



# Wheels in Motion

December 2022





# Wheels in Motion

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**Facebook:**

<https://www.facebook.com/groups/1221394091665789>

# Upcoming Events

## Key West "Hometown Holiday Parade"

December 3rd (Saturday) 7:00pm  
Details on page 23

## Cape Coral Art Center Holly Daze & Toyland Exhibits & Veteran Park Picnic

December 8th (Thursday)  
Details on page 24

## Christmas Dinner & Party Re-organized

Thursday, December 15th  
Social at 5:00 pm, dinner at 6:00pm  
At the Olde World Restaurant  
See page 23

## Annual Picnic & Election

Saturday, March 18th  
Lakes Park, Ft Myers  
This year it will not be catered,  
It will be a BOYF (Bring Your Own Food)  
Details as they become available

Late addition to this list

## Car Show at Herons Glen

Sunday, January 15th  
Details on page 25

# Monthly Meeting

Thursday, January 12th

Golden Corral

1151 Tamiami Trail

Punta Gorda, FL 33950

Monthly meetings are  
the 2nd Thursday of the month

Dinner at 5pm and meeting at 6pm.

Please RSVP to Kathy Engler by December 5th  
at [kathy.engler@gmail.com](mailto:kathy.engler@gmail.com)

## Cover Photos

Front cover: This is just a couple of Miata Christmas images  
I picked up off the internet. I was going to be selfish  
and use one of my eclipse photos from page 8,  
but it's Christmas and time to share!  
Back cover: A meme from the TV show 'Top Gear'.

## **JUST FOR FUN**

**Breakfast Socializer:**

**Tuesday, January 24th at 9:00 am**  
**Metro Dinner, 1720 Tamiami Trail Suite 100,**  
**Port Charlotte, FL 33948.**

**RSVP to Judy at [memmx5swf@yahoo.com](mailto:memmx5swf@yahoo.com) by Dec 22nd**

# From the Editor's Desk

By Ron Lindensmith

Welcome to the December edition of the Miata Club of Southwest Florida newsletter. I'll start off with a Happy Holidays and Merry Christmas to everybody!

On November 11th we had a BOD meeting and an Events Committee Meeting. And there is a lot to cover here. Lets start with the bad news first. After a long, long run of Club dues being \$24 and then \$25, and due to inflation, on March 31st, Miata Club dues will increase from \$25 to \$40 per year and new members who join after October 1st will be charged \$25 and their membership is good through March 31st.

Also the Club Christmas Party is being re-organized. It's on the same date, December 15th and at the same place, the Olde World Restaurant. But instead of the restaurant doing a special for us which was going to cost about \$50/person, we are now getting a trimmed back (i.e. no decorations, no tablecloths, ect.) and a food list we can pick from, that will be priced as directly off the menu. (See page 23 For more details).

Another sad note is that Sandy Cole is going to be stepping down from the position of Sunshine Lady which is also a Board Member position. If you are interested in helping the Club by being a bit more involved, here is your chance. And we can change the name from Sunshine Lady to whatever seems more appropriate if you happen to be male!

The March 18th Annual Picnic/ Election is still a bit up in the air. FEMA is currently using Lakes Park as a staging area and there is no date scheduled for Lakes Park to re-open. If Lakes Park is unavailable we will move to an alternate park (probably Veterans Park in Cape Coral). They have a pavilion as well. The other news related to the Annual Picnic is that this year the picnic will not be catered. It will be a BYOF (Bring Your Own Food). The Club treasury is down substantially from previous highs of a few years ago. The Club dues were suspended for 2 years during the COVID pandemic (a loss of about \$5000 over 2 years), our membership numbers also went down during COVID and we have lost 2 dealership sponsors (a loss of \$1200 over 2 years). Ed Howard Mazda in Sarasota is our only Club sponsor now... please utilize them whenever you can and let them know you are in the Miata Club.

That's the bad news. The good news is that your Events Committee is

hard at work trying to set up events and trips for the Club.

The Peace River Botanical & Sculpture Garden was rescheduled for Tuesday November 29th. Coverage is on page 15 in this issue.

The Key West Christmas Parade is on the schedule for Saturday, December 3rd. Info is on page 23

The Cape Coral Art Sale & Exhibit, along with the Veterans Park Picnic is scheduled for Thursday, December 8th. Info is on page 24.

The Events Committee (and a few BOD members) kicked around a number of ideas for events and trips. Some are in the works for as soon as January. Some will be later and some will be during the summer. Nothing is cast in stone yet as we need to confirm availability of locations and potential conflicts with other events at some sites. Under consideration are:

College Football Championship Game  
at a Beef O'Brady's or some other sports bar  
Monday, January 9th at 7:30 pm

Fun drive to Sebring, breakfast at the Airport Restaurant  
and spend the day watching SCCA races at Sebring  
Saturday or Sunday January 14th or 15th

Super Bowl Game  
at a Beef O'Brady's or some other sports bar  
Sunday, February 12th at 6:30 pm

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The Chilli Cook-off rescheduled  
at Dick & Jean Fischer's home

The Naples Zoo

A tour of the Lee County Waste Facility

Trips to Everglades City and some local nature boardwalks

A golf cart tour of the Fakahatchee Strand Preserve

An eco tour of the Babcock Ranch

A Poker Run driving event

A Sunrise (east coast) to Sunset (west coast) Tour across Florida

As any of these get confirmed we will send out a bulk email and also ask for your help with actually making the event happen. Please know that any comments, suggestions, possible alternatives or any other info you may want to share is VERY WELCOME. Just reach out to any of the members of the Events Committee or the Board of Directors.

