



A MONTHLY PUBLICATION FOR THE MEMBERS & FRIENDS
OF THE FIRST COAST MIATA CLUB

Volume 33, Issue 1 July 2022

www.firstcoastmiataclub.org

Inside this issue:

Gator Joe's Drive	2
Gator Joe's Drive	3
2022 Mazda...	4
Miata Review	5
Funny Bumper Stickers	6
FCCM Events Calendar	7
FL Cop 'Vette Car	8

First Coast Miata Club

Board of Directors

President: Hank McLeod

Vice Pres: Jim Sparks

Events: Jim Sparks

Secretary: Gail Finneran

Treasurer: Lisa Corner

Membership: Paula Horning

Editor: Colin Busch

at cbusch64@aol.com

Web: Steve Janas

Facebook: Hank McLeod

5th Annual Jim Padgett Ice Cream Drive

When: Saturday, July 16, 2022

Meet at: Baldwin Park & Ride, 801 W Beaver St, Baldwin FL 32234 at 6:00 pm; Depart: 6:30 pm

The annual Jim Padgett ice cream drive will take us from Baldwin, FL to Powell's Dairy Freeze in Starke, FL for a myriad of cool summer treats as well as burgers, fries and whatever.

The drive will meander thru farm and cattle country along scenic byways offering Miata driving roads with minimal traffic and only two traffic lights after we leave the thriving metropolis of McClenny, FL.

We will make a pit stop at Hardee's in Lake Butler (not to eat). Powell's has a variety of food and ice cream treats! If you order a banana split, ask for hot fudge instead of chocolate syrup (a tip from a local)! See all you Miataphiles on the 16th!!!



Gator Joe's Drive on 06/18/22





2022 Mazda MX-5 Miata Road Test | Old dog, new trick

It gets something called Kinematic Posture Control for 2022. What is it and does it work?

Miata fans live by a simple mantra. M.I.A.T.A. — Miata Is Always The Answer. As bargain-priced, rear-wheel-drive models evaporated from the market throughout the 1990s and early 2000s, Miata became the enthusiast's entry-level car of choice if they wanted rear-wheel drive. The Honda S2000, Nissan 350Z and Mazda's own RX-8 were only inexpensive by 2022 standards; back then, they eclipsed the 4.6-liter V8 Mustang GT's MSRP — by a lot, in the case of the Honda. So, for a long time, your options were Miata, Mustang or making do with front-wheel drive.

It helps of course that the Miata has always been good. Very good in fact, despite following a formula that most modern car buyers eschew. Light, low and limber were the name of the game then just as they are now. The ND MX-5 adheres to the formula even better than the intervening NB and NC models did, in fact, but for some reason, Mazda keeps tinkering with it.

Certainly nobody complained a few years ago when Mazda upped the 2.0-liter 4-cylinder's power output from 155 hp to 181. The 2.0 may not be any more characterful or engaging with another 26 horses, but they're certainly welcome. Ask any clear-headed Mazda fan how best to describe the manufacturer's offerings and you'll hear some variant of "outstanding chassis, acceptable engine."

But for 2022, Mazda looked not to the powertrain, but to the chassis for opportunities to improve. Finding none but wanting to do something anyway, Mazda's engineers came up with new braking software that helps mitigate body motion in hard cornering, reducing roll and making steering response more linear. Mazda calls it "Kinematic Posture Control" (KPC) and it requires no additional hardware to implement — just what the doctor ordered. KPC will digitally sneak in and drag the inside rear brake juuust a tad. Applying the brake in this fashion will help counter the natural upward movement of the body over it, flattening out the car's cornering attitude and giving the impression of a firmer suspension setup without the added cost, complexity and ride quality penalty of actually engineering it that way in the first place.

Let's make something perfectly clear: body roll has been a product of Mazda's aforementioned triumvirate of L-words since the very beginning. Yeah, your buddy's '94 R-Package corners like it's on rails after \$3,500 in parts from Flyin' Miata. Bone-stock, that thing had its inside hip in the air going around every. single. cone.

Body motion is not inherently bad, it's merely a tangible expression of a chassis' weight management characteristics. When Mazda re-jiggered the seating position for the current Miata, the entire point was to put the driver closer to the car's roll center so that its attitude (as in pitch and yaw) could be more easily interpreted. This change had the side effect of reducing the Miata's perceived body roll, even though it did very little to alter the amount of weight transfer taking place.

That's because driving fast is all about managing that weight transfer. Whether you're at the drag strip or chasing cones, being quick is all about putting weight where you want it and not where you don't. Body roll is the car's most effective tool for telling you how well you're managing its weight. Reducing it, whether in practice or merely through perception, is equivalent to reducing the volume of the chassis' communication system.

