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## Controlled Over-Steer

...or, Steering with Your Right Foot!

*by Tom Lewis, President*

The story of my love affair with cars continues....

We left off last month with my first car, a 1976 VW Rabbit. It was a four speed, Chocolate brown, tan vinyl seats that actually reclined (!), and a hand cranked sunroof. I truly loved that car because it did so many things... adequately. I further customized the Rabbit with some left over tan shag carpeting (it was the 70's, after all) to cover the black rubber floor. I then added a set of Cibie driving lights that lit up the road like aircraft landing lights. Pity to the oncoming driver who refused to concede his high beams! That car was probably one of the most versatile cars I've owned. I can still remember moving to Bloomington for my sophomore year at IU. I managed to pack everything I needed in that car. This included all my clothing, the requisite stereo system with huge B.I.C. Venturi three-way speakers, color TV, and... two love seat couches. Not sure how, but I did it. And, it was a one-way trip to B-town for those couches, they found their way to the dumpster at the end of the semester.

My next car was a 1979 Camaro Z-28, four speed, dark blue with custom blue cloth interior and yes, T-tops. In September of 1978, I had gone to the Ford dealer at 96th and Keystone to try to purchase an F-150 4x4, but the dealer wouldn't deal with me on my Rabbit. So, I got mad and went across the street and ordered the Camaro from Dan Young. After waiting four very long months, I took delivery of my new Camaro and was in heaven... sort of. At the time, my best friends were driving a Jeep CJ-7 and a Toyota Land Cruiser and were having the times of their lives 4-wheeling in Luxhaven, on the far north end of Geist reservoir and I was left to ride with one of them. I really wanted a 4x4! So, when Toyota first introduce their pickup with 4 wheel drive in the summer of 1979, I quickly traded in the 6 month old Camaro on a brand new 1979 Toyota 4x4 pick-up truck at Butler Toyota.

And what color was it? Yes, that's right, blue. On the way home, I stopped at the tire store and had them install some huge, wide tires on white spoke wheels to replace the skinny stock wheels and tires. The truck was a huge hit! Being one of the first ones in the city, it attracted considerable attention, particularly with the big tires and white spoke wheels on it. And believe me, that truck would go through anything. I took it mudding, crossed Fall Creek dozens of times under the I-465 bridge just north of 56th Street, and even took it to Michigan and played on the sand dunes.

But the constant beating from the big tires and short wheelbase took its toll on me from just driving around. So six months later, when my roommate was looking at new Toyota Celicas at Butler, I spotted another '79 Z-28, all black. I couldn't resist asking for a test drive. I was told that the car was a GM executive ordered car with a Muncie "Rock Crusher" four speed manual and a "special" traction lock rear end. Knew it was true when I pulled the car out of its parking spot and the inside rear tire chirped and lurched as I slowly pulled out of the parking space. It was true love. I was done with trucks forever! Well, almost. I kept that car for about 5 years, replacing the stock engine with a GM 350 crate engine, Edelbrock intake and a true dual exhaust at around 75,000 miles. A 300 horsepower engine with the low-geared rear end would launch that car very nicely, thank you.

By now I was married to my future ex-wife and my first daughter Erin came on the scene in 1986. It was time for the Camaro to find a new owner. Plus, I'd discovered Hondas with the purchase of a new Accord in 1984. My ever-diligent Honda salesman persuaded me to take an '83 Prelude for the weekend and it never went back to the dealer. When Emily arrived in 1988, we soon found that two kids and their associated paraphernalia did not fit too well into either Honda, so the future-ex and I decided it was time to join the mini-van club. Soon, a two-tone, yep, you guessed it, blue GMC Safari

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## Controlled Over-Steer

*...continued from Page 1*

was parked next to the Prelude. Yeah, I'd sworn off trucks years before, but this was different. It was for the children's sake.

I don't recall just how many months we kept that TRUCK, but in early 1989 we'd had enough of the Safari and it was back to the Honda dealer. We came home in a brand new 1989 black and tan Accord LXi. The '89 Accord gave way in 1991 when Acura introduced the second generation Legend. It was love at first sight.