# Everyone Needs a Little Sunshine

By Sandy Cole

Hi to all of our Miata Club Members,  
Blessings,  
Sunshine Sandy

**Laughter is the  
best medicine.  
Or wine.  
It might be  
wine.**

# Membership Notes

By Dennis Laslo





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2022 MX-5

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# Diner at Luigi's & the After Party

A special thanks to Dick & Jean Fisher for having us over to their home and providing for a wonderful evening.

**On October 22, after a great dinner at Luigi's Restaurant, the club headed to the nearby home of Dick and Jean Fischer for a tasty after diner treat, consisting of assorted ice cream flavors, whipped cream, sprinkles, and an array of cookies, which were washed down with sodas and water.**

**This took place at the newly built Tiki Hut located on a wide canal, with overhead fans, a few bamboo umbrellas, and a total nautical theme, all of which were designed by the Fischers.**

**A good time was had by all.**







# One Man's Story

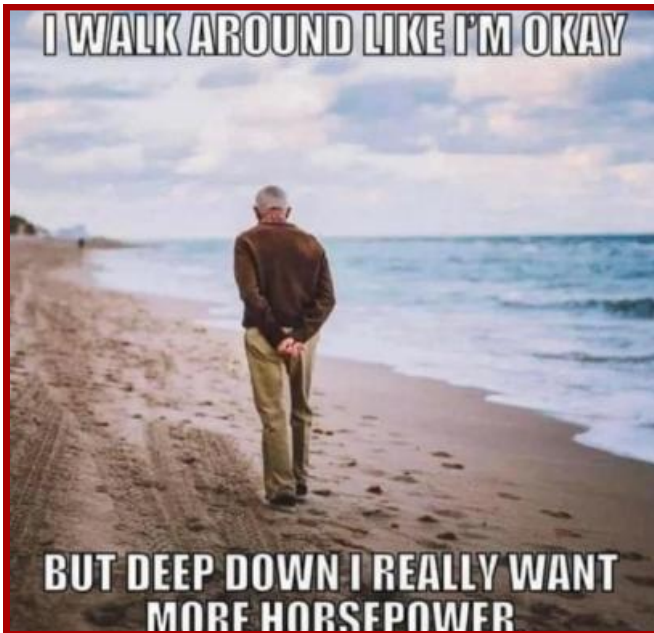
By Jesse Dunham

Five Miata club members left the McDonald's on Jones Loop Road for our trip over to the Summer Crush Winery in Fort Pierce, Florida. Everything was going fine on our way across Florida Highway 70 until we got to US 27. As we slowed for the light we could hear thump, thump, thump. It sounded like we had a flat tire so we let the group go on ahead.

We turned into the gas station on the corner to see what the problem was. I got out of the car and looked at the tires and they were all full of air so I had my wife, Sandy, move the car a little bit and that's when I saw this great big screw in my right rear tire. I didn't want to pull the screw out because then I would have a flat tire and no way to fix it.

We were just a few miles from Lake Placid and Sandy googled tire stores in the area. Only one was open and it was 4 miles to our north. We pulled in and they said they could check it out right away. They asked me which tire it was and I said it was the left rear. When the

man pulled the tire off, he could find no damage to it! That's when my brain kicked in and I said no sorry it's the right rear tire. After pulling the tire off, they said it was repairable to my relief. They had me on the road in less than 20 minutes and it only cost me \$33. We then proceeded to the car show and we had a real good time.

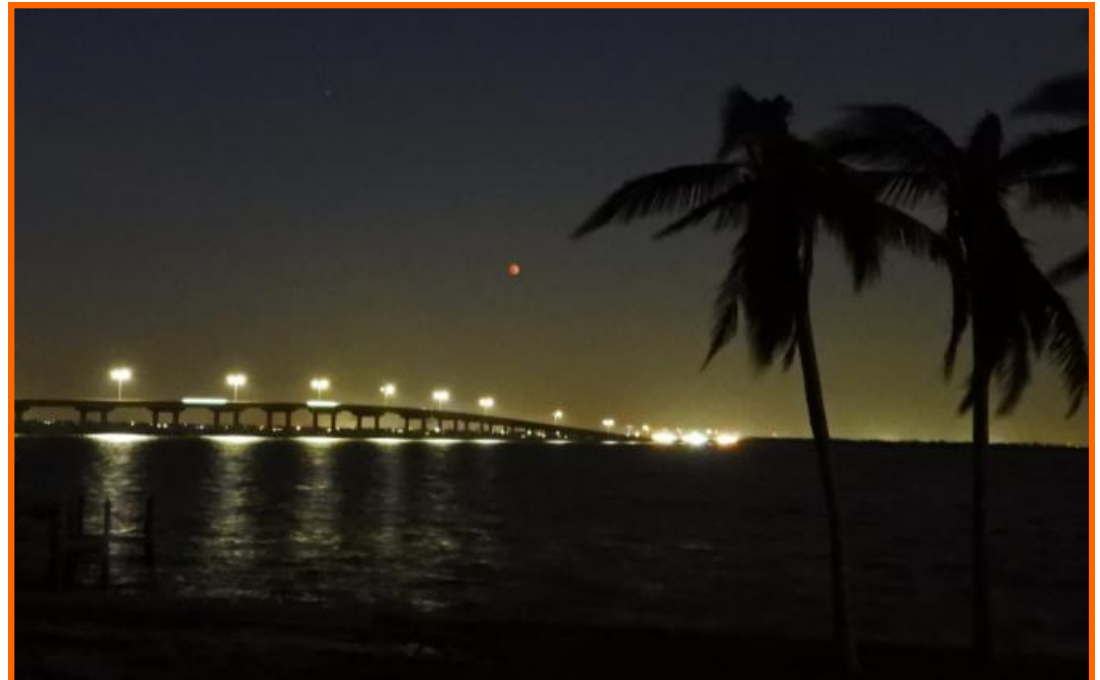


# Ron's Lunar Eclipse Adventure



This is the Cape Coral Bridge early in the lunar eclipse process as shot from the Ft Myers side of the bridge.

