



Volume 15
Issue 4
April 2005

What's Inside

Page 2

Upcoming Events.
Speedway Tour.

Page 3

Cabin Fever Review.

Page 4

Braking Things.

Page 5

New Miata Debuts.
Hot Streak Tour.
Auto-X Test & Tune.
Del-Val School.

Page 6

Suggestions Needed.
PTBR info.

Page 7

Advertisers.
Classifieds.



On The Fence...

by Ben Hermann, President

Woo-Hoo!!! Spring has sprung and it feels great. I finally got to put the summer tires back on and throw the top back for a short cruise. There's just something exhilarating about that fresh Spring air blowing through your hair. Before too much longer, we'll be able to do it on a regular basis. Until then, I guess we'll just have to sneak a day in here and there.

Even though the folks at the Statehouse decided to take a couple days off and not do much of anything, they still expect your tax check by the 15th. The only good thing about Tax Day is that it's a good reminder that the Post-Tax Blues Rally is soon to follow. This year we don't have long to wait at all, the PTBR is the very next day. (That's the 16th for those of you keeping score at home.) It's the perfect opportunity to hang out with our friends up north from the lake Effect club and go on a little poker run.

We need a volunteer to take over the May rally for Bruce Hedden. Bruce is leaving us for the warmth and twisties of the Carolinas and won't be able to be around to be the rally master any longer. If you're interested, just drop me an email or give me a call. You can change the date if the 14th doesn't suit you.

There are a couple events on our calendar that you might want to take note of. The "Tour de Boon Docks" weekend is coming up on the weekend of June 3rd, 4th, and 5th. This is a going to be a fun weekend in Southern Indiana. Then on the weekend of July 29-31, we'll be up in Lafayette for "Hot Summer Nights and Dancing in the Streets." Make plans to join us for these two overnights now as rooms are filling up fast. As usual, all the details for our events can be found on the club's website.

We also still have plenty of room for other rallies or mingles or whatever you can come up with to help fill out the rest of the calendar. We have some great events coming up this year, but there's always room for more. And if you're thinking about hosting an event, now you can use the survey results below to help you out and see what the people want.

Thank you to everyone who sent in the surveys from a couple months ago. I'm glad to see that 82% of the respondents use the website. I wish that more than 34% used the member forum so we could have some sort of online community as well though.

There was a strong response for some club gear and we're working on it along with a new logo to adorn said gear. More on that front next month.

Question-based rallies and poker runs received similar responses with about 62% of you listing them as your favorite or liking them. Guided tours and dinners and mingles did a little better with about an 82% approval rating and only a couple "don't like's". Overnights were at 57% positive, but also a high 37% no opinion answer, probably because a lot of us haven't experienced them. Thankfully we have 3 on the calendar so far this year so we can all rectify that. 72% of you thought events should be either mostly or exclusively on Saturdays. There is desire to have Sunday events as well. Glancing at the calendar of events, I see two Sunday events, but there's room for more. There is also a group of people who can't make weekend trips, so we're working on a weeknight dinner, but those plans are moving pretty slowly. (Sorry)

Now that I've put you to sleep with some boring stats, take a little nap, but then get out there, drop the top and hug a curve. And, remember... *The Fun Starts Here!*

Indy Miata Officers

President

Ben Hermann
1424 Mills Avenue
Indianapolis, IN 46227
317-727-1401
president@indymiata.org

Vice-President

Rick Booe
vicepresident@indymiata.org

Treasurer

Chuck Wills
317-291-2232
treasurer@indymiata.org

Membership Director

Craig Johnson
6837 Hillside Ave
Indianapolis, IN 46220
(317)466-1650
membership@indymiata.org

Tech Director

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

Club Founder / Tech

Rich Hickle
317-347-9660
RTHickle123@aol.com

Web Master

Jim Nutt
317-255-1874
webmaster@indymiata.org

Open Road Editor

Sara J McBride
4249 Springwood Ct.
Indpls., IN 46228
317-291-8993
editor@indymiata.org

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. Thank you.

Indy Miata Future Events

Looking ahead into the club crystal ball, we see that there are several IMC events in your future! Top down season is finally here!

On April 16th, the Post Tax Blues Rally will be heading out of Logansport to tour the Wabash River Valley. This rally is a combined effort with the Lake Effect club and last year, this was one of the highest attended event for the clubs. We've had top down weather for the past few years, so let's hope our luck holds! Go to page six for more details and a sign up form for this event. (Don't forget, you can also sign up on the event page on the club website!

