



# Open Road



Volume 12

Issue 12

The Official Newsletter of the Indy Miata Club

December 2001

## Slower Traffic, Keep Right!

Steve Jacobson, President, Indy Miata

### What's Inside

#### Page 2

Royce Motor  
Museum.  
Officer Listing.

#### Page 3

Dr. Detail.  
Nashville Fun Run.

#### Page 4

Music In A Miata.

#### Page 5

Huber Winery  
Tour Pictures.

#### Page 6

Sale! Sale! Sale!

#### Page 7

Balancing Act.  
New Engine for  
the Miata?

So, there goes another year of top-down, apex-nailing, heel-and-toe down shifting, and plain good old Miata-type fun. My hardtop is now on and I bet some of you are prepping your cars for a nice winter's nap. (I like to keep my options open during the winter. I like to take it for a spin when the roads are clear and dry.) And also, there goes another Indy Miata Club year.

This has been a very fun year for me. I may not have been able to participate in all of the club's activities that I would have liked to but I have been able to be involved in all of them one way or another. Honestly, I really do very little compared to the other behind the scene type people in the club. The folks who do all the grunt work to keep this club going. People who give much of what little free time they actually have to put together great events such as the Post Tax Blues Rally or the Fussin' & Cussin' Rally. Or the people who pull their hair out monthly trying to put together a great little newsletter (Beth and Sara). Also, the ones that continually update and add to our club's web site (Jim and Bob). (Have you seen it lately? If not, please check it out: <http://members.aol.com/indymiata/index.htm>). And the ones who handle new members and make sure the club has enough funds to pull off an event (Barb and Pat). And our VP, Chuck Wills, who has pulled me out of a jam or two more than once. I want to thank them for their dedication, their time and their friendship.

But the club can always use more of these kinds of people. If you have a desire to serve in any capacity, please let us know. The club could always use new and fresh ideas no matter who you are. If you have ever had a great idea for a rally or fun drive to a new restaurant, please do not hesitate to bring it up. We are always looking for more and different ideas. You don't need to plan a rally as your first event. Put together a mingle to your local Ritter's. (I've seen some very nice Austin-Healeys at the one in Noblesville on summer Sunday nights!) Please don't be shy. This club is for you and about you and your favorite car.

I have enjoyed being president. The club is a great getaway from the stresses of life. It's a place to chat with someone who you may not have normally conversed with had they not been driving the same car as you. It's also a vast resource of ideas and knowledge covering many different topics. I have enjoyed meeting many new people this year.

I'd like to see the club grow this next year. I'd like to see the membership continue to grow over the next several years. Every spring the new Miatas are flying out doors of the dealerships and we need to be there to make sure those new owners know how to treat them! We need to make sure the dealership knows how loyal we are. And don't forget the used Miatas too. If you ever need to sell your Miata make sure to hook the new owner up with us. If you do, I bet we'll see you again with a new one some day. And I'd like to see our club continue to collaborate with the other area clubs like we have done in the past. Those clubs



## 2001 Club Contacts



### President

Steve Jacobson  
12291 Blue Sky Dr.  
Fishers, IN 46038  
317-570-4598  
jakenaj@iquest.net



### Vice-President

Chuck Wills  
8609 Woodbluff Ct.  
Indpls, IN 46234  
cwills@iei.net



### Treasurer

Pat Metheaux  
6430 Berwyn  
Indpls, IN 46203  
pmetheaux@aol.com



### Membership Director

Barb Gentry  
5379 Carnoustie Cir.  
Avon, IN 46123  
bmgency@juno.com



### Tech Director

Wayne "Doc" Reynolds  
317-299-8002  
MX5MD@yahoo.com



### Club Founder/ Tech

Rich Hickie  
317-347-9660  
RTHickie123@aol.com



### Website Editor

Jim Nutt  
317-255-1874  
IndyNutts@aol.com



### Open Road Editor

Sara J McBride  
317-291-8993  
saraj@dustbunny.com

Slower Traffic, continued....

are full of wonderfully resourceful people much like ourselves. And they love their cars too! I'd like to see a few more of our members become a little more adventurous and try their hand at an autocross or even the track event at Putnam Park. These little cars are sports-cars, you know. Not just transportation to take out only when it's sunny and warm. They are very close to being a race car! Just ask a few of the members who drive their cars on the track and on the street. But most of all I want to see everyone having fun driving their cars.