The full lunar eclipse at it's peak. This was a 500mm lens, shot at f5.6, 1 second exposure, ISO at 1600



This is the Midpoint Bridge about midway through the total eclipse.

# **Spec MX-5 CHALLENGE SERIES**

Presented by **TOYO TIRES**

Spec MX-5 Challenge Closes Out 2022 Season With Thriller at COTA



## **Spec MX-5 Challenge Closes Out 2022 Season With Thriller at COTA**

By Justin Cornelison Sep 19th, 2022

The Circuit of the Americas was the location to crown the Champion of the 2022 Spec MX-5 Challenge Series Presented by Toyo Tires – a race weekend which had no shortage of stories to showcase; from an outsider to claim the National Championship on the final race of the season, to a driver charging through the field for his first podium of the season, the Championship event brought both shock & elation as the checkered flag waved Sunday, September 11th.

### **Qualifying:**

After three free practice sessions on Friday giving our drivers ample time on track to fine-tune their Spec MX-5s, Saturday's qualifying session was dominated by Championship front-runner Alex Berg, seeing him jump out of the gates immediately to set the fastest time of the session (which would be fastest of all the weekend's sessions) of 1:35.135. Grant West was just .450 of a second behind, with Michael Borden in a close third.

Unfortunately, qualifying would be black-flagged on the second lap after there was oil found to be on the track, leaving fellow Championship front-runner Clayton Ketcher without a representative time being set – sending him to start Saturday's race at a massive disadvantage in P15. Wes Mollno & Westin Workman would follow Clayton at the back of the field, both having the misfortune of not setting a time during qualifying.



Alexander Searle attacking the curbs of COTA.

### **Race 1:**

With more than just bragging rights up for grabs, the mixture of heat, humidity, and excitement was palpable as the grid lined up to tackle one of

America's most challenging tracks, with drivers milling about in the shade until the very last second. Starting on pole was Alex Berg, followed by Grant West and Michael Borden.

With its elevation change of 133 feet, the drag race to turn one saw Alex Berg come out ahead with Borden shuffling West to third as they guarded the inside line. The end of the first lap saw Clayton Ketcher charge through the field from P15 to P7, with no other changes in the top three, but the war of attrition began as Jason Pribyl sat stranded in turn eight.

The top three changed again on the third lap as Thomas Annunziata moved to P2, pushing Borden back to P3. Nathan Saxon was forced to retire with a fuel pump issue, along with teammate Rowan Gill, who was back on track for the first time since an accident at the June Sprints at Road America.



Our racers approach turn one on the opening lap, cleanly making it through without incident.

Ketcher continued to jump up the field, settling into P3 as Berg remained in P1 and Annunziata plotted from P2. The next five laps saw no change in the podium order, but it became clear that Annunziata was

closing the gap to Berg little by little in each corner until he would pass Berg on the final lap in a stunning reversal of fortune for Berg. Ketcher would finish in P3.

Westin Workman impressed with his drive from last on the grid in P17, leaving nothing in the tank to finish in P5.

The entire season came down to Sunday's race as South Region driver Berg, and West Region driver Ketcher were separated by only two points, with National Option driver Annunziata fighting from third in the championship with a 27-point deficit.

## Race 2:

After strong drives from both Ketcher & Workman on Saturday, the starting grid of Sunday's Championship Decider was shook up, seeing Ketcher start from second and Workman from ninth. With double points on offer, and just two points separating Berg & Ketcher, it seemed that whoever would finish ahead of the other would claim the National Championship between the two. Annunziata would have to finish first, hoping for a miracle as he was nearly thirty points behind in third.

As the green flag waived, the first lap saw plenty of action across the field as the top ten shuffled up, with Nate Cicero losing fourth gear and contact between Annunziata and West at the start. Annunziata would move into P3 by the end of the lap, with Ketcher & Berg swapping positions out front.

Berg moved into P1, Annunziata into P2, and Ketcher into P3 on the second lap, and Annunziata moving into P1 on the third lap with Berg and Ketcher hot on his tail.

As Annunziata maintained his lead, Alex Bertagnoli emerged ahead of Ketcher, grabbing P3 behind Berg. Bertagnoli continued to pressure Berg for the next four laps, finally making the pass to second place, where he remained for the rest of the race.

When Annunziata crossed the finish line, he would claim his second victory of the weekend, with Bertagnoli in second, and Berg in third. Ketcher would finish fourth, and Workman would be close behind in fifth.

Following a post-race technical inspection, Car #8 was disqualified for a Level 1 Technical Infraction, Car #2 was penalized for a Level 3 Technical Infraction, and Car #115 was penalized for a Level 4 Technical Infraction.



Was this like your day after THANKSGIVING? Me too!

# November 11th Board Meeting



It's a Miata!



It's a FIAT.

It's the Holiday Season... lets not fight over trivial things!