On May 14th, Bruce Hedden had volunteered to organize a rally, but as he is relocating due to work, we need someone to step up and help fill this event slot. Do you have a favorite drive? Share it with the club! Contact Ben if you want to help! Our racing mingles start at the end of May with the 500 Mingle. This is a "meet and eat and we are often joined by out of town Miata owners for this event. See the note below about this event.

For those club members who want more than a "three hour tour", the Collings and Arbuckles have organized the "Tour de Boondocks" weekend in southern Indiana. On June 4, the tour will officially start in Corydon and take you on some of Indiana's greatest Miata roads. Want a lot of driving? Go down to the Leavenworth Inn on Friday! Call 888-739-2120 and ask for the Indy Miata Club rate of \$92.65 plus tax. Those of you who can only stay one evening or prefer a lower rate can call the Baymont Inn in Corydon 812-738-1500. (The standard rate is \$66 plus tax.) More info, as usual, can be found on the events page at the club website.

Indianapolis becomes the destination in June for all the jet setters as the Formula 1 crowd descends for the sixth US Grand Prix. We'll have a Mingle and maybe some other surprises events. Stay tuned!

IMS Tour A Winner!

On Saturday, March 19, several members of the Cincinnati Miata Club joined us as we took a "behind the scenes" of the Indianapolis Motor Speedway and the museum. Some of the Cincy people had never even seen the track before, and it's always a treat to see a first-timer's reaction to the size of the complex. You really have no idea of how big the place is until you actually see it.

We met for lunch at Union Jack's in Speedway and then headed on down 16th street to the speedway. We spent about an hour touring the museum and then hopped on one of the tour buses for our guided tour of the grounds. Unfortunately, the track was still being resurfaced and testing was scheduled for the following week, so we didn't get on to the track surface, but we did have nice tour of the pagoda and scoring tower, as well as Gasoline Alley. It was the first time most of us had been in the new pagoda. Needless to say, the people that sit in the tower on race day have what's known as "Good Seats" the view of the main straightaway from the tower is nothing short of spectacular (Did you know that those angled glass windows are load-bearing? I certainly didn't). We also got a look inside the control room, where they monitor toe track from several different cameras, all of which are recording all the time.

We also got to take a tour of one of the main stretch luxury suites, as well as the press center and the broadcast center. It really is an amazing place, even for those of us who have been going there for longer than we care to admit. It was a good trip, and I'd like to thank Ben Hermann for taking the time to set it all up for us.



Cabin Fever Rally Brings Out The Cars

On Saturday, March 26, Indy Miata Club members decided that “enough is enough” and declared winter over by attending John and Marsha Schaub’s Cabin Fever Rally. This year’s route sent the participants through five counties, Morgan-Monroe and Yellowwood State Forests, the Hoosier National Forest, around Lake Lemon, to the edge of Bloomington, and through the bustling cities of Fleener, Needmore, Zelma, Kurtz and Story. A short route was offered, but did anyone take it?

Seventeen cars showed up at the Starbuck’s in Martinsville and a lot of drivers and navigators got a healthy dose of caffeine in preparation for the drive. After a short driver’s meeting with warnings of sand still on the roads from winter, the cars took off.

Jay Hofaker was the lone top down driver; all the other cars decided that it was too chilly, too damp!

Everyone made it to Nashville and ate lunch at The Ordinary. A lot of people took a stroll around Nashville as the crowds were light and it was a great opportunity to walk off lunch!

Thanks go to John and Marsha for organizing this event. Maybe next year we’ll have some sunshine, but it was still good to get out of the house!



Hey Gary! Are you learning how to navigate? Linda will probably be driving her Miata next time!



Miatas head into some twisties as they head northbound on SR135 towards Story.

Jay was the only one to go "topless" and he bundled up for his drive!



Paula and John Thatcher joined us for their first drive.



New members Marsha and Mike Simmerman attended their first rally and had "Cabin Fever" fun!



A continuing series of caring for your car

There's No Stopping Us Now, Is There?

by Chuck Wills

Greetings roadster addicts! Spring is here and it's time to strip off the hard tops and snow tires! Top down driving is right around the corner or already here if you are a super-hard-core open air driver. While the weather is saying go go go, I want to tell you about stopping. This month I am really quite excited to tell you about a new idea I've had in improving our Miata brake performance.

