1.8-liter cars (1999-2005) have a minimum weight of 2,400 pounds.



The Spec Miata series is a phenomenal racing series, with some 1,500 cars participating in all parts of the United States and Canada. The Spec Miata series has made Mazda's terrific sports car the most raced production car in the world.

Moving up from the Spec series, the SCCA Pro Racing Mazda MX-5 Cup has been a series both for teams and drivers with lots of experience and high levels of talent and for young drivers who have shown expertise and are looking for a professional racing career. As *RACER* magazine pointed out in January 2014, there is a large contingent of talented drivers who are hoping to step up to the next level. The Mazda Club Racer Shootout is an opportunity for them to make it to the Pro Racing MX-5 series. The following is from *RACER* magazine's coverage of the shootout.

"Eighteen semi-finalists have been chosen to compete for the opportunity to earn a fully funded ride to SCCA Pro racing MX-5 cup in 2014. Of those chosen, five were SCCA National Runoffs champions, including Jim Durago (Spec Miata), Rob Huffmaster (Super Touring Lite), Scott Rettich (Formulas Enterprises), Rob Warkocki (GT-3) and Darryl Wills (Formula Mazda).

"The Mazda Club Racer Shootout is the single largest prize in club racing. Since 2007, Mazda has annually promoted one talented club racer to the professional ranks. The \$75,000 prize funds a drive in the Mazda MX-5 Cup.

"The heart and soul of Mazda Motorsports is club racing, and supporting those racers who have invested in racing a Miata. The criteria for the shootout is to identify the aspiring professional racer who has the best range of skills required to succeed. These skills include speed, consistency, race-craft, technical feedback, and an off-track business and PR skills. History has shown that a driver will be limited in success if they are lacking in multiple skills. →

With more club racers than any other car company, we wanted to find a suitable way to bridge the gap from club racing to the professional ranks.’ John Doonan, Mazda Director of Motorsports, said. ‘Our shootout has become a signature event for Mazda Motorsports. Without exception, every driver who won the shootout proved to be competitive in Mazda MX-5 Cup, with several developing solid professional careers.’

Eighteen racers are semi-finalists, having met the eligibility criteria. . . . Each has won a recognized championship over a minimum number of competitors. The next step is for the racer to submit a business presentation, which will be reviewed by a team of motorsports and marketing professionals. From those proposals, the finalists will be selected. The final shootout will be a one-day event at Buttonwillow Raceway Park (California) in November where the racers will be tested on the track for their technical skills. It is a winner-take-all event with one racer moving up the SCCA Pro Racing Mazda Cup.”

MX-5 Cup series consists of two races at each circuit. The tracks involved are Sebring International Raceway (Florida), Mazda Raceway Laguna Seca (California), Grand Prix of Houston (Texas), Canadian Tire Motorsport Park (Ontario, Canada, Road America (Wisconsin), and Petit LeMans at Road Atlanta (Georgia).

For the 2014 season and perhaps beyond, BFGoodrich Tire Company has replaced *Playboy* magazine as the title sponsor. “The MX-5 Cup is known within the paddock as the ‘must see’ racing with many races determined on the last lap,” John Doonan, Direct of Mazdaspeed Motorsports. “Key to the success is great partners, and we have enjoyed fantastic support from both the marketing and technical sides of BFGoodrich Tires. We’re thrilled to have them step up as the presenting sponsor for 2014. We also want to thank our friends at *Playboy* for six great years. Hopefully our paths will cross again.”

The great thing about Mazda USA is that it has supported racing from the very beginning. And the birth of the Miata was given the same treatment. The people who had produced it and put it into the public’s hands were excited to see the roadster going to the track.



“I would say it came about naturally,” says Steven Sanders of the Mazda R&D department. “We, of course, had the Mazda Team Support Program, helping racers with discounted parts and a contingency awards program, but the Miata became popular as a race car immediately, when racers realized the performance advantage

the car had over other vehicles available at the time.



“Dick St. Yves was head of Mazda Motorsports in the early 1990s, and certainly **he recognized the Miata’s potential by hiring Rod Miller Motorsports** to campaign two Miatas in the Escort World Challenge Series with drivers Scott Gaylord and Kent Stacey.”

In today’s world, Mazda is the number one brand for road-racers compete in various classes, with Spec Miata being the largest at more than 2,500 cars built. And there is the Mazda Motorspeed Development Ladder to help to help drivers move up through the ranks. In 2010 this program was expanded to include the “Mazda Road to Indy.”

Another key to Mazda’s domination in racing circles is its partnership with the Skip Barber Racing School and Mazda Raceway Laguna Seca. And, finally, let’s not forget the fair-price, fun-to-drive aspect of the Mazda Miata, a sports car you can turn into a race car without burning through a pile of money.

(Cont’d in the February issue of INSIDEPACE)

COMING UP... by Carol Piersol

**IT’S 2021...SAVE
THE DATE**

**Saturday, Jan. 9
PACE Annual
Polar Bear Run**

Do you think it is too soon to think about the new year? We think not! After what has gone on in 2020 we are hoping and planning on a great 2021 and plan

to start the year with our traditional Polar Bear Run. Join Sandy and Joe Golesh for the first event of 2021. We plan on the usual drive on the 2 lane featuring some covered bridges. The drive is about one hour.

Due to the continued increases in the COVID-19 cases statewide and locally we will not have a planned luncheon as we usually do for this event. As much as we dislike skipping lunch, we feel it is not appropriate, currently. If you decide to do lunch after the drive it will be on your own. However, we do plan on doing the drive as scheduled. As drives go it is a short and easy one. We will



cancel/postpone for one of two reasons. First if there are questionable driving conditions such as snow and ice. Second if the roads are covered with salt.

We will meet at Sheetz, 1158 River Rd Marietta, PA for an 11 AM departure and will follow COVID-19 guidelines, masks when out of the cars and social distancing. So, don't put the roadster away for the winter yet...or at all. Plan on arriving early for some socializing. There is gas, hot coffee, snacks, bathrooms, etc.

Be sure and let Sandy and Joe know if you will be joining them
j_sgolesh@hotmail.com

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

RESCHEDULED August 12-15, 2021

Canada's Capital Miata Meet

www.umn-c2m2-2020.com

NEW August 12-15, 2021

Miata Reunion

miatareunion.com/

FYI from John Lovell

Years ago, friends of ours, Patty and Bill Eckels, were members of PACE Miata Club. As a result, we became involved in Miatas and in the late nineties I bought a black '94 with a red leather interior. I no longer drive. If you, or anyone you know may be interested in more information, please call 301-573-9455. Thanks, John Lovell

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

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: 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

Heritage Mazda, 1800 Belair Road, Fallston, MD 21047 (888) 862-1819

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 Lapel Pins: \$3ea/2-\$5 and Magnetic Decals, 717-203-2971
michaelcory@epix.net

PACE OFFICERS

President: Joe & Sandy Golesh, 717-795-4468, j_sgolesh@hotmail.com

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Secretary: Mike Cory, 717-203-2971, michaelcory@epix.net

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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



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