Where a system like this makes more sense is in Mazda's new premium-oriented crossovers, where similar trickery can actually be useful in the real world. While Kinematic Posture Control is ostensibly exclusive to the 2022 MX-5, Mazda could easily adapt the tech to other applications. We've already seen what Mazda's G-Vectoring Control can do to help facilitate front/rear torque transfer (pitch rather than roll, in other words) with the all-wheel-drive system to improve turn-in and various other parameters. Pairing it with Kinematic Posture Control could provide benefits to both on-road handling and off-road composure — exactly the sort of jack-of-all-trades stuff consumers think they want from crossovers. That said, I understand why Mazda did this; in fact, the reasons are likely twofold.

First, as good as the Miata is, it's a roadster living in what has transformed over the past two decades into a segment of coupes. As modern as the current MX-5 is, it shimmies and shakes in a way the BRZ and GR86 don't. And it's old. Yeah, the BRZ and GR86 are on what amount to carry-over platforms that were first introduced in 2011, but even they are measurably stiffer than their immediate forebears. The MX-5 is comparatively longer in the tooth — a poor candidate for significant developmental investment but an excellent guinea pig for anything cheap that might help keep sales afloat as it approaches lame-duck status.

Second, for better or worse, the MX-5 is Mazda's halo performance car. You can't go debuting performance upgrades in something like a refreshed CX-30; from a marketing perspective, that's no good. Give it a couple model years and I'll wager this terminology will have trickled down (dampness spreading between paper towel plies may be a more apt metaphor) to the rest of Mazda's lineup, both in nature and in name.

In the meantime, the MX-5 is certainly no worse for it. It may be showing its age, but the little roadster is still as wonderfully engaging and thoroughly pleasing to drive as it has ever been, whether we're talking about the junky NA I bought in 2008, this 2022, or the various others I've owned and sampled in the intervening years. Miata may not always be the answer, but it is very frequently mine.



From Paula Horning, Membership:

"Thanks to all who have renewed your membership in First Coast Miata Club. The new membership year began in June and dues are now due for those who haven't renewed. We have a full schedule of fun events planned and don't want you to miss out. Check our webpage firstcoastmiataclub.org for a renewal form. We hope to see you soon."

Funny Bumper Stickers



FCMC Events Calendar

- **July 12 - 6:00 pm Monthly Club Meeting**

Our monthly club meeting will be held at Mudville Grill at 3105 Beach Blvd, Jacksonville FL 32216. Come out for the delicious food and stay late to pop a few hoods!

- **July 16 - 6:00 pm 3rd Annual Jim Padgett Drive to Powell's Dairy Freeze**

To beat the summer heat, we will be driving in the evening to our favorite ice cream spot in Starke: Powell's Dairy Freeze. Take the road less travelled, but take it in the evening! See all the details on the front page. Come out and beat the heat with your fellow Miataphiles with some ice cream!

- **August 9 - Monthly Club Meeting**

This will be fleshed out at the July meeting. Time to get creative. Show up at the July meeting to throw out your suggestions! More details coming soon!

- **August - Morning Ferry Drive to Kingsley Plantation**

Another morning drive to beat the heat of a Florida summer. Much more details to follow!

Happy July Birthdays to:

**Colin Busch, Carole Bush, Nancy Deloatch, Javier Fernandez, Renee Parenteau,
Charlie Radford, David Henry, Ed Spencer & Joanne Brunsmann**

Welcome To Our Newest Members:

The *Road Runner* is published monthly for the First Coast Miata Club of Northeast Florida. The editor and the First Coast Miata Club assume no liability for information contained herein, or for injury or damages resulting from use of such information and should be used at the reader's own discretion and risk. Neither contributors to the newsletter nor the editors express approval, authentication or encouragement of the contents. Neither the First Coast Miata Club, its officers, nor its members are responsible for injury or damages incurred during the events. All members are required to possess valid individual drivers licenses, insurance policies in accordance with Florida state law, and to follow all laws and regulations.



First Coast Miata Club
c/o Mike French
4027 Pinto Rd.
Middleburg FL 32068



We're on the Web! Check us out!

Web Page: www.firstcoastmiataclub.org

Facebook: facebook.com/firstcoastmiataclub

Florida Sheriff's Office Shows Off Their Corvette Z06, Was Reportedly Seized From Drug Dealer

The Escambia County Sheriff's Office showed off the "newest and freest" addition to their fleet and it's a C7 Corvette Z06.

Bound to be the envy of everyone stuck in a Ford Police Interceptor Utility, the car was seized from a felony suspect and given an eye-catching wrap. The model was also outfitted with flashing red and blue lights, although traffic stops won't be its forte as the vehicle will be used for community engagement and recruiting purposes.

They claimed "no tax payer dollars were used to fund this vehicle." As they explained, it was seized from "local drug dealers" and its wrap features "iconic local scenes, including the landing of Don Tristan de Luna and the Blue Angels at Pensacola Beach."

However, the model is more notable for having a supercharged 6.2-liter V8 engine that pumps out 650 hp (485 kW / 659 PS) and 650 lb-ft (880 Nm) of torque. This particular car appears to have a seven-speed manual and this allows the model to rocket from 0-60 mph (0-96 km/h) in 3.2 seconds when equipped with the optional Z07 package.