Thank you all for a fun year.

## A Look Inside the Royce Motor Museum

by Chuck Wills

Are you looking for something fun to do this winter when the weather is too bad for your Miata? Look no farther than the west side of Indy! Just a few days ago I had the opportunity to check out Royce Motor Museum. It's a little known gem of a car museum on the west side, near 62nd and Guion Road. It's housed as part of Royce Motors, which does all types of auto repair.

The museum is actually behind their store that sells sprint car racing parts — it seems Royce is into all things automotive. There were over 30 cars on display and each one was in better than new condition. The staff at Royce has spent thousands of hours lovingly restoring and caring for these cars, and it shows. I was also surprised to see that more than half the cars had current license plates on them. They actually drive some of these cars on the street! My favorite plate was on an old Woody — it said "EX TREE".

Upon entering the museum the first thing you see is a Dale Earnhart #3 Chevy. It's the real thing and is probably worth a small fortune. It was parked with some other notable race cars — an AJ Foyt Indy car and a Tide Nascar complete with a box of detergent in the cockpit.

The collection is quite diverse: race cars, street cars, trucks, English cars, Italian, German, but the majority are American iron. There was a Plymouth Superbird parked next to a Chrysler 300F and a 1964 Impala rag top. There is a 1960 Cadillac that was only dwarfed in size by an early Lincoln Continental convertible. Some of the others were: Viper, Ferrari Testa Rossa, Panoz, Graham, Pierce Arrow, Jensen, Jag XK120, AMX, Shelby GT500, Corvair Corsa Turbo, Ford V8, Willies Jeepster. There are even some old Cushman scooters and a Crosley, which looked like a riding lawn mower when parked next to the hulking Stanley Steamer (yes, it was a car before it was a carpet cleaning company).

This quick write up just can't do justice to this fine collection. Anyone that enjoys classic cars should check it out. Royce is located at 6565 Coffman Road and is open from 9 to 5 during the week and best of all, admission is FREE. I'm going to try to arrange a Saturday tour this winter, stay tuned to the Open Road for more information!

---

## The Open Road

Please send all articles, pictures or information for publication in the Open Road to:

Sara J McBride  
4249 Springwood Ct.  
Indianapolis, In  
46228-3122  
saraj@dustbunny.com

and/or Jim Nutt  
IndyNutts@aol.com

Please submit articles, photos or news items at any time. To be in the next edition, no later than the 25th of that month. We encourage your participation in making your newsletter the best it can be!

---

The Open Road is published monthly for the members of the Indy Miata Club. The Indy Miata Club assumes no liability for any information contained herein, or injury or damage resulting from use of this information. The ideas, opinions, maintenance or modification tips expressed are to be used at the reader's discretion. Individual contributors and/or the editors express no approval, authentication or endorsement.

# Nailing Down Those Nefarious Nagging Nits

By Rick "Dr. Detail" Morris

We all have them, those little nits on our cars that just drive you nuts until you do something about them. This month, we are going to take a look at how to deal with some of them so we can all feel a little more smug about how our cars look.

*Wax on the Taillights* – This is probably the one that most people complain about, since it is one of the easiest to see. At depending on the wax you use, you can end up with some significant deposits of white powder that seems to get worse every time you wax your car. One way to tackle this problem is to get an old toothbrush and spend a significant amount of time scrubbing around each and every raised letter on the taillights (it's surprising how much lettering is on a taillight, isn't it?). This always seemed like a lot of work to me, so I found a somewhat better solution.

Dampen a washcloth and put a very small amount of whatever wax you use on the cloth. Go over the entire taillight, being sure to scrub thoroughly around all the lettering on the light. Without waiting for the wax to dry, take another damp washcloth and scrub all the new wax off, and then polish with a dry towel. The reason this works is that new wax acts as a solvent for the old wax and tends to clean it up. If this doesn't work, you can still go back to the toothbrush method.

*Dust in the Air Vents* – If your car spends the day parked in the company parking lot, your air vents and all the little cracks and crevices will undoubtedly accumulate some dust as time goes on. At some time, you may have gone the Q-Tip route and spent most of a Saturday cleaning all these spaces. One trip down that road is usually enough for anyone. An easier solution is to find either a very small feather duster or a small (one inch wide or less), natural bristle paint brush that has bristles that are at least two inches long. Either of these tools will let you get into almost every tiny crevice in the car without making you spend all day doing it.