I've decided to replace all of my brake fluid with tap water. You see, I think if you fill the system with H₂O, you will get a dramatic increase in performance as the water heats up. Think about it – as your brakes heat up, the water will turn to steam. As the steam tries to expand in the brake system it will create great pressure, thereby giving your brakes super-strong stopping power! It's like nature's own power brake booster! [Note: Do NOT do this. This appears to be an April fools joke. If you actually fill your brake system with water, you will lose your stopping ability, effectively turning your brake system into a "break system".]

OK, so now you're thinking "What kind of upgrades can I make to my Miata after I drain the water back out of the brake system?" Well, there are a lot of upgrade products on the market, some you want and some you may not. As usual, we'll start with the basics.

Clean, dry, fresh brake fluid is critical to stopping ability and the long term health of your roadster brakes. Unless you are road racing, any fresh DOT3 rated fluid will be great in your car. Brake fluid attracts and absorbs moisture, so any fluid that's more than a few years old should be considered for replacement. Water in the brake system will not only cause brake fade in hard braking situations, but it will allow corrosion on the inside of your brake components. It's cheap insurance to change that fluid every few years. For most drivers, I recommend Castrol LMA or Ford Heavy Duty fluid. You can buy these products just about anywhere and they do a great job in your Miata. There are more exotic fluids available if you encounter high brake temps from racing or super hard street driving. Motul and ATE make some great high-temp fluids for those that need it.

Once again, the Mazda engineers stayed up late doing their homework and gave us a great brake pad right from the factory. Compared to what most manufacturers put on their cars, the Mazda pads are way above average. They don't dust too badly, they work in all temperatures, there is little or no brake noise and most of all they stop the car very well even in street performance applications. By moving away from the stock pads, your gain in performance will be offset by an increase in dust, noise, faster wear, worse cold weather stopping or longer warm-up time. That doesn't mean that all aftermarket pads will turn your rims black before you get out of the driveway and squeal like a stuck pig, but you should be aware that higher stopping power will always come at a price of some kind.

High performance braking, whether it's a kamikaze club drive, track lapping events or even autocross, means more heat has to be absorbed by your brakes. Pads made for high heat tend to not stop well in cold environments. Some high performance pads need a few stops to get up to temp when you first hit the road in the morning, and may be much less effective in winter weather. Some people that drive on the street and track will have two sets of pads – one for street and one for track. With practice you can change out all of your brake pads in less than an hour.

I'm not going to say much about which pads you should or should not use, as there are just too many choices to cover here. As a general guide, I like the stock pads for most driving, and like Hawk HPS for autocross and hard street driving. Axxis Metal Master and Axxis Ultimate pads have a strong following, too. The only pad that has repeatedly been bad on our cars are EBC Greenstuff. While they don't dust, they don't last very long or perform well in anything but boulevard cruising.

A lot of roadster owners upgrade their brake lines to stainless braided units. This is a nice upgrade, as it gives a slightly firmer pedal feel with no real downside. One thing to note, though, is the factory brake lines are engineered to last the lifetime of your car and seldom fail even when they are old. The stainless braided lines are actually a little more fragile than stock and are prone to fail if the lines ever become severely kinked. If you make the switch to stainless, you should check the condition of your lines annually to make sure they are free of any unusual damage or wear.

The last area to discuss is brake rotors. I tend to get a little preachy on this, so forgive me. Stock rotors are the best way to go in nearly every situation. I know lots of people that buy cross drilled rotors, and their main advantage is that they look cool. Cross drilling does nothing for performance, and the holes can be a liability in the long run. I have yet to see a set of drilled rotors that didn't have cracks radiating from the holes after some use. Given enough time and enough heat cycles, the cross drilled rotors can have severe cracking and rotor failure. A brake rotor is a heat-sink, and when you remove metal from it, the rotors ability to hold that heat energy is diminished. I know that Porsche and others put cross drilled rotors on some of their cars from the factory, but I maintain that this is driven by the marketing department and not from engineering. If you look at most Porsche race cars, they all switch back to plain, un-drilled rotors. Does this mean that if you have drilled rotors you should pitch them? No, just keep an eye on them and replace them when the cracks get too bad.

To sum up, your brake system is great as it came from the factory. You can make some

continued on page 5

Mazda Introduces New MX-5 At Geneva Show

Jin. Ba. I. Tai. Roughly translated from Japanese, it means "Horse and Rider As One". Mazda's sixteen year old slogan, introduced with the Miata in 1989, has been revived to remind people of the experience of driving a Miata.

