

The CAR Enthusiast

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Calendar of Events

April –

20 CAR Meeting, Rocky Run, Columbia.

22 Open House/Car Show/Test Drive, Heritage Mazda, Owings Mills.

May –

6 CAR Tech Day, Ross Sober (evolutionross), Hampstead.

18 CAR Meeting, Greene Turtle, Laurel.

June –

3 CAR Tech Day, Bill Carlson (wwc), Columbia.

15 CAR Meeting, Greene Turtle, Laurel.

17 CAR Crab Feast, Brad's (ZoomZoomBrad), Eastern Shore.

Miata of the Quarter

ZoomZoomBrad – 91 Miata

I have always loved the look of the Miata and thought someday one would be nice to own. But it was not really a priority. I had been a mechanic years ago, owned 27 cars and kind ran my interest in cars in to the ground. In 1999 I met Lewis

(IH82BL8) at work and he had a Miata.....This got me going, it only took a few

rides, top down going to lunch for me to decide "I need, I need". By July 29, 2000 I convinced my wife that I would pretty much shrivel up and die if I didn't get one, I even remember telling her I would

be happy not doing much in the way of mods! (come on hon...just let me get the car, that's all I need.....Please?)

So then it all began. First mod was sway bars, not to much of an investment, we could swing those (pun intended). There are 3 times a year where I "Get stuff", my birthday, Fathers Day and Christmas. I made sure all 3 were focused on the



Miata, and the family did well, everything from steering wheel covers to a Hard Dog roll bar. Some of the pricier things were brought to me by fate! For example, I was "tapped" in the rear end on the way to work, not a major mark on the bumper, one I could live with, so that lady's insurance check went to KYB's and FM springs!



Sponsors

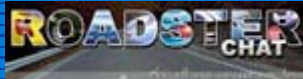
Total Performance

Total Performance is a full service automotive Hi-Performance facility.

Rich Morton Mazda

Full service Mazda Dealership. CAR members receive a discount on parts and service.

Links



Contact Us

www.chesapeakeroadsters.com

Newsletter Editors

Some of you may remember the 96 "scary-fast-M" I bought. The plan was I would keep this and my up and coming driver Janelle would take the red 91. I loved the 96, it was awesome, but every time I pulled in the driveway next to the red 91 sitting there,



something pulled at my heart strings. Then it happened, the turbo seized in the 96, NOW WHAT? Calling around, the old aerodyne was not an easy repair. Luckily when I bought it the guy gave me ALL the stock parts. A few weekends of Kirk (SpecialK) and me wrenching and we had a completely stock 96. Anything that would fit on

the 91 went there and I ebay'd the rest. Yes sir... Bottom line, I drove it for 3 months, parted it out and doubled my money.

ALL of which went in to MY pay pal account. Umm sorry Janelle, I want MY Miata back! This is how I paid for the Turbo! Also MANY of the turbo type parts (gauges, AFPR, FM Turbo Duals, and more) came from the 96.

OK, rewind back to 1993. My car was chosen by the club to be in the "Miata Enthusiast" booth at the Mazda "Rev it up" thingy, a day that would change my life, a day that my Epilepsy, that was in hiatus for 13 years decided to return. Since then, each of the several seizures I have had, render me a non-driver for 90 days. It was during one of these suspensions that we did the turbo. I can remember finishing it but NOT being able to leave the hood when it was done. That, umm, sucked!



Summer of 2005 I went to open my garage door and hear a BAD crash. The drywall from the ceiling in the garage fell on my Miata. I wanted to cry. I couldn't bear to look at it.

Good news was that it was 100% covered by insurance! Better news, I have a friend that is a manager of a body shop, its time for my dream paint job. I have ALWAYS wanted a BRIGHTER red (2006 Boxster red is what we chose) with a PAINTED on white triple stripe. Ta daa!