The love affair the Acura Legend has been a very long one for me, since I still own a 1995 Acura Legend, driven by my youngest daughter, Emily. The car's physical state is a bit worse from the wear of a 21 year old, and its last two years in Bloomington have not been good for the bumpers, not to mention the leather in the rear seat (result of moving the mini-fridge by "sliding it" into the back seat). In addition to this '95 Legend (Maroon) and the original '91 (Deep Red), I've also owned an '88 (black), and another '91 (black) and '92 (grey). Between the five Acura Legends I've owned, I've accumulated well over a half a million miles on them, and not once has one of them ever broken down or stranded me or my daughters. And the '92 gave its life for my oldest daughter when she drove it into a tree at about 35 mph and walked away.

There have been so many other cars I've owned, including a couple really nice company cars. But none have come close to the current love affair I'm experiencing with the Miata. Perhaps we'll explore that in next month's Open Road.

## New IMC Event Chair Named

IMC President Tom Lewis announced that Indy Miata Club Events Coordinator, Greg Waltz, tendered his resignation due to complications which were preventing him from executing the duties of the position. Rather than hinder the club, Greg graciously offered to step aside.

Tom said "We would like to thank Greg for his service to the club during the first six months of 2009. After consulting with the other club officers, we offered the position to Ken Rabbers, who ran for the position in the 2009 election. Again, please join me in thanking Greg for his efforts and also in welcoming Ken to his new position."

Ken is available to assist Indy Miata members with planning and running rallies. He can be contacted by e-mail at [events@IndyMiata.org](mailto:events@IndyMiata.org) or through the contact link on the officers page on the club web site..

## IMC Membership Reaches 100

Mike Selvy announced that the Indy Miata Club membership roster has reached the 100 member level.

"I've just added the club's 100th membership, a renewal. It's Tom and Sandy Stone of Elwood, Indiana," Mike said. "Our newest member is yet another Avon, Indiana resident, Arlene Miller. It seems as though she's on her second Miata. I must say that her Bright Red 2008 Miata is a real eye popper!" Mike noted.

Welcome back Tom and Sandy and greetings to Arlene!

## Great Turnout For Put To Putnam

Due to great weather, 27 cars turned out for the June 6th Put to Putnam rally.

Ralliers traveled through Hendricks, Putnam and Park Counties for an 84 mile run, ending at The Putnam Inn. We took a break at Mansfield Village, where some members took advantage of the concessions, stretched and took pictures before going on the second leg to the Putnam Inn in Greencastle for the finish of the day's events.

Thank you to Steve and Herm for hosting this event.

# Indy Miata Events For July And August

Shall We Gather At the River? That's both a question and an invitation from Larry and Sabrena Smith to join them on July 11 for a weekend tour. Starting out in Greensburg, Indiana (meet at 10:00 A.M. in the Wal-Mart parking lot), the route will cover six to seven counties of Southern Indiana twisty and hilly roads. The route will end in the historic town of Vevay, Indiana where you can try your luck at the near by Belterra Casino. This event will start in Greensburg, you'll meet at the Brau Haus for lunch approximately 30 minutes into the trip in historic Oldenburg, Indiana where they are known for their fried chicken. Once you arrive in Vevay, you will be on your own to get checked into your hotel, play some slots and see the town. We will be meet Saturday evening to eat at the buffet in the Belterra Casino.

Although you are welcome to stay at a variety of hotels in the area, Larry and Sabrena suggest the Ogle Haus Inn (owned by Best Western) in Vevay. See the link on the club's event page to make your reservation. We have reserved a block of rooms giving us a slight discount, so make sure you mention the Indy Miata Group when making your reservations.

Visit the event page at <http://indymiata.org> to register or call the Smiths at 765-349-5661 to let them know you'll be attending.

The Brickyard Mingle (yes, we know it's the "Officially Sponsored By Some Big Insurance Company 400", but to us, it will always just be the Brickyard 400) is scheduled for July 25. Location and time are being determined right now, so watch your e-mail In Box or check out the events page at the club web site for the information.