Mazda unveiled the new MX-5 to the world at the Geneva autoshow in March. The new car (model designation NC) has been redesigned completely including the powertrain, suspension, body, and engine. The new MX-5 Miata takes advantage of new technology and lighter-weight materials to provide improvements in power, handling, control and safety, yet weighs within 23 pounds of the current model and is almost 400 pounds lighter than its nearest competitor! Despite styling changes, this car is unmistakably a Miata.

Under the hood is a 2.0 liter, DOHC in-line 4 equipped with variable valve timing, variable induction, and a high compression ration. The 2006 with a six speed manual or a sport a sport automatic transmission.

Final judgement? The general consensus of opinion is that everyone wants to see this car and take it for a spin before any proclamations are issued. We are excited and can't wait to see it in person!

And the rumor that Mazda is no longer call it a Miata? Well, it will have the MX-5 badge, but Mazda has confirmed it will still be called a Miata in North America.



Photo courtesy of Mazda

Mazda's Hot Streak Tour

On April 4, Mazda will load up the 2006 MX-5 Miata and leave the New York Autoshow on the back of a fire truck for a cross country drive that will arrive in Las Vegas on April 24th, 2005. The back of the truck will be cut out and surrounded by see-thru glass so that the Miata is being displayed at all times during the journey. Mazda will be making several stops along the way to drop off donations at local Fire stations, to benefit the Local Fire Education Fund. The closest location to Indianapolis is Chicago on May 8-9.

This is a great opportunity to see and sit in the new MX-5 Miata and help a worthy cause. There will be local media at each location to capture the potential Miata Enthusiasts as they caravan along this truck carrying the Next Generation Miata.

continued from page 4

It's Braking Information

upgrades with pads and fluid, and for performance driving that may be all that you should consider. Making major changes with exotic rotors doesn't pay any performance dividends and big-brake upgrades aren't needed unless you have made a large power upgrade to your car. The stock brake system has proven more than adequate for the Spec Miata race series, even the older 1.6 cars with the small brake rotors. We have driven successfully in two hour endurance races using stock brakes with just a pad and fluid upgrade.

This article just touches the high points of brake systems and the parts that are available. I encourage you to contact me or anyone at AIM to talk about specifics if you have any questions. Oh, and one last thought: some guys I know don't use the brakes at all... 'cause they just slow you down!

Indy SCCA Test And Tune

Hey Autocrossers! It's time to renew your driving skills. On Saturday, April 3, the Indy SCCA will hold their annual Test and Tune event at the 16th Street Speedway.

Tech and registration starts at 8:00AM with the driver's meeting at 10:15. Event start time is 10:30.

Del-Val Pocono Driving School

The Del-Val Miata Club is inviting you to join them as they hold their annual Driving School at Pocono International Raceway on Monday and Tuesday, August 1st and 2nd. They will be running the North Course of the track and offer classroom and in-car instruction on Monday. The Tuesday session is reserved for open seat time, but if you let them know ahead of time, they may be able to provide some in-car instruction on Tuesday on a first-come, first-served basis.

They limit the number of participants on both dates to provide plenty of open track space and a safe environment. There is *no roll bar requirement* at this event. This is a good opportunity for those who do not wish to invest in a rollbar to participate in a track event. They run this school with safety as their primary concern and this year will mark the ninth running of the event.

The cost of this event is \$200 per day per driver. Again, they prefer those with little or no track experience to participate on Monday, but they will try and accommodate those who can only attend Tuesday.

For more information on this event, you may contact Jeff Jury at racemiata@yahoo.com.

Suggestions For Mingle Meeting Place?

Some of you may have noticed that all the Sonic Drive-Ins in the Indianapolis area have closed. We have always used the Speedway Shopping Center Sonic as a meeting point for our racing mingles (500, USGP, and Brickyard) as it had ample parking and outdoor seating, and was easy to find for any out of towners who joined us for the evening.

It has been suggested that we continue to meet at the Speedway Shopping center, but down by the White Castle. If you have another idea of where to meet, please contact Ben Hermann.

Post Tax Blues Rally - April 16th!

This driving event is once again being set up as a Poker Run with a route that will help you drive your tax blues away. Once again, we're running this event with our friends from the Lake Effect Miata club. Bill Florent and Sara McBride have scouted routes in the Wabash River valley to find the best Miata roads. The rally starts in Logansport and will take a little over two hours to run. It will end at Nick's Cafe in Huntington where we will eat and award prizes.

We will meet in the parking lot of TM Morris Manufacturing on IN 25 (#1 on map). Exit US 24 at Logansport IN 25 exit (#2). Turn left onto IN 25 North and look for "Factory Entrance" sign, the plant is on the north side of IN 25. Driver's meeting is at 11:00, with the first car off at 11:15.

Entry fee is \$7.00 for those who pre-register and \$10.00 day of event. If you register on the club web site, you will only pay

\$7.00 on the day of the event. Drivers and navigators will be asked to sign a registration form at the event. If you mail your registration form, please mail before April 13th. (Registering in advance makes your Rally Master's job easier!) If you want to mail your registration form and check (made out to Indy Miata Club), please send it to: Sara J McBride, 4249 Springwood Ct., Indianapolis, IN 46228.

Indy club members can meet at 9:00 at the Marsh parking lot at 106th and N. Michigan Road (US 421) and caravan to Logansport. We will depart at 9:15 (sharp!). Don't miss the first rally of the year, don't miss your chance to win the poker rally, and don't miss meeting old and new friends.

Questions? Call Sara at 317-291-8993 or email her at miata@2cat.com.

Here's hoping for a top down day!



Post Tax Blues Registration

Mail check and registration form to:
Sara J McBride
4249 Springwood Ct.,
Indianapolis, IN 46228.

Driver: _____
Please Print

Navigator: _____
Please Print

I understand that this is not a speed contest and I agree to participate at my own risk. I agree to hold the Indy Miata Club, Lake Effect Miata Club, their officers, and event organizers harmless from any claim arising from my participation in this event.

Driver: _____ Date: _____
Signature

Passenger: _____ Date: _____
Signature

All entries must be signed and dated to participate in this event.

Hubler Mazda South

Official Sponsor of the
Indy Miata Club

It's top down season! Come look at
the 2005 cars!

Looking for a Miata Support Vehicle?
Stop by and look at our full line of
Mazda vehicles. They all have the soul
of our favorite sports car.



Hubler Mazda South

1274 US 31 South, Greenwood, IN 46134
Located 3 miles south of the Greenwood Park Mall
(317) 885-7379



"We have the full line of Mazda Miata accessories!"



Looking for
MazdaSpeed Parts?
They're exclusively at
Hubler Mazda South!

Hubler is Indy's *only*
MazdaSpeed dealership.



Club Classifieds

AIM TUNING
THE MX-5 RESOURCE



Use your noggin!
Roll bars from
\$549 installed!



Need more power?
1.6 turbo kits from
\$2495 installed!

**10% off labor, maintenance
and OEM Mazda Parts!**

AIM is your one stop resource for Miata parts, accessories and service.
From recommended maintenance to complete race preparation, your
Miata is in good hands with our factory-trained specialists who care
about **your** car. Contact us to set an appointment!

317-381-0898 298F Gasoline Alley Indianapolis, IN 46222

For Sale: RB Exhaust - Racing Beat dual exhaust, complete with gasket, will fit your 1999 to 2005 five speed transmission Miata. New \$369 but will sell for \$200 to the first buyer! Bernard Baca @ 317-255-5078 bbacaphd@sbcglobal.net

For Sale: Parting out 91 and 94 Miatas - tan leather seats, tan top, big brake kit, and much more. Located in Indy. Email "wants" to miniguru7@yahoo.com

For Sale: Oris WindStop - In new condition, only used a couple months. Mounting hardware, storage case included. Installed style bar, so can't use it. Fits all years, works great. \$150. Contact Roger Burrill from the club website classified section.

For Sale: 2001 Miata - 2001 Crystal Blue \$13,900. 41K miles, garaged, tan top and leather interior. Toyo tires. Sport suspension, Bose CD/cassette. For more details contact: PatrCoyle@aol.com or 513-236-1433.

Post Tax Blues - April 16

April 16 - Post Tax Blues Rally

May 14 - Need a Rally!

May 28 - Indy 500 Mingle

June 3/5 - Tour de Boondocks

June 18 - USGP Mingle

July 9 - Frantic Funkanna

July 29/30 - Dancing In The Streets

July 29/30 - Miatas At The Gap

August 6 - Brickyard Mingle

August 20 - Rags To Riches Rally

September 11 - A "Sundae" Mingle

October 9 - Sweet Owen Tour

October 22-23 - Madison Madness

November - Hidden Drives

December - Holiday Party



Charlie Brehob and Ed Benedict have coffee, so they are ready to rally!