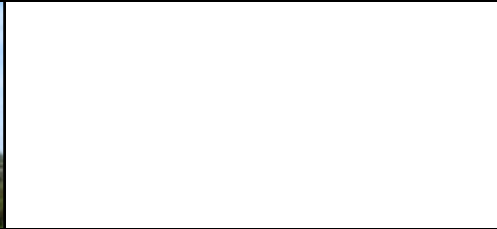


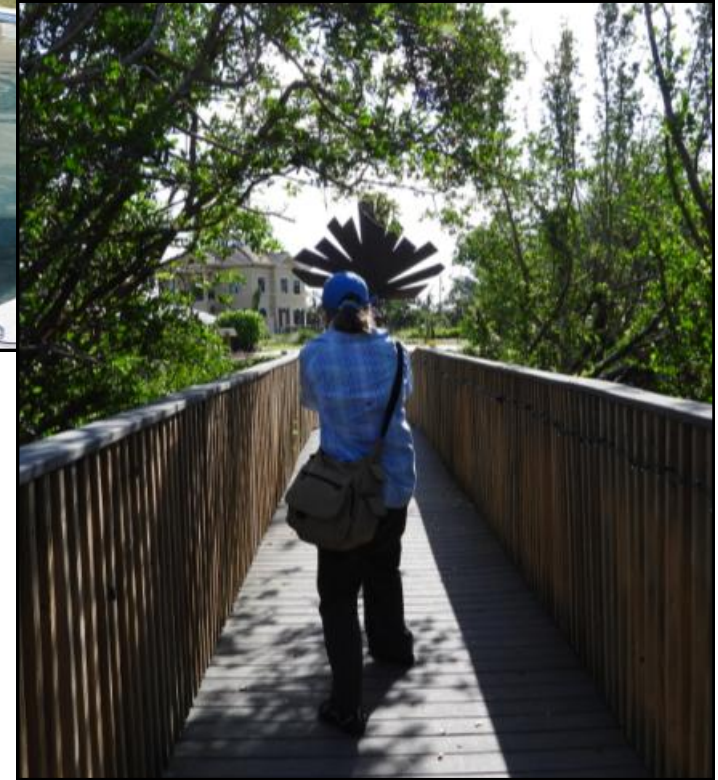


## Miata Club of Southwest Florida - New and Old Board of Directors

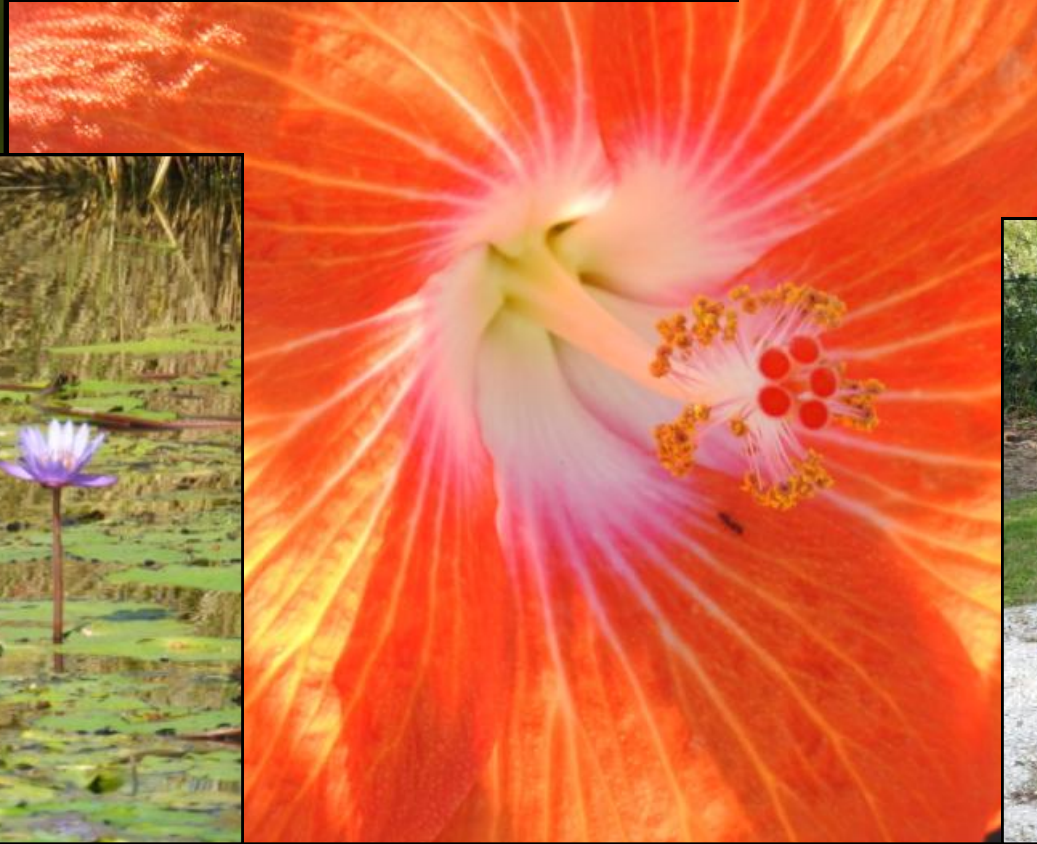
From left to right: MAZDA OF FT. MYERS LIAISON: Jerry Davis ED HOWARD LIAISON: Dennis Laslo  
Retiring Treasurer: Noni Cockrum CO-MEMBERSHIP: Kathy Engler NEWLETTER EDITOR: Ron Lindensmith  
Retiring Secretary: Rayanna Edwards CO-MEMBERSHIP: Judy Western PRESIDENT: Feliza Lymburner  
WEBMASTER: Dana Breda New TREASURER: Sandy Butler New SECRETARY: Pat LaPointe  
EVENT COORDINATOR: Donna Noyes AWARDS OFFICER: Ed Conrad  
Not pictured are: VICE PRESIDENT: Allan Engler SUNSHINE LADY: Sandy Cole COX LIAISON: Bill Watts