Engine

- Greddy Turbo Charger (Boosting to ~7 to 8 PSI)
- "Jet Hot" treated exhaust manifold
- Aerodyne intercooler
- Baileys "Blow-off-valve"
- BIPES
- Adjustable fuel pressure regulator

- ACT Street Pro Clutch
- Miata 1.8 Flywheel
- Custom "Krinkle Painted" valve cover
- Flyin' Miata dual stainless steel exhaust
- High Flow Cat.
- FM turbo heat shield

Suspension & Handling

- Flyin' Miata Front and Rear Sway Bars
- Flyin' Miata competition springs (lowering 2")
- KYB AGX 8 way adjustable shocks
- Falken Azenis tires
- Mazda Miata 10th Anniversary polished aluminum wheels

Miscellaneous

- Hard Dog roll bar
- Custom Paint
- White gauges
- Autometer boost Gauge
- Autometer Air/Fuel gauge
- Turn Signal Intakes (TSI's)
- Short throw shifter
- Strut Tower Brace
- Factory Hard top
- Custom Tinting (isn't it all custom?)
- Pioneer head unit
- Polk headrest speakers
- Kenwood Subwoofer
- A-Pillar gauge pod mount
- Chrome fuel door
- A really nice cupholder

The Presidents Post

For nearly two years, my Miata didn't have a working radio. The OEM radio/cassette player had given up the ghost, and worked intermittently if you'd pound on the right side of the dashboard. Finally, my amplifier fizzled out, and that was the end of it. "I'll fix it - next week." Well, "next week" turned into "next year" pretty quickly.

But as the weeks and months went by, I found myself pining less and less for a functioning stereo. In fact, I found myself instinctively turning off the radio in other cars I'd drive.

I had learned to love the mechanical symphony of the machine.

Back in the late 1980's when Mazda's engineers were designing the Miata, they were handed a cassette each night as they left their offices, which was to be played in their car on the drive to and from work.

The soundtrack was exhaust noise. But not just any exhaust noise. It was Triumph. It was Lotus. It was four-cylinder Ferrari. They listened to all the great ones to help them understand what a real sports car should sound like. And after building and testing over 100

exhaust prototypes, they created the exhaust that ended up on the 1990 production models.

Even after ten years of ownership, I still find myself turning off the radio to hear the car. Every click of the key in the lock. The mechanical sound of the starter. The popping and growl of the exhaust after that second rev to get it going. The way the shift rods gently clink into gear. And of course, the way the car sounds at full throttle down a twisty, back road.

I recently had the pleasure of following club member Peter Kimball (aka "beerbaron") through Baltimore's Fort McHenry Tunnel, top down. It was great fun hearing both our Miatas echoing off the walls of its 1.7 mile length in a surround-sound mode that Dolby could only dream of. It is perhaps the greatest sound experience that \$750 Million can make.

Now that top-down weather seems to be upon us, I urge you to put the top down and turn off the radio, if even for a little while. It doesn't matter if it's a drive on your own, or even better, with a group of Miatas on a CAR Club scenic drive. Just listen, and in no time you'll be experiencing Mazda's famous "oneness between car and driver".

Miata: Gay or Chick?

A poll was recently posted on the newsgroup from the website Cartalk.com that ranked the Miata the number #5 gay car and the #3 girlie car. A lot of bantering went on with this particular thread. How does this car that closely resembles the British roadsters of years ago end up getting this reputation?

When the Miata came out there were waiting lists to get one. We had kids so they were not a car we could own at the time but we knew someday we wanted one. The Miata has nice lines, seats only two and you can drop the top with total ease, unlike many other convertibles on the market. Modifications won't cost you an arm and a leg to make and the vehicle is fairly easy to work on unlike some of the past vehicles we have owned. It's a car that draws lots of looks, not to mention all the fun you can have driving it as well! With gas prices soaring, you can go pretty far on a \$20 bill. When driving the car, most of the people we observe driving Miatas are men that look to be in their early 20's OR in their 50's that have modified their vehicle one way or another. None of these cars look to be chicky or gay on the road to us....matter of fact, most of them are pretty manly the way they are equipped. Where is it written that in order to be a real man you have to have the Z-28 in the garage with the 350 modified engine that every time you step on the gas to rev it up you can hear the dollar bills being burnt out through the tailpipe or the Hummer that screams "I'm a guy's vehicle because no girl would want to have to park me" not to mention what this vehicle takes in fuel. Personally, we think people who are into Hummers have more money than brains! All in all, it's all about the fun that you can have modifying and driving Miatas. They are swift and maneuverable. You can do a lot to them without dumping your whole wallet on mods. We think the authors of the article might be polling people that have never driven a Miata and

are trying to stereotype it. These same people might want to think about getting in touch with their local Mazda dealer, taking a test drive so they can deal with the sexuality hang ups they seem to have!