*Wiper Arms and Guard* – After a few months, the windshield wiper arms will start to fade and turn a fairly unattractive gray instead of the nice dark black they were when they were new. A little Vinylex is just the ticket for making them look like new again. Spray a very small amount of Vinylex on a washcloth and then wipe down the wiper arms and the black plastic strip on the bottom of the car's windshield. Let the Vinylex dry for at least half an hour and then wipe the wiper arms and windshield strip with a damp washcloth and then polish with a dry towel. This only takes a few minutes and will make a noticeable difference in how the whole windshield area looks.



## November Fun Run to Nashville

How far is it from Trafalgar to Nashville, Indiana and its delightful shops? My Rand McNally atlas shows a distance of 19 miles. So, why did my odometer show a total of 63 miles on November 17 at the end of the Road Run? Was I lost? No. Did I forget to zero it after the fuel fill up? No. A-ha-aaaa. Here's the reason..... The Road Run was setup by none other than the infamous Jim Barrick, the Baron of Brown County kinks and curves!

As an occasional "connector road", we were directed over short sections of some of Jim's prior wonderful roads, but to the delight of everyone, it appeared that Jim had convinced the county highway crews to pave about 40 miles of the twistiest hilly roads in the county, just for this Road Run. The roads were soooooo smooooooth and the scenery was beautiful. Some favorite sections were on Hoover Road and Valley Branch Road.

And St. Rt. 135 was also newly paved in the vicinity of Story, IN. At this quaint intersection, the Inn and Restaurant looked busy, and a group of six horsemen were tying up their mounts after a ride through the trails of the Hoosier National Forest. When we all arrived at Nashville, we had some refreshments at The Ordinary Restaurant before taking on the bustling crowd of holiday shoppers. It was a top down kind of day, and a shirt sleeves and credit card experience among the shops of Nashville. Did you at least buy your navigator some fudge or an elephant ear?

Don't forget the Barrick Formula: To go 19 miles, you must drive 63 miles on some of the most scenic roads in the state. Thanks Jim, for another memorable set of "Miata roads".



With the fall colors at their best, Indy Miata club members get ready to roll.

# Making Marvelous MP3 Music In My Miata

by Sara J McBride

When I purchased my “new to me” Miata, it had the stock AM-FM Cassette player in the dash. I hadn’t had a vehicle with a cassette player in years, so I searched the house and brought out tapes that had been hidden. I listened to music that had been taped off of albums (some off of 45’s!) and CD’s, but soon the lure of listening to newer music won me over and I started investigating a replacement.

My first requirements were basic, I wanted an AM-FM-CD player. Then I started thinking about a deck that would also play MP3’s. Why MP3’s? A smaller file format means more music. Starting my research, I found that the MP3 player market ranges from indash units that play CD’s with MP3 files to 20Gig hard drive units that mount in your trunk and price ranges from \$350 to thousands of dollars.

I started looking at outboard units that mount in the trunk and connect to your indash unit. The outboard unit is basically a hard drive and one loads the data (music!) onto the drive from your home computer onto the drive of the player. A 10Gig drive can hold approximately 2500 four minute songs (encoded at 128kbs<sup>1</sup>) or about 170 hours worth of music. How many times could you drive coast to coast without hearing the same song twice? But having this type of unit also means you need a head unit that had inputs to accept signals from an outboard MP3 deck to accept the signal. Since I was taking the factory unit out, additional money would have to be spent. Time to consider the second option, an indash MP3 unit.

I then considered a removable indash MP3 player with AM/FM. I could connect it to my home computer to download the MP3 files by using either USB, serial, or ethernet connections. But what about all the CD’s I all ready own? I would have to “rip” them (convert the data to the MP3 format) and then burn them onto a recordable CD<sup>2</sup>, and as I looked at my CD collection, I saw hours spent doing that task. Another problem was the unit I was considering had no onboard amplifier, so I would have to spend more money on an amplifier.