# Peace River Botanical & Sculpture Garden









# Sun Riders Miata Club of Tampa Bay



By Ron Lindensmith

I had an interesting phone conversation with Gerald Blum, the President of the Sun Riders Miata Club of Tampa Bay. Their Club is 50% bigger than ours and they are quite active. Gerald said any of our members who want to be involved in any of their events or trips is welcome. Only a couple of their events require being a member (including access to their FaceBook page... but not their website).

As an example, I went to their website (sunriders.com) and on their calendar for February is a winery tour, lunch and a ride/drive up The Tail of the Gecko. I'd never heard of this ride before, but it looks interesting to me. And you don't have to be a member to go with them, just RSVP.

Gerald expressed a sincere wish that our two clubs could help each other out and become better 'friends' over the near future. Now don't get me wrong here, I love our club. All you have to do is look at the newsletter and you can see that. But I think we can learn a few things from each other and at times work together to the benefit of both clubs.

To that end, the Sun Riders have offered to help some of those of our club who have suffered hardships due to Hurricane Ian. If you missed the email we sent out asking for member who could use and would appreciate a little financial help (probably in the form of gift cards) to let us know and we will communicate with them.

I expect t be making a trip up to the Sunshine Skyway Bridge and a couple of spots nearby (for photo opportunities) and will make that happen on a date where I can also meet with Gerald and any others of the Sun Riders he might wish to include.



**How about this gauge reading!**

**A 270 mile trip and I averaged 40MPG!**

As the newsletter editor, I'm considering a 'Photo of the Month' page for the newsletter. I'd really like it to be Miata related, or Club event related, or sports car related, but if nobody submits anything, I'll do one of my photos. And it may or may not be on topic, but if nobody else sends anything my way, then I'll feel free to do it my way! I'll make it a full page, offer the photographer a chance to say anything they want about the photo and, of course, give them credit for it. The one caveat is, I want it to be current, like taken in the last 2 months. My email inbox is open!

[mrhandyrsl@hotmail.com](mailto:mrhandyrsl@hotmail.com)



# 2006-'15 Mazda MX-5

## Tech Tips

**Keith Tanner**

Flyin' Miata

[flyinmiata.com](http://flyinmiata.com)

Handling is always where the biggest bang for the buck is, of course. The car's pretty good for comfort as long as it's on a good suspension.

My first suggestion on what to address on the 2006-'12 cars is shocks. They were poorly damped from the factory (even the Bilstein-equipped cars), and benefit strongly from a good aftermarket shock like a Koni or Tokico. The Bilstein cars starting in 2013 were much better. That's the best bang for the buck

for handling and ride quality. While you're in there, a set of well-chosen springs will have a big effect—but a poorly specified set will really wreck the car. Obviously, I feel that Flyin' Miata got it right. Sway bars from the RX-8 are a popular modification as well.

Next step is a really good suspension. As usual, there are lots of cheap or poorly thought-out pieces out there that limit suspension travel or just plain don't work well. Our Fox setup really takes full advantage of the platform's potential. It's the only one I've tried that puts a clear gap between the capabilities of the NA/NB and the NC.

The best bang for the buck power adder is probably a 2.5-liter swap out of something like a Ranger. This is becoming more common. It's not quite as easy as the 1.8 swap on the earlier Miatas, but it's a torquey, long-stroke engine that's available pretty cheap in junkyards.

Maintenance is the usual: good oil regularly

changed. They're modern Japanese cars, and they just keep working.

The big problem with putting the car on track is rollover protection. There are good options available for the soft top cars, but the power hardtop cars are a problem as the top design prevents any bar that's taller than the fairly short factory hoops. We have a bar with an interchangeable main hoop that can be 7 inches taller than stock, but you have to have the top down when it's in full track mode.

Autocrossing must-haves are good shocks. Then it gets into class rules, of course. The NC can carry a fair bit of tire; a 17x9 wheel with a 235 or 245 tire is a pretty quick option. The soft top cars have slightly more room under the fenders and are easier to roll.

Get the newest car possible. Manual trans cars got improved transmission internals in 2007 or 2008, and forged engine internals in 2009. Otherwise the changes were restricted to suspension tuning and various option packages. The big question is, of course, what roof. The PRHT is a guilty pleasure for cruising around, but the roll protection restrictions cannot be ignored.

**(continued on the next page)**

**Brian Goodwin**

Goodwin Racing

[good-win-racing.com](http://good-win-racing.com)

We consider the NC generation Miata a hot performance bargain. They are relatively cheap, and the supply of high-performance NC parts is greater than ever before. Early NC1 (2006-'08) examples in good shape start in the \$5000 range, later NC2 (2009-up) in good shape start about \$10,000.

If the customer is not into serious modification, then we suggest a 2009 or newer. Why? The 2009-up have a number of upgrades from the factory including a stronger and more reliable motor, stronger transmission, updated front suspension geometry, and a more aerodynamic nose. For fun in an NC2, just add suspension upgrades and good wheels and tires.

