



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

**September 2018**

**Volume 29, Issue 3**

**Inside this issue:**

<b>Redefining a Legend III</b>	<b>2</b>
<b>Redefining a Legend IV</b>	<b>3</b>
<b>Powell's Revisited</b>	<b>4</b>
<b>Powell's Revisited</b>	<b>5</b>
<b>Jim Padgett</b>	<b>6</b>
<b>FCCM Calendar</b>	<b>7</b>
<b>Dusty Lambo</b>	<b>8</b>

## **Cruisin' To The Creek**

32nd Annual Car & Truck Show *and* FCCM Mystery Drive

When: Saturday Sept 29, 2018 from 9 am - 2 pm (show) / 2 pm - till (drive and dine)

Where: Trout Creek Marina, 6550 State Road 13 N, Saint Augustine, Florida 32092 904-342-2471

Show cost: Free to the Public, \$25 Car Pre-Registration; After Sept 21 \$30 (Registration forms can be found at [www.carcouncil.org](http://www.carcouncil.org) and you can also register via PayPal). All proceeds benefit the Ronald McDonald House Charities of Jacksonville.

Dash Plaques to the first 200 pre-registered vehicles. Top 50 awards plus specialty awards. 50/50 drawing, door prizes, oldies music. The First Coast Car Council consists of over 30 car clubs in Northeast Florida (including the FCCM) working together to host the show. The show is open to all makes and models of vehicles. Clubs are encouraged to pre-register. With 10 or more vehicles, you can select reserve parking.

There will be an FCCM mystery drive and dine after the show. Not entering your car in the show and you don't want to be there at 9 am? Arrive when you want, see as much as you want and then join the drive!



### First Coast Miata Club

#### Board of Directors

President: Linda French

Vice-Pres: Gary Kight

Events: Arved Grass

Secretary: Lisa Corner

Treasurer: Mike French

Membership: Mike French

Web Master: Kim Cordero

Facebook: Hank McLeod

Editor: Colin Busch at

[cbusch64@aol.com](mailto:cbusch64@aol.com)

## Redefining a Legend: How Mazda Designed the 4th Generation MX-5 Miata

### Part III: Headlights Front and Center

So, the body of the all-new MX-5 had been chosen, but there was still some room to make the front of it stand on its own.

Going back to the earliest MX-5s, designers looked at why there were pop-up headlights: To keep the front end low, which made it look especially sleek in its diminutive stature. After time, as exposed headlights replaced the 1990-1997 pop-up units and evolved to meet safety and lighting legislation around the world, the MX-5's front end became bulky.

Again, it was time to go back to the beginning.

Of course, pop-up headlights were no longer in vogue, and there was no chance they'd be coming back. But there needed to be some sort of tie to the rest of the Mazda family—simple and clean like the first-gen's running lamps or almond-shaped like those of the rest of the Mazda family.



In the end, the team used cues adapted from the European proposals, giving the MX-5 an expressive face that complemented both objectives.

As the design and engineering teams worked with one another, they became aware of new technologies that allowed them to do more with less. In the early 1990s, three professors—two Japanese and the other a Japanese-born U.S. citizen—Isamu Akasaki, Hiroshi Amano and Shuji Nakamura—invented the blue LED bulb, which was far larger than existing LED lights and could be used for commercial lighting. Their invention would lead to a 2014 Nobel Prize in Science for its efficiency and progress and would pave the way for modern automotive and commercial lighting.

Before it won the commendation, the Japanese Mazda team would see the new lighting for its automotive capabilities—brighter than the xenon HID headlights but far more compact and cooler-operating. It would also allow the MX-5 to have a lower hood line.

The problem was that the headlight technology was more expensive than traditional halogen headlights, and to make it standard would add cost. Yet, given the mission of the new MX-5, it was the right thing to do.

LED headlights also lent itself to another opportunity: Providing the MX-5 with a “face.” With the small housing, the MX-5's designers added a pupil to the headlight surrounds, giving the effect of the MX-5 smiling when viewed from some angles. Designers likened this to Buddha's statue—always staring at onlookers from any angle.

With the last major design element of the fourth-generation MX-5 decided, it underwent a few subtle tweaks at the end of 2013 in preparation for production and its world debut.

## Part IV