On August 1, Steve and Kathy Crouse are taking us on the "Deja Vu Cruz". They're using roads that have been used for previous rallies, but running them in a different order and/or new direction, plus adding a few new roads to spice up the program. Meet in the parking lot of Indy Family Restaurant, southwest corner of SR-37 and Burton Lane, Martinsville. Drivers' Meeting at 8:00 A.M., with departure at 8:15. It's an early start time to get going before the day gets too hot. The rally will end at Gray's Cafeteria (Mooresville) where you can get lunch, or dessert only, depending on how starved you might be by that time.

Later in July, Steve and Herm are putting on "Southern Circles" a rally that they advise to eat lightly before hand!

We'll have a Mingle the weekend of the second annual Red Bull Indianapolis GP. Details at the club web site.

Don't forget to register on the club web site for any event you're going to attend. It helps the Rally Master tremendously!

## A Self-Serving Message From Our V-P

by Eric Drumwright

Hello fellow members. As many of you know, I am a freelance photographer for Road & Track Magazine. I've been kind of MIA since May, as I've been at the Speedway every weekend taking photos. On June 20, I was photographing the Daytona Prototype Race at Mid-Ohio. So, I've missed a few Miata events!

It looks like my hard work is paying off. I had a photo from last year's "500" in the June issue. Now, I have had one of my photos chosen for a new feature in Road & Track called FOCAL POINT. To quote the magazine, "Simply put, these are the finest auto racing pictures in the world, from the world's finest photographers". It is quite an honor to have one of my photos chosen for only the third installment of this new feature! The photo chosen captures Helio Castroneves' final pit stop in this years "Indy 500", and will appear on pages 6 and 7, in the August issue of Road & Track, going on sale in early July.

## New Overnight Event Added To Club Schedule

After some IMC members experienced the fantastic Miata roads that southeast Ohio has to offer last weekend, they decided that it was time to introduce and share these roads with other IMC drivers and navigators.

Make your plans now to join the Indy Miata Club for MARIETTA MADNESS the weekend of October 9-11, 2009 along the banks of the mighty Ohio River in beautiful Marietta, Ohio. Marietta is a picturesque old riverboat town with European charm. Marietta was the first permanent settlement in the Northwest Territory, established in 1788.

While Marietta has much to offer, the real attraction is the roads. Plenty of smooth, freshly paved blacktop surfaces with very tight hair pins, long sweepers, banked turns, and roller-coaster-drop-off-the-edge-of-the-earth hills... everything a Miata driver dreams about. Not to mention the scenery; but be sure to bring your camera for your navigator to use, because you, as the driver, will not see any of it while your concentrating on the tight turns as you are constantly rowing through the gears.

Don't miss out on this event. It's worth every minute of the 4 ½ hour drive from Indy to Marietta. Go to the Indy Miata Club web site at [www.IndyMiata.org](http://www.IndyMiata.org), click on the Events tab and register to attend NOW! You'll be glad you did!

Now for the self-serving part. While I hope many of you will check out my photo in the magazine, you can do much more! If you go to "<http://www.roadandtrack/gallery.com>" (look for Focal Point), you can purchase copies of the photos! They have different sizes and you can also get them framed. Also, you can have my photo put on tee-shirts, coffee mugs, and other items! Of course, I would be glad to sign anything you buy for free.

Well, enough tooting my own horn. I hope to see you soon at a club event, were we can toot some Miata horns!

*Tag! You're It!*

# The Arbuckles - Destined For A Miata!

by Norm and Susie Arbuckle

I was an avid motorcycle rider for 37 years. My two favorite bikes were my 1996 BMW (900cc) R90 that I purchased new, and my 1996 Honda Gold Wing that I also purchased new. I rode them to both coasts, and had them for 23 years.

Since fewer and fewer of my friends were riding bikes, I felt it was time to go to a sports car convertible that would still give me fun with air filled drives, where I could put the top up when it rained or got too cold.

At the time, I was single and test drove a new 1997 Miata but just didn't like the little engine. I could not get used to the look of the pop-up headlights either. (Sorry about that for you owners who love that feature). I drove a BMW Z3 and a Mercedes SLK convertible and neither felt like the way a sports car should feel. I just was not a Corvette-type person either. The BMW with the features I wanted was twice the money of a Miata anyway.

