



A Monthly Publication for the Members & Friends of the First Coast Miata Club

Drive-In Movie Night at JTech!

June 7, 2025, Saturday, Arrive 6:20pm Depart 6:30pm.
Hardee's at 9210 Baymeadows Rd, Jacksonville, FL
32256-7708

Jacksonville's Caffeine & Gasoline presents a Drive-in
Movie night at JTech!

Meet at Hardee's at 9210 Baymeadows Rd at 6:20, and
at 6:30 we'll make the short drive together down
Western Way to JTech.

The movie is "Ford vs. Ferrari."

Cost is \$10 per car at the gate.

There will be
food and re-
freshments
available at
JTech, of course
you are welcome
to bring your
own! It'll be a
great time- see
you there!



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First Coast Miata Club

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Annual Picnic/Officer Elections 05/31/25

Congratulations to our newly elected officers for 2025-2026!!! See the front page for the new Board!









All-New 'NE' Mazda MX-5 Miata Goes Hybrid, Is Now Part of CGI Land

In an automotive world almost completely dominated by crossovers, SUVs, and trucks, it's tough to survive as a passenger car – and even tougher if you're a niche vehicle that doesn't bring home lofty profits.

For example, at least in the United States, the S650 seventh-generation Ford Mustang and the ND fourth-generation Mazda MX-5 Miata are among the final Convertible models with affordable MSRP tags.

These are basically the only front-engine RWD soft-top sports cars with starting prices under \$50k.

They may very well represent the end of a cool automotive era – the Camaro is retired, there's no Nissan Z Convertible in sight, the Corvette is approaching a \$70k starting price, and Subaru or Toyota probably won't decide to chop the roofs of the BRZ and GR86 anytime soon. The only other alternative is the Mini Cooper Convertible, but the little four-seat is front-wheel drive and more akin to a hot hatch than a sports car.

So, the Miata and Mustang remain the final options – one in the low \$30k with a 181-hp 2.0-liter four-cylinder engine and a six-speed manual transmission and the other in the low \$40k with a 315-hp 2.3-liter turbo four-pot and a ten-speed automatic transmission. Obviously, they're targeting vastly different customers.

But here's the problem – the S650 iteration is quite new, while the ND has been around since 2015, and it's quickly approaching its expiration date. Thus, we're more inclined to believe that the rumor mill and members of the imaginative guild of digital car content creators dwelling across the parallel universes of vehicular CGI are focused on the next-generation Miata.

There's no need to take our word for granted, though, because we have an eloquent example. More precisely, Andrei Avarvarii, the virtual artist behind Avarvarii Automotive Artworks (aka avarvarii on social media), has taken a good, extended look at Mazda's plans and thinks they know the next step for the MX-5 Miata.

Unlike Auto Express, for which the pixel master created the accompanying illustration, which believes the next-generation 'NE' Mazda MX-5 Miata could be offered with an all-electric powertrain alongside the company's new and efficient Skyactiv-Z gasoline engine, the CGI expert instead advances the idea of a hybrid option.

Thus, meet the 2027 or 2028 Mazda MX-5 Miata Hybrid – "helping it meet emissions targets while preserving its lightweight, driver-focused character." The unofficial, hypothetical design project is inspired by the Mazda Iconic

SP concept car, mixing the classic and nimble roadster proportions with modern styling and electrified performance.

Thanks to a dedicated lightweight platform, currently in development according to the rumor mill, the target weight remains under 1,400 kilograms or around 3,086 pounds, so as to compensate for the potential weight increases of the hybrid powertrain. So, what do you think?



FCMC EVENTS CALENDAR

- **JUNE 7 - 6:20pm Drive-In Movie Night at J-Tech**

Time to beat the summer heat and remember what it's like in the "good ol' days" of enjoying a movie at a drive in theater! See the front page for all the details!

- **JUNE 10 - 6:00pm Monthly Club Meeting**

Our monthly club meeting will be held at Bob Evans at 3163 Hartley Rd, Jacksonville, FL 32257. Find out what's cooking by joining us for a First Coast Miata Club. The restaurant is right off San Jose Blvd at I-295, near Whole Foods. Dinner at 6:00pm. Meeting at 7:00pm.

- **JULY 26 - 8th Annual Jim Padgett Ice Cream Drive**

It's that time of year when evening drives are in order to beat the heat. Every year we honor our very own Jim Padgett. More details next month and on our club website and on our Facebook page.

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.



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We're on the Web! Check us out!

Web Page: www.firstcoastmiataclub.org

Fan Page: facebook.com/firstcoastmiataclub

Your Traffic Tickets Are Quietly Powering Budgets In These Cities

Some small towns in Utah might be pulling more from your glovebox than you think. A new report from the Utah State Auditor's Office shows that several cities across the state continue to lean heavily on traffic fines to pad their budgets. That's despite a 2021 law aimed at discouraging exactly this practice.

The audit highlights six cities where traffic-related fines and fees made up more than 10 percent of general fund revenue in 2024. Leading the pack is the city of Sunset, where traffic-related fines brought in \$499,950, or just under 15 percent of its total general fund.

Somehow, that's not technically illegal. The 2021 law, Senate Bill 75, only required cities to forfeit excess revenue if fines and fees exceeded a quarter of their general fund. This means Sunset could've gone even harder into fines and fees without any penalty at all. Even if it had generated more than 25 percent of its revenue through traffic fines, it wouldn't have dealt with a fine of any sort. That cash would've just gone to the Utah Department of Transportation.

So, in terms of legality, Sunset was a full 10.1 percent below the legal limit. Despite that, it's still raising red flags. The auditor's report didn't even caution that excessive dependence on fines can shift police priorities away from public safety and toward revenue generation. Ticket quotas are banned in Utah, but this sort of report calls into question whether departments are engaging in them anyway.

Mantua City came in second place, with 13 percent of its revenue coming from tickets. That's actually very much down from 2014, when over a third of its total revenue came from speeding fines. Note that we didn't say traffic fines. Just the speeding ones made up over \$221,000 of a total revenue of \$649,000 according to KUTV.

Other cities that brought in more than a tenth of their revenue via traffic citations were Enoch, Naples, Gunnison, and South Salt Lake. Is this sort of thing reasonable for small cities, or should they focus on other means of revenue generation?