The third option was a AM/FM/CD/MP3 deck. A deck like this would be capable of playing both regular CD’s and CD’s with MP3 files. Several manufacturers (Alpine, JVC, Sony, etc.) offer this type of unit, I purchased a Kenwood KDC-MP8017. It fits nicely in the dash, has internal amplification, you can hook up an external amplifier (for the day when I put in those headrest speakers) and a removable face plate to foil those pesky thieves.

Features include preset sound settings for different types of music (jazz, folk, rock etc.), an attenuator (drops the volume up or down quickly-great when

you pull up to the parking booth to pay), a loudness control (boosts the highs and lows when listening at low volume), 18 FM and 6 AM presets (and you can program the station name), a dimmer display, choice of color for illumination (red or green), a clock and lots more. One cool feature when listening to MP3’s is having the artist name and song title read out on the display as the song is playing!

I’ve had my unit for about five months and have enjoyed it immensely. Using my computer and CD burner, I have burned my own “Greatest Hits” CD’s. I recently drove from Kansas to Indy and as I left Kansas City, I slipped in a CD I had burned with MP3 files. Six and a half hours later, I pulled into my driveway and was still listening to the same CD, but hadn’t heard the same song twice. Gotta like that!

1. The standard encoding rate is 128 kilobits per second, or 128 Kbps. Here, the bitrate refers to the average number of bits that one second of sound data will require. For higher quality sound (and bigger files) you can encode songs at 192 Kbps, or even 256 Kbps (which is true CD quality). If you want a lot of songs on your CD, you can go with 96 Kbps, but the sound quality can be pretty lame at that setting.

2. Some players will only play CDR’s (R=record). CDRW (RW=ReWriteable) discs look the same as CDR’s, but have different physical properties, three bottom layers, where a CDR has one. The middle layer is heated to change its structure, after which it can be written again. Pressed CDs offer the greatest reflection, followed by the CDR. The CDRW is the least reflective. The more reflective a CD, the easier it can be read by a wide range of decks, players, etc.



## Newlyweds Make A Getaway In (What else?) A Miata.

Chris and Steph Bennet had the perfect vehicle after exchanging their wedding vows in September. Congratulations!

# *Huber Winery Tour 2001 - We had a good time!*



Beth and Bob McCoy enjoy the sun while their "flaming" car gets an look over.



Steve Chase and Ann Powell were drawing winners.

*You should have been there!*



We both got ice cream cones!



Jay Hofacker sizes up a pmpkin.



Pondside at the Huber Winery, everyone enjoyed the great weather.

# Sale! Sale! Sale!



10th Anniversary T-shirt



Logos for Polo Shirt  
Cars on left front  
Club logo on sleeve

We have T-shirts and Polos remaining for sale. We are selling these for a discounted price. Check the club web site (merchandise page) for color photos of these great looking shirts.

<http://members.aol.com/indymiata/index.htm>

The T-shirts are now just \$8.00! And the Polos are just \$15.00 each.

Bob Wiley will do purchases by mail, please include enough for shipping. (\$3.50 priority mail for 1 shirt.) First come, first serve on the short quantity sizes. Make checks payable to : Indy Miata Club

Mail to: Bob Wiley  
5857 Oberlies Way  
Plainfield, In. 46168

Shirts will be available at the Holiday party.



## A Fine Balancing Act

by Chuck Wills

Has anyone besides me experienced a shake or shimmy in the wheels of our Miata's at 65 MPH? This can be a problem that is tough to eliminate on our cars. It takes expert wheel balancing to cure this problem and I have always had trouble finding someone with enough expertise to do a good Miata balance job.... until now.

Our very own Advanced Import Motorsports has recently become an authorized Tire Rack dealer. In case you are not already familiar with them, the Tire Rack is one of the largest tire and wheel suppliers in the country. This means you can now count on AIM for tires and wheels as well as expert mounting and balancing. Shane and Paul know how critical perfect wheel balance is, so they have invested in top-of-the-line Hofmann tire equipment for tire and wheel work.

For your convenience, you can order directly through AIM and have your new rubber drop shipped to their shop for installation. Call Shane and Paul for more information and to discuss the best fit for your driving needs. Advanced Import Motorsports 317-381-0898 - [www.aimindy.com](http://www.aimindy.com)  
Tire Rack 888-541-1777 - [www.tirerack.com](http://www.tirerack.com)

---

## Plan a tour, rally or mingle for 2002!

---



Claude Councillor enjoyed the wine tasting at the Huber Winery tour.