Then I drove by the Miata dealership in Westfield, IN where the new 1999 Miata (M2) had just arrived and was put out for display. Unbelievable timing - I was destined to have a Miata! I drove that car and fell in love with the more powerful engine and the all new M2 body design. It was the true sports car for me. I decided I wanted a new one and I wanted it like I wanted it: white with gold and leather packages, fully equipped with bells and whistles, automatic and a hard top. I called every dealer in Indiana. I located and called each sales manager of the four sales regions in the United States and not one Miata like I wanted could be located anywhere in the USA. None were coming into any region or state. They would not guarantee that if I ordered one that I would even get it. (Go figure??) But, I was told there may be some coming directly from Japan to certain dealerships.

Over the next 3 months I started calling two dealerships in every state starting with Maine over to Indiana and worked my way down to Georgia where I talked to a sales woman at Moss Robertson Mazda, Gainesville, GA. She said she might know of one coming in. The next day she located one exactly like I wanted on a ship in transit from Japan destined to arrive at a dealership in Charleston, SC within two weeks. We negotiated a purchase price (MSRP was \$27,685) and she secured the car for me.

On October 24th, 1998 I flew into the Atlanta, GA airport and met her. I talked the sales manager out of me having to go back to Gainesville to close the purchase. I signed all the paperwork at the airport and gave her a certified check and drove my new "one of a kind in the USA" 1999 Miata back to Indiana.

I wasn't about to get rid of my beloved Gold Wing just yet. However, after three months, I knew I was hooked on Miata driving and sold my Gold Wing. I haven't regretted it since. Miata drivers just like motorcycle drivers, all love scenic, curvy roads, great food and socializing.

I picked up an Indy Miata Club application at our local dealership in Lafayette, IN and joined immediately. I met my Susie a year later and presently we have 84,000 miles on "Sport". Susie and I have attended numerous outings with the Indy and Windy City Miata Clubs of which we are members. We have organized several outings with both clubs. We've driven "The Gap" and "The Snake" several times and have attended many regional Miata outings. Susie and I enjoyed an 8,000 mile trip out west for two weeks in our Miata that was fantastic. We both felt it was the best vacation ever and the top was down most all of the trip. We wrote an article for the Open Roads October 2003 issue. Check it out for some of the great driving and scenic roads out West. Prior to our trip, I had talked with several western Miata club presidents to get choice roads to travel while in their areas.

Of course we've added numerous accessories including the wood-



grained trim to the dash, remote entry, CB, bike rack, dual exhausts, and our mini horse cargo trailer to enhance our Miata enjoyment. We have the SO LOST license plate that we have earned many times over.

We attended the 2009 Miata World II in Grapevine, TX in May and visited Branson, MO and Eureka Springs, AR on the way. (see page 5) We then went on to deep Southern Texas to visit Susie's sister, over to the French Quarter in New Orleans, then visited Elvis in Memphis and back home.

Thank you, Indy Miata Club, for wonderful memories and new friends. I'm retired from my own dancing and expediting businesses, and Susie will soon retire from Eli Lilly Tippecanoe Labs. We have six children and 12 grand children, are both active in our local Faith Baptist Church and look forward to many more years of Miata outings.

Who's next for the tag article? I tag Bill (Too Tall for a Miata) and Lisa (Just Right) Hurley for the next article!

Happy Trails!



## Miata World II And More

by Norm Arbuckle

Susie and I attend Miata World II in Dallas in May. Before we left for Grapevine, TX, I contacted the president of the Northwest Arkansas Miata Club to learn of some good twisty, scenic roads to travel from Branson, MO to Eureka Springs, AR, and then to Grapevine for the world event. We planned a two-week vacation around this event. We left on Sunday and spent three nights in Branson, MO and attended 8 fantastic live shows while there. This time of year is a great time to visit Branson, since it is one-third as busy as normal.

Eureka Springs, AR was only an hour away, a place where we have been trying to get to for many years. I'd always heard about it being a great place for unique shopping and scenic Miata roads. We discovered the most awesome thing about Eureka Springs was its "The Great Passion Play" and the five other Christian museums and attractions. We spent eight hours there and could have stayed longer. (E-mail us at normarby@aol.com and we'll give you more detail of things to see.)

We left Eureka Springs early Friday on Highway 23 S which led us to "The Pig Trail", a road voted by Car & Driver Magazine as one of the ten best in America. It was an hour south of Eureka Springs and I'd say it was a "mini" Deals Gap. Five hours later we arrived at the Gaylord Texan, a mega resort hotel just a little smaller than the state of Road Island. No matter where you went it was a quarter-plus mile walk, but was a marvelous facility for hosting such an event. Once we found our way to registration, we connected with old friends and planned our weekend with event choices. Self-guided tours and guided tours were available, one popular tour was to drive into Dallas to see the downtown area and where President Kennedy was killed and explore the West End area filled with unique shops and restaurants. Another drive was into Ft.. Worth to the famous "Stock Yards" nightlife and shopping area, and Billy Bob's famous dance hall.

The highlight of the whole event was the day at the Texas Motor Speedway. We helped set a Guinness world parade record of 297 Miatas during a police escort to the speedway. The previous Miata parade record was held by New Zealand at 251. The Texas Motor Speedway was just flat out fun!

We put in over 70 miles on the oval race track and road course track. We were only supposed to do between 80-90 miles per hour on the oval track; but on one occasion, I did an entire curve at 98 mph and reached 103 a few times before I had to back-off because there was always someone in front of me who just wouldn't go into the turns or straightaways full speed. Groups of ten cars would go at a time on the oval course led by a lead and follow car doing three laps; but later in the day, they increased it to five laps. The road course was set up like auto cross and was great fun. The lines were long waiting to run and rerun each next event, but got shorter as the afternoon progressed. There were three other speedway events that I just wasn't able to attend due to having so much fun doing the oval and the road courses. Susie did great as a passenger and her knuckles turned from white to normal color an hour or so after the event ended.

Though we had prepared to drive two cars back home, the winner of the new special edition Miata was a member of the sponsoring local club who lived in Ft.. Worth. They announced that 363 Miatas were at the hotel.

If you can, you should plan to attend one of the future world or regional events. They are great fun and you meet new Miata friends, see new places and get to see an array of Miatas of which no two are alike. These events can be a little on the pricey side but just plan it as a vacation and enjoy the events and drives. We did and thoroughly enjoyed the experience.

## "Cruse Cruise" Returns For A Great Encore

by Jack and Claire Cruse

The second annual "Cruse Cruise" began its journey at the Greenwood Target parking lot on south SR135 on a bright very warm Tuesday June 23rd, after a rain out the previous Tuesday.

Club members Steve Meyers and Herm Freeland, Gary Marconi and Linda Marconi, Gary Weiman and Linda Weiman, Steve Randall, Jim Jones, Patrick Roth and Rosy Gray and Harold Goad joined us for this trip south through Johnson and Brown Counties. South of Trafalgar, we went west through a series of great "twistees through the woods", where we found a surprise – a large dead tree had fallen completely blocking the route. The Guys and Gals didn't let that halt them. With all of them helping, they rolled a section of trunk out of the way and proceeded on their way back to SR135 and then on into Nashville. Everyone was "on their own" there for lunch at one of a great number of spots to eat in Nashville.

Back on the road again, the route followed SR135 south around the eastern edge of Brown County State Park to the Story Inn. This 12 mile section has, in many people's opinion, some of the best rally roads in southern Indiana. They are fast, hilly, and twisty. During mid-week runs this section is virtually traffic free compared to weekends, when many cars and bikers enjoy this route. Keep to your side of the double yellow and let her "rip" on a road custom built for Miata's of all ages.

Leaving Story, the route went further south a bit and then did a loop back to Story where it ended in the Inn's parking lot. Then everyone had the opportunity of doing the 12 mile stretch again north on their way home.

All drivers and navigators had a great day in the recently seldom seen and very hot sun. We will plan to do it again, with some new route sections next year.

Photos of the "Cruse Cruise" can be seen at <http://picasaweb.google.com/IndyMiataClub>, the club gallery web site.

Thanks to everyone who joined us for the day and helped move that tree!

# Report From Miata World II *Sock Hop 'N Shine- A Little Something For Everybody*

by Conrad and Judy Serwatka

Questions to ponder (see answers at the end of this article):

1. What do armadillos, turtles, and other (unidentifiable) have in common?
2. What do cattle and 5 police cars have in common?
3. What is represented by the number 1,000?
4. What costs \$46,000?
5. What is \$130,000?