The serious hot rodders start with the NC1. The NC1 is like buying an empty computer case: You buy it cheap and bolt in all the good stuff. The NC1 stock 2.0-liter motors often failed relatively young and we have had numerous customers get an NC1 with failed motor on Craigslist for as little as \$1400 and have it delivered by flatbed to us for 2.5-liter conversions, Ohlins coil-overs, complete stainless exhaust system, track-worthy cooling system, roll bar, etc.

Mazda's corporate 2.5-liter motors are an easy install into the NC. The 2.5 was the high-volume motor that Mazda put in every other vehicle they made from Mazda3 through their various SUVs. As a result of that volume, the 2.5 motor is actually *less* expensive to buy brand new than a replacement 2.0-liter, making the upgrade an easy choice. (The 2.5 is also readily available used and cheap in local yards under the Mazda and Ford labels.) The 2.5 install can be done with all factory smog equipment for those seeking a street-legal Miata with more torque than the factory ever intended, and it can be built as a track toy tuned on E85 and making over 200 horsepower normally aspirated, or far beyond 300 horsepower with boost.

The NC chassis did not get much respect when new because it derived from the relatively heavy big bones of the larger RX-8, but those big bones means an NC does not twist into a pretzel when you run it with 200 to 300 horsepower.

Cooling upgrades are an NC priority. As these cars age, the factory plastic overflow tank is a common failure point because the plastic gets brittle and cracks. The NC relies on the plastic expansion tank to be a pressurized part of the cooling system, so when that tank cracks, the cooling system loses pressure and the engine overheats. We get a regular supply of NC arriving on flat beds with failed motors due to this simple plastic tank failure. We offer an upgraded aluminum expansion tank to cure the issue.

# What If?

## 2022 Chrysler ME-8

By Jack Baruth April 24th, 2022



Thank heaven for Bob Lutz, who has now taken Chrysler from naff to pukka twice across nearly four decades. Most people don't remember that the Chrysler Group was set to be purchased by Fiat in 2014, before the iconclastic recreational jet-fighter pilot and former GM executive came riding to the rescue with a few billion dollars' worth of sovereign wealth behind him. Lutz's new slogan, "It's All About The Cars", didn't just change Chrysler. It transformed the entire auto industry. A partnership with Tesla, combined with some deft lobbying, ensured that CAFE would not be a concern for a whole new generation of automobiles engineered with one purpose in mind: kill the crossover and its tepid chokehold on American showrooms.

**(continued on the next page)**

While *Cetane's* readers here in the UK are certainly aware of some Lutz-era Chrysler Group hits sold on these shores, like the "Duster" that has made the 3-Series look faintly silly and the "Horizon" supermini that can be had in all forms from 1.0-litre city car to twin-turbo, 1.8-liter V-6 AWD 'Ring-wraith, our width restrictors and tax structure have kept many of the firm's bigger hits in the New World. The Chrysler 300 was all-new

and a full foot longer for 2018, boasting an "Imperial" long-wheelbase sibling with a devilish "secret menu" optional item in the form of a low-boost, 7.0-liter, 600-horsepower version of the "Hellcat" engine. The

"Newport" estate variant quickly replaced Range Rovers as the vehicle of choice on Martha's Vineyard, while a scratch-built "Ram 500" compact truck blew the Chevrolet Colorado so far out of the water GM discontinued the nameplate, and its GMC Canyon sibling, in 2017.

Flush with cash and free from the degradations of public-company governance, the Chrysler Group has decided to celebrate Bob Lutz's 90th birthday with a very special car, seen on these pages: the Chrysler ME-8. SRT Distinguished Engineer Erich Heuschele explained it to us via Zoom from his palatial Ann Arbor estate.

"When Bob gave us a go-ahead to develop a Gen Six Viper, he also told us to envision a Chrysler Firepower, which would have been a Hellcat Viper with an upscale interior and some of the styling cues from the new 300. Well, as you know, we ended up supercharging the V-10 to make the 2019 Viper a true thousand-horsepower supercar. And with just 720 horses thanks to exhaust routing, the Firepower wouldn't have showed very well against the Viper, particularly since it was intended to cost *more*.

But it got us thinking: We have this compact powertrain package, rela-



tively speaking. Why not think mid-engine? So that's what we did. The ME-8, which pays tribute in its name to an old Chrysler show car, went from concept to Job One in just twenty-eight months. Our goal was to humiliate the C8 Corvette." Heuschele appeared to be suppressing a maniacal grin as he added, "And the numbers certainly make the case that we did."

Roughly the size of an Acura NSX, the ME-8 offers the Hellcat V-8 in three stages of tune, from 707 to 847 horsepower. The first two levels are available with the new Tremec dual-clutch transmission that has won such acclaim in the Corvette, but the 847-horse variant is available exclusively with a six-speed manual transverse Xtrac gearbox. The customer can choose between three sets of gearing, labeled "Road Course", "Long Legs", and "Standing Mile". With the latter set, the ME-8 has a verified



top speed of 232mph. "It's on a limiter," Heuschele explains, "to keep it away from the 245mph Viper Aero model, and to enable a wider variety of tire fitments in the aftermarket." Every variant of the ME-8 is good for at least 201mph, although if (or when) the ME-8 ACR appears, it will probably have a lower top speed due to the wing package.

Bob Lutz's legendary ability to get enthusiastic suppliers on board has resulted in no fewer than six interior schemes being offered at product launch, from a minimalist Sabelt racing-cloth setup to a full Mark Cross leather cockpit in rich tones of walnut and mocha. "Personally," Lutz told us, "I like the Sabelt interior. But Chrysler has regained its position as America's premier luxury brand, and we need to honor that as well, if the buyer wants."