Miatas rounding a curve in Brown County. This type of road is what the Miata is all about!

## New Powerplant For the Miata?

by Bob Hall

At October's 35th Tokyo Motor Show, Mazda unveiled the all-new 2.3 litre twin-cam four cylinder engine which may power the next generation Miata. The new engine was displayed in its front-drive form as it will power the new Mazda 6/Mazda Atenza sedan range which replaces the current 626s.

The new engine is of all aluminum construction and features standard variable valve timing using the Mazda S-VT system and has a mechanical system in its variable length intake tract.

In common with the current BP engine used in the Miata, the new power unit retains a four-valve-per cylinder head layout, though the timing belt has been replaced by a silent chain. The engine will be produced in 2.0 and 2.3 litre forms for the Miata (it's believed that North America and Australia will only get the 2.3, though in some markets only the 2.0 will be used with a few getting both displacements), with the primary mechanical difference between the two the addition of a dynamic mass balancer in the sump, gear driven by the crankshaft and running at twice crankshaft speed to eliminate secondary vibration.

The intake system uses a plenum chamber designed to maximize intake charge tumble to improve efficiency and with variable tract lengths to provide good low speed torque without compromising performance farther up the rev range.

The accompanying data is for the engine in Japanese domestic form as installed in the front-drive Mazda Atenza, so outputs are likely to differ in the longitudinal application of the Miata and with US emissions. Mazda has not officially commented on the timing of the next-generation Miata or the rumored availability of the 2.3 in any upcoming model.

### Specifications:

Displacement 2,261cc

Bore x stroke 87.5mm x 94.0mm

Maximum output (target figure) 178hp/131kW at 6,500rpm

Maximum torque (target figure) 159lb-ft/215Nm at 4,000rpm

*Article courtesy of [miata.net](http://miata.net) and Eunos Communications LLC.*

# December 2 - Annual Holiday Party

The chapter's annual holiday party and election of our 2002 officers will be at the River Glen Golf Club in Fishers, 12010 Clubhouse Drive, located just north of 116th St. and west of Allisonville Road. 3:30pm until ???

## Events in 2002 you may not know about!

**March 28 - 31** Mazda MX5 NATMEET 2002 Clare, South Australia. This is the premier event held every two years by the MX5 Clubs of Australia Inc. It is the largest gathering of MX5's/Miatas in the Southern hemisphere and is designed to let MX5/Miata enthusiasts meet people from all over Australia (and the world for that matter!). Website: [www.mx5.com.au/sa](http://www.mx5.com.au/sa)

**April 11** Miatas at Thunder Hill- Willows, CA  
The Sacramento Area Miata Owners Association (SAMOA) is hosting a Miatas-only open track day at Thunderhill Park. Additional information and registration forms are available at: <http://www.samoa.org>.

**May 31 - June 3** Cheese and Chocolate Rally 2002 Seelisberg, Switzerland - The MX-5 Club of Switzerland is proud to present the international event in 2002 for all Miata and MX-5 cars, fans, and drivers. The club hopes to see you in Switzerland! For more information: [www.cheeseandchocolaterally.ch](http://www.cheeseandchocolaterally.ch)

**June 8 - 9** Miatas at Hildene - Manchester Vermont  
This will be the FIRST year that Miatas will have their own class (Z1) at the car show. For more information on the show: <http://www.hildene.org/Carshow.htm>

**September 7 - 11** Yellowstone National Park - The Peak to Peak Miata Club is planning a trip to Yellowstone National Park from September 7th through 11th, 2002. They are planning on staying in the Old Faithful area. Reservations: 307-344-7311 Questions, contact Maggie Baumgardner: [mailtombaumgardner@claimsres.com](mailto:mailtombaumgardner@claimsres.com)

**September 19 - 22** 2002 US National Miata Event - Hosted by Mazda Sportscar Club of Washington D.C. Mazda Owners Club Members get \$25.00 off registration fees! For more information: [www.mscw.com/Miata2002](http://www.mscw.com/Miata2002).

**October 11 - 13** Backroads to Bavaria VI - Leavenworth, Washington. Puget Sound Miata Club. A chance to marvel at the scenic splendor of the Pacific Northwest. Contact [John\\_Hewitt@msvl.wednet.edu](mailto:John_Hewitt@msvl.wednet.edu)