We made it back from Miata World II in one piece and better for the experience! No, we didn't win the car (someone from Texas won, which isn't surprising since Texas had more cars there than any other state), and we didn't win the 50/50 raffle that they held (jackpot was over \$1,000). But, we met up with friends from other clubs around the country who we have met at other national and regional events.

This event was held at the Gaylord Texan Resort and it was the first time we had stayed at such a resort. It is huge! The hotel rooms surround a huge atrium, which is completely enclosed with a glass roof, so it seems like you are outside, but it is temperature controlled, so it is very comfortable. There were several restaurants and shops within the resort, and the hotel is connected to a convention center by an enclosed walkway. If the weather is bad, you don't have to worry about it (unless you want to go driving around in a convertible!).

This was a typical Miata national event, except that they were giving away a 2010 Miata. They had driving excursions (to places like the Fort Worth Stockyards, which is now a historic district), a road rally, funcanna, a 'show and shine' show, laps around the Texas Motor Speedway, and a driving course. The only day it rained very much was the day we were at the Speedway, but it didn't dampen anyone's spirit. Many people still participated in the events. The hotel is in a small town northwest of Dallas called Grapevine and you could also go walk around the town to the shops or visit the local Grapevine Mall.

Several Miata celebrities were at the event. Tom Matano and Bob Hall were there to sign autographs on Saturday. Barbara Beach (the original editor of the Miata magazine) was also there. She gave a short talk during the Saturday night banquet and included some of the original Miata and Mazda commercials. Do you remember the commercial that said "A piston engine going boing, boing, boing (with a boy on a pogo stick) and a Mazda goes MMMMMMMMMMMMMMMM". This was the original commercial for the Mazda rotary engine. Most of the early commercials showed only red Miatas, which brought a cheer from the crowd.

There were several vendors at the event, although some big ones pulled out at the last minute. Moss Motors was supposed to be there, but sent some nice prizes to give away instead. Conrad did get a trailer hitch put on our 2008 by one of the vendors while we were there.

Now, what is up with those questions at the beginning?

1. These are the road kill that we saw on our way home through Oklahoma and Missouri. The armadillo is the raccoon of the south, we decided. There were also many live box and snapping turtles on the road.
2. It took five Texas police cars to round up cattle that we saw loose on the highway on the way home!
3. The number of people the WWII organizers needed to break even. They had 526 people sign up, so they went significantly into the red on the event. Luckily, Mazda bailed them out. This is also the number of miles we drove to get there.
4. The cost to rent the Texas Motor Speedway for one day for our events.
5. The amount the organizers paid for meals (2 dinner buffets and one sit-down dinner) for the 526 people. That's about \$89 per person. Pretty expensive dinners, if you ask us.

by Barbara Cole

The atmosphere was tense in the Cole household on the evening of June 19th. Strong storms were sweeping through Indiana and Steve Cole was nervous that falling branches and high water might affect his first attempt at a rally for the Indy Miata Club, scheduled to take place the next day. In the end, he needn't have worried.

The morning of June 20th dawned bright and clear and 13 cars gathered under a blue sky in the Meijer parking lot in Greenwood. It was interesting to see that red cars were in the majority and gravitated to each other as the drivers waited for the rally to begin. Some drivers came prepared; Steve Myers, who must have been a boy scout in his younger days, arrived with a chain saw in his trunk! He would certainly have been handy to have around if any trees had fallen on the route.

After a short meeting in which Steve gave a briefing on the rally that "had a little something for everyone", the first car took off at about 12:30 pm. Faster drivers went first while those who preferred a more sedate speed so as to enjoy the scenery brought up the rear.

The route was expected to take approximately four hours and followed roads that encompassed twists and sharp bends and sometimes unexpected turns that kept everyone on their toes. The drive around Lake Lemon was particularly scenic. Since the day was so hot, I was happy to dangle my toes in the water while Steve took photos of the passing Miatas.

The rally culminated at the Suds in Greenwood, a gathering place where vintage car owners show off their pride and joy every weekend. The car show was interesting, the food was great, the company even better, and everyone seemed to agree that the rally was a huge success. Steve and I would like to thank everyone who showed up on June 20th, we had a great time!

