

SPEED BUMPS

APRIL 1, 2002



Welcome to the April 1 issue of "Speed Bumps"! Let me introduce myself. I'm Clutch Lugnut and have owned and worked on sports cars for most of my adult life. I can't image owning anything else (and if I don't start making some car payments, I won't own anything!).

As a child, I modified my wagons and pedal cars. On my first pedal car, I replaced the stock

drive chain with a lightened version, and of course used a special formulated sewing machine oil to lubricate it.

I started modifying my cars, with my first major project trying to drop a Mustang 5.0 engine into my 1973 Volkswagon Super Beetle. This has turned into an ongoing project, but I know I can make it work.

Hang on and enjoy this issue of Speed Bumps!

BMW Announces "Mazda Wins! The Miata is better than a Z3!"

Wow! We'll have the entire press release in the next issue of Speed Bumps!
Mazda Introduces New MX-5 Model

Think you've outgrown your Miata? Have three kids, a dog, cat, and the mother-in-law to travel with? Thinking you're going to have to give up your beloved Miata for a big, ugly SUV? Think again!

New for 2003, Mazda brings back one of the original colors (Smurf blue) in a new body style. With a back seat for the kids and space behind that for luggage, this Miata retains all the handling and cornering abilities of the original two seater.

Look for this exciting, new model in the your dealer's showroom soon!



Speed Bumps is obviously a fictitious newsletter. The editors will not held be responsible for any modifications you are silly enough to do on your prized vehicle from information contained within "Speed Bumps".

Delivering the Definitive Dirt The Book Corner

By Doctor Dirt

Over the years, many of you have asked how I managed to achieve the thick coating of grime that my car always has. You have also expressed amazement at how the car always has what appears to be the same level of soil and grime, regardless of the amount of time that passes or the season of the year. Up until now, I have been somewhat reluctant to share my secrets for a couple of reasons. First, it's nice to have the really distinctive appearance that my car has. Second, I wasn't sure that anyone besides me would be willing to put in the effort that is required to apply and then maintain the "show quality" dirt that my car has. I'm sure you will all be glad to know that I have changed my mind. Keep in mind that this requires a lot of work, and, once applied, this dirt will NOT come off regardless of how much time and effort you put in. Make sure you are willing to make a long-term commitment!

You need to start this process during the summer. The hotter, the better. The first step is to remove all wax and any other surface protectants that you may already have on your car. This step is actually pretty easy. All you need to do is thoroughly wash your car using Dawn dishwashing liquid. Make sure you mix up a strong solution of Dawn and water and then scrub the car energetically and then let it air dry. Once the car is dry, you will notice that the surface now feels somewhat rough to the touch. This is the foundation of the entire process.

Next apply a thin coat of very hard water to the car using a plant mister or similar device. While the car is still damp, get behind a road paving crew and get as close to the asphalt truck as you can and follow the truck for several miles. You may need to re-apply the water periodically. After a couple of hours following an asphalt truck, you will notice the car has acquired a slight gray tinge, which is the hot asphalt vapors from the paving truck accumulating on the surface. This coating acts as a binder for the remaining steps, so make sure to have some patience.

The next step is to park your car at the eastern surface lot at the Indianapolis airport for a few days. This lot is right on the main approach for landing aircraft, which means that after only a few days, the car will have accumulated a lot of soot and incompletely burned jet fuel from the landing planes. For best results, apply another coat of hard water using your mister before leaving the car.

The next to last step is to drive your car to Gary, Indiana. If you can find some road construction along the way, so much the better. Once in Gary, find a parking lot close to one of the steel mills that are still open. Remember that the prevailing wind is from the west, so be sure to park on the west side of the mill. Find the dirtiest one you can find, apply still another coat of water with the mister and then leave the car in the lot for a few days. You may want to put it up on blocks to help make sure the car is still there when you return. I like to leave my car for at least three days during very hot weather for the maximum effect. This is what puts the finishing touch on a really great grimy finish for your car.

On your way back to Indianapolis, try to find a road painting crew and follow them for a while. The yellow and white striping paint adds that extra touch of color to the grime.

This is the entire process. All you need to do is repeat this process every couple of years and do some off-road driving regularly to maintain the car's appearance.

Until next time, this is Doctor Dirt signing off.



Not being able to race the roadster in the long winter months can be depressing, but this book filled some spare time and provided a great many hints to avoid off road excursions while romping in the roadster.

Helen Wheels is not well known in any of the racing circles because as she puts it, "I'm not very good". Her writing style is beyond reproach and she provides many suggestions to avoid trouble. The pictures of her wrecked vehicles prove that she knows what trouble is.

Some of her suggestions include: making sure those lugnuts are on tight, don't talk on your cell phone while on the track, and sipping hot coffee between turns is not always a good idea.

So jump in, buckle up, and enjoy the many misadventures of Helen Wheels!

Rally! Rally! Rally!

We've just recently added some exciting events to our calendar. Join us and prepare to have fun!

CornField County Rally

Your Rally Masters have driven every road in Cornfield county preparing for this event and promise a rousing good time. You will be guaranteed to be able to drive on every gravel road plus some exciting dirt trails.

"Previous rallies have been held on smooth paved roads which tends to be boring after awhile" commented Rally Master John Deere. "We even found gravel roads which if not driven on at speeds over 60 miles an hour have a couple of potholes that could swallow a Miata!"

All we can say is "YeeHaw!"

Design Your Own Rally

A new twist on rallying. Show up at the starting point, you'll be handed a map and a blank piece of paper and given 3 hours to design a 80 mile rally. The Rally Master, Bea Lost, will announce more details at a later date, but she does promise fabulous prizes.

We can't wait for this one!