What do you think? Send us your comments!

Meet the Officers

Ben Harper is a native Oregonian who moved to Maryland in 1991 to attend Graduate School at the University of Maryland in College Park. Before that he attended Lewis & Clark College in Portland, OR where he received a degree in Psychology. Ben was always attracted to the more mechanical aspects of human memory and problem solving, and studied in the Experimental/Cognitive area (Motto: We don't want to help people.) Ben has worked as a Human/Computer Interface Designer and Usability Expert in the technology field for the last 11 years, and has lived in the Twinbrook section of Rockville for almost 7 years.

Ben began his relationship with Miatas by talking his then-girlfriend into buying a 94 Black & Tan to use as her daily commuter. Ben drove the 94 whenever possible. The relationship with this Miata was not destined to last though, and in October of 2002 he found himself without access to the Miata, and driving a Nissan Altima with a slipping clutch and no access to the reverse gear. Something obviously needed to be done. There was no question that his next car was going to be a convertible, but a number of possible cars were considered for his next purchase. The Porsche 968 Cabrio was a front runner for a while, although repair costs and scarcity made this option impractical. C5 Corvette convertibles were tempting, but not cost effective, and used \$2000s were still scarce. This focused his efforts on finding a new Miata. Front runner was a yellow Special Edition from 2002. These proved impossible to find in October, except for a number with automatic transmissions. Instead he found a sunlight silver metallic 2002 LS with every option available (except the largest body kit and hard top) available in Fredrick. The purchase went smoothly and that's all there is to tell.

Ben is member number seven in the Chesapeake Area Roadsters Club. His first event with the club was a tech day at Elaine's house where he met Christian, TJ, Kirk, Mike and Jay for the first ever Chili Cook-off. Highlights included the inexpert installation of a roll bar into TJ's car, and a garage rapidly filling with icy water as deep snow rapidly melted outside. In all it was a great time and Ben quickly volunteered to be the new webmaster. Ben became the Club's vice-president in December of 2004 when nobody else would take the job, and is now serving his second term. His goals for the club are to continue an ambitious schedule of events, and to some day upgrade the club's Forum software.

Upcoming Events

Below are the dates for the upcoming events this quarter.

April 20 - Monthly meeting @ Rocky Run in Columbia

April 22 - Open house/car show/test drive at Heritage Mazda,

Owings Mills

May 6 - Tech Day at Ross Sober's (evolutionross) in Hampstead, MD

May 18 - monthly meeting @ Greene Turtle in Laurel

June 3 - Tech Day at Bill Carlson's (wwc) in Columbia (?)

June 15 - Monthly meeting @ Green Turtle in Laurel

June 17 - Crab Feast @ Brad's vacation spot on Eastern Shore

This will at least get us through June, but if someone wants to figure out another drive or two in-between (especially for May), that would be cool.

For more info, be sure to check out the Events section of the club forum at: <http://www.chesapeakeroadsters.com>.

Hope to see you there!

- Christian LeHew

President, Chesapeake Area Roadsters

president@chesapeakeroadsters.com

From the Editors

Our fearless leaders have another fantastic year planned for us! How involved are you with CAR? Would you like to be more involved? Do you have any suggestions of activities that you would like to do? There are already some great activities on the roster. In addition to the club renowned Tech Days, there are a number of drives and events planned for 2006. It would be great to see all the old faces of the group and it would be really nice to get some new faces (especially the ladies!) involved in the group. Do you know someone with a Miata? Take a look at the CAR calendar and welcome a friend to come and join the group for a group ride and some good times! Let's make 2006 a year to grow!

Tech Day - 18 March 2006

Well the day was certainly blustery for the 1st official CAR tech day of the season. Jason (JH94) was kind enough to offer up his garage and parking pad for this opening event with a little prodding from his friend Eric (emsummer). At this tech day we had various changes going on, one transmission/clutch swap, 3 CAS o-ring swaps, 2 brake jobs (although one was scrapped due to the local parts store providing the wrong parts) and a heater hose swap.



The primary job was to tackle the transmission/clutch swap on Jason's car. This event got started early around 8 AM and boy are they glad it did, the final bolt and firing up occurred around Midnight. Jason thanked all who were there in a post to the org at

12:09 AM.