# Flyin' Miata will no longer sell V8 swaps or parts for them

The builders of perhaps the hobby's most-renowned V8-powered custom MX-5s places blame at the feet of emission rules

By Matthew Guy Nov 10, 2022

Flyin' Miata is a source of go-fast parts for the too-fun MX-5. The company has done big business swapping V8s into these roadsters. Stringent emission laws are being blamed for the sunsetting of this program

For the last number of years, those of us who wished to double the cylinder count in a Mazda MX-5 had the option of writing a cheque to Flyin' Miata in Colorado, whose speed freaks would gleefully swap a V8 into the roadster's engine bay. However, a recent post to the company's blog suggests the days of their shop taking on such a build are squarely in the past.

According to the site, the company has "discontinued our V8 conversion service and are no longer offering turn-key builds or conversion parts for V8 builds." Why? Blame emission regs, apparently, along with America's famously litigious society, which has recently come down hard



on swap shops that choose to defeat emission devices on vehicles intended for the street. With those dark clouds hanging around its office, Flyin' Miata has chosen to lay its V8 program to rest.

This doesn't mean the FM squad are disbanding or closing up shop. They are still very much in the business of making MX-5 roadsters faster than stock, but will now focus on designing and selling emissions-compliant upgrade parts using bits and bobs from

their standard parts catalog. That's a service they will be offering for every year of Miata, not just the latest ND-chassis, so any of you lot whose Miata has pop-up headlights are still able to get yer speed fix from the crew in Colorado.

*Club Note: I was at the car control clinic at the Miata Reunion with the guy who owned the last one FM made... Dana Breda*

# Key West

## "Hometown Holiday Parade"

By Dana Breda

Hi all,

Our trip to Key West for the 2022 Christmas parade is coming up very soon! The trip is definitely on and it's not too late to join in.

The Miata Club has been participating in the Key West Christmas Parade for 26 years (they cancelled the parade in 2020) and it has always been a fun time! We drive to Key West together on Friday morning, December 2nd, stop several places along our way for sightseeing and lunch, and arrive about 4:00 pm. We will have dinner together at a local restaurant Friday evening. Saturday is yours to explore the area, and there are many fun ways to spend your day. We will meet on Saturday before we decorate our Miatas for the 7 pm parade. After the parade, you can do the Duval crawl, or head out for cocktails and conversation. Sunday, most of us head for home.

If you haven't seen them, check out the videos of the parade on the gallery page of our website at [miataclubofsouthwestflorida.com](http://miataclubofsouthwestflorida.com).

**Please join us!** Room rates went high after Covid and have not come down. Average room rates at the time of this writing are near \$300 but I called around and there are rooms available.

**Call, text or email me if you have any questions!**

**Dana Breda**

**[dbreda@earthlink.net](mailto:dbreda@earthlink.net)**

**336-416-7464**

# Annual Miata Club Christmas Party

Sort of

Dear club members,

As you know, the Miata Club loves to have an annual Christmas party! However, the struggle **also** has been real in trying to find restaurants open and large enough to accommodate our group following Ian's "visit". At the recent Board of Directors meeting, we hashed out the following plan: for this year, we will stick with The Old World Restaurant. However, dinner will be a generous, but limited menu and I will include below as much information as I have. Judy spoke with the owner and I believe additional items were added. The prices are menu prices and you do not have to pre-order. You will be able to order from the list presented when you arrive.

This will be held at our regular dinner and meeting time which means that it will **not** be a holiday party **but** that doesn't mean it can't be festive! If you care to dress for the season, GO FOR IT! **Judy Western MUST GIVE A HEAD COUNT BY DECEMBER 8TH, THURSDAY!!!**

Place: Old World Restuarant, North Port, FL

Date: December 15th, Thursday

Time: Dinner @ 5pm and Meeting @ 6pm

Menu: Crudite and dip (included)

Dinner selections:

Prime Rib \$26            12 oz steak \$32

6 oz filet \$22            Filet & Lobster \$45

Chicken Cordon Bleu \$16            Cod \$18

Salmon \$22            Pasta Alfredo \$16

**I will absolutely NEED YOUR RSVP BY DECEMBER 6TH.**

**EMAIL to : [kathy.engler@gmail.com](mailto:kathy.engler@gmail.com)**

# Cape Coral Art Sale & Exhibit and Veterans Park Picnic

Other Miata Club events & meetings may be cancelled or pending,  
but this one is 100% on.