Photos of the event are posted on the club's web gallery site. To view them, go to <http://picasaweb.google.com/IndyMiataClub>.

## Learn To Drive Your Miata At Its (or your) Limits

On Saturday, July 18th, the Columbus, Indiana SCCA (Sports Car Club of America) will be hosting an Auto-cross School for those interested in learning how to drive their Miata, or any other car for that matter, at its limits in an extremely safe and controlled environment. Instructors will be on site to assist and ride along with you as you learn your car's handling characteristics and guide you through the course, consisting of orange traffic cones laid out on the old Walesboro, Indiana airport runway.

Auto-cross, also known as Solo, is the SCCA brand name for autocross competition. Solo events are driving skill contests that emphasize the driver's ability and the car's handling characteristics. This is accomplished by driving a course that is designated by traffic cones on a low hazard location, such as a parking lot or inactive airstrip. While speeds are no greater than those normally encountered in legal highway driving, the combination of concentration and car feedback creates an adrenaline pumping experience. It is like being in a movie chase scene, only you are holding onto the steering wheel instead of a box of popcorn! Indy Miata Club Treasurer Steve Crouse has this to say about this event.

"I see that Tom has added this date to our schedule, with an invitation to attend. I would like to add my own encouragement to every member to go try it out, and especially to those owners that haven't tried pushing their Miata to its limits.

Auto-cross is run on a closed circuit, usually a large parking lot, with no obstacles to get in the way. The course is typically run in 1st and 2nd gears only, so the speeds are kept within reason. If this is a true school, they will be instructing drivers on how to choose your lines, set up for corners, and when speed can be counter to going fast.

I repeat - this is a great way to gain confidence & understanding in the capabilities of your Miata. It should be mandatory for anyone who owns one. If my schedule allows, and the price is as low as I expect, I'll be there."

The Auto-cross school on Saturday will run from 9:00 am until approximately 4:00 pm. Additionally, on Sunday, the Columbus SCCA will be hosting a Solo Competition in which you can optionally participate. The cost for these events are extremely reasonable and well worth the money for the skills and confidence you will come away with, not to mention the FUN!

For non-SCCA members, the cost for the Auto-cross School is \$35.00; if you would also like to participate in Sunday's Solo Event, the cost for BOTH is \$50. For SCCA members the cost is \$20 and \$30, respectively.

For more details on this event, as well as extensive information about Auto-crossing/Solo, explore the Columbus, IN SCCA web site at [www.CSCC-SCCA.org](http://www.CSCC-SCCA.org).

You can download a flyer for this event at <http://2cat.com/school>.

So grab some sun-screen, pack a picnic lunch and throw the folding chairs in the trunk and come out to the Walesboro airstrip for an experience you will not soon forget!

## Photos Of IMC Members Having Fun At Recent Events!



Left-You carry a chainsaw as part of your Miata tool kit, right? Right-Norm Arbuckle about to drive some laps at the Texas Speedway. Below Right- Removing a fallen tree on the "Sock Hop" Rally. Below Left-Steve conducts the driver's meeting at the Putnam Rally.



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Don't forget to visit the club web site for up to date information and more! <http://indymiata.org>

# 2009 Scheduled Events

**July 11** - Shall We Gather at the River?

**September 11** - MMG X (Cincinnati)

**July 18** - CSCC Auto-cross Summer School **September 26** - Eastern Back Roads Run

**July 25** - Brickyard Mingle

**October 9** - Marietta Madness

**August 1** - A Deja Vu Cruise

**October 24** - BYO BBQ Fun Run

**August 15** - Southern Circles Rally

**August 16** - Red Bull GP Mingle

**November 7(?)** - Hidden Drives

Don't forget, your source for up to date information is  
the Indy Miata Club web site.

<http://www.indymiata.org>

What does the image below have to do with the Indy Miata Club?  
See inside for the answer!

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**FOCAL POINT** Featured Photo of the Month August 2009

**FOCAL POINT** Featured Photo of the Month July 2009

**Top 10: July 2009—Corvette C6R**

Image courtesy of roadandtrack.com