Of the other jobs happening Ben (djarum69) was busy replacing the brakes on his '02. Things were going along smoothly right up until he discovered that leaky caliper in the rear. Luckily it was minor and he would order a new one a swap it out during the week. The other brake job was Eric (redhardtop95) he wanted to swap out the front rotor but alas the parts place gave him a rear rotor instead of a front. He did the brake pads and ordered the new rotor to be swapped out during the week also.



Jason (mistanfo) became the CAS o-ring specialist of the day. He swapped out the one on JH94's car while they were pulling the tranny. He swapped out Peter's (thebeerbaron) then assisted with the heater hose swap. He then actually did his own o-ring. Jason was hoping to get do a clutch swap but didn't get the chance. He prays it will last until the next tech day.



All in all the tech day was a success and none had to leave there car and return to finish the next day. Our next Tech Day will be 1 April at Bill Keksz home in Edgewater.

We need your help!

Send us pictures, suggestions, articles about events, rides you have taken and enjoyed, or just something that you learned mechanical/technical about your Miatae or any articles you might find interesting and would like to share with other CAR members to: newsletter@chesapeakeroadsters.com.

As most of you know Miata Net has a car of the month feature, the newsletter would like to select a CAR of the Month/Quarter, since most of us will never be selected over there. This would be a good opportunity to get to know the members here and some things about their ride. So write up your articles and send us your photo's so we can start selecting and hooking up in the next version of the newsletter.

Autocrossing

Cold weather means cold metal, frozen fasteners, and numb fingers but that isn't keeping the CAR autocross contingent from prepping their rides for the upcoming season. New vehicles are being built and tuned while old rides are receiving fresh parts and a little TLC. CAR autocrossers run the gamut from newbie to national

competitor, but everyone is willing to share advice and the occasional wrench to keep the fun-factor high.

Ben Harper and Darrell Wheeler will be battling it out in CSP. Ben will be running his familiar toothy track terror while Darrell will run whichever of his two green NBs he chooses for that weekend.

Lee Wood made his debut in CS at Philly's first winter event and has officially caught the autocross bug. We expect great things of him this year!

Brad Burns, David Dawson, and Peter Kimball will be dueling it out in ES this year. Brad's R-package has recently undergone a nice mechanical refresh, David's 90 A-package is still exhibiting the occasional sign of demonic possession, while Peter's 94 C-package has only gained the weight since last season.

After working out some problems that developed in its debut at Ripken Stadium, Mike Kline's cart is ready to meet the strong F125 competition at FedEx field this year. After passing the Solo torch to the kart, Mike's former SM2 Miata has been rendered almost civil, with the addition of a real passenger seat, a soft top, street suspension, and other minor luxuries.

Mark Clark and his Ubercharged green demon are expected to keep the local SM2 trophies within the club. This was the car that brought such despair to Mike's heart that he ran off to join the ranks of F125!

Shawn Roberts has moved up to STS2 where he joins Seth Wallace, whose season will be split between the DC area and his new home in California! Shawn dominated ES last season and is expected to do great things for the up-and-coming STS2 class.

Below is a rundown of the upcoming season. All dates are very tentative and the Philadelphia dates do not yet have location information available. CDC refers to The Capital Driving club, [Capital Driving Club](#). WDCR refers to the Washington DC Region chapter of the SCCA, [SCCA DC Region](#), Philly refers to the Philadelphia chapter of the SCCA, [SCCA Philadelphia Region](#).

4/2 Philly	7/29 CDC@Harry Grove
4/15 CDC@Manassas	7/30 Philly
4/22 Philly	7/30 WDCR@FedEx
4/23 WDCR@FedEx	8/5 CDC@Manassas
5/13 WDCR@FedEx	8/13 Philly
5/27 CDC@Harry Grove	8/13 WDCR@FedEx
5/21 Philly	8/19 CDC@Bowie Baysocks
6/11 Philly	9/3 WDCR@FedEx
6/11 WDC R@FedEx	9/9 CDC@Harry Grove
6/24 CDC@Manassas	9/10 Philly
7/1 CDC@Bowie Baysocks	10/8 Philly
7/9 Philly	10/8 WDCR@FedEx
7/16 Philly@Warminster	10/22 Philly
7/16 WDCR@FedEx	11/5 Philly