**This event is 100% FREE!**  
**Save the date: Thursday December 8th**

**The Cape Coral Art Center**  
4533 Coronado Parkway  
Cape Coral, FL 33904

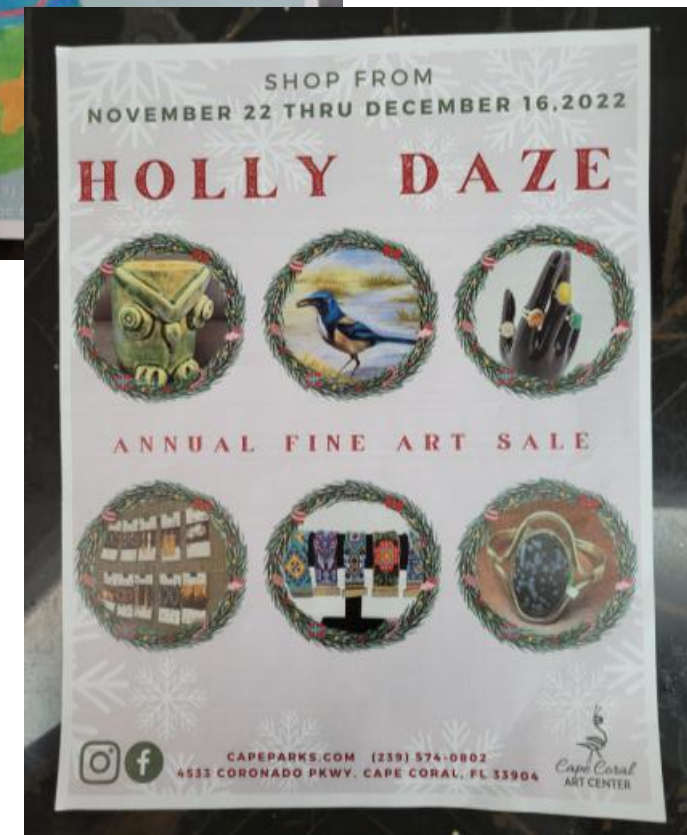
Gather there at 10:00am (they open at 9:00 am)  
and take an hour or two to wander through their  
**Holly Daze annual fine art sale**  
(maybe you'll find that special gift).

Then go to the building next door to see  
**The Toyland exhibit**  
for a whimsical look at sculptures,  
quirky aesthetics and toy inspired art.

Then we'll gather a mile up the road for a picnic at  
**Veterans Park**  
4140 Coronado Parkway

This will be a bring your own food and beverages (no alcohol).  
There is a shelter with picnic tables and room for 40 to 50 people.

Please RSVP to: Ron Lindensmith at [mrhandyrs1@hotmail.com](mailto:mrhandyrs1@hotmail.com)





# **Joe “The Barber” Reda Memorial Car Show**



Sunday, January 15<sup>th</sup>, 2023 - 11:00am - 1:00pm

Please join us for the 7th and Final Car Rally

20651 Marathona Court (in the Preserve)

Free: Raffles, Food, Drinks

All antique cars and motorcycles welcome!

“Thank you for being my friend and for all your support over the years.”



Jesse Dunham at [zoomzoom02@gmail.com](mailto:zoomzoom02@gmail.com)

If you would like to show your Miata, come on out. Let me know at [zoomzoom02@gmail.com](mailto:zoomzoom02@gmail.com).

I will rope off an area for us. there will be no judging of cars just show and tell.

Arrive half hour before the show. When I know how many will be there, I will email the directions.

All proceeds go to a local high school ROTC. If you have any questions call me, Jesse Dunham at 239-313-0152.

Merry Christmas



## Free to a good home

I still have a set of original Bilstein shocks with 40K miles  
and the front shock tower brace from my car.

Pick up only: Dana Breda

Phone: 336 416-7464

email at: [dbreda@earthlink.net](mailto:dbreda@earthlink.net)

# For Sale



## Basics

My True Red 2006 NC Limited Edition Miata is for sale. As a Limited Edition, it came with all of the available bells and whistles but has the 6-speed manual transmission. The interior is black leather. The car is rust-free, has not been in a collision, and is in generally good condition. The current mileage is 72,248 miles. The motor was replaced last year with a 2.5 liter Dynotronics motor with approximately 180 wheel HP.

## Car History

We purchased the car in May of 2021. It was intended as a runabout "driver", mainly for my wife. Louise was a very good rally driver and reveled in our sports cars. We had two NA's and an NC previously, so another NC was an easy choice. The car was originally a condo car in Naples. We bought the car from a lawyer in Sarasota, where it was used by his son. When we purchased the car it had a bad (ie, terminal) connecting rod rattle. It was our intention to install a good used or rebuilt NC motor, although I considered an ND conversion.

Unfortunately a few weeks later Louise developed an extremely aggressive cancer. She passed away just two months later while we were in our summer home on Lake Champlain. When I returned to Englewood, I decided to complete the Miata as a high performance machine. I contracted with Joe McLughan at Dynotronics in Marion, Texas to build and install a 2.5 liter "street" motor, including headers, a performance exhaust, and a Stage II clutch. The Miata was shipped over to Dynotronics and back on car transport trucks. The build spec's are impressive. The donor blocks are stripped and cleaned and then align-bored, before being fitted with matched, balanced new internal components. The assembled motor and accessories are then reinstalled in the car and "tuned" on a chassis dyno using Dynotronics' proprietary software.

## Condition

The Carfax report from last year is attached. The Carfax is clean. The car runs and handles well and is extremely powerful. The drivetrain should possibly be detuned a bit on a dyno to improve the idle. The body and interior need a thorough detailing and a quality polish. There is one minor dent by the LF wheel (see pictures) and there are a few paint chips. The windshield needs a chip repaired. The radio antenna was broken off. Replacement would just thread on. The driver's side sun visor needs tightening. The tires are good but an off-brand. I would do the standard NC chassis updates first. Cheap and highest priority would be polyurethane cushion blocks for the door locks, which gets rid of the tinny feel and rattle. Then I would look into suspension kits. Many owners seem to be happy with just replacing the rubber bushings at the top mounts of the front shocks. The sound system has been replaced with a Kenwood unit. It "looks" stock.

## Pricing: \$10,300.00

I have about \$16,000 invested in the car. KBB shows a trade-in of around \$9,000 and a private. sale value of \$11,000. I will accept \$10,000 for a cash transaction.

## Contact info:

**Ron Crawford 8384 Parkside Drive Englewood, FL 34224**  
**Cell: (802) 349-9949 Email: ron200hbm@gmavt.net**



# THE END

Happy Holidays to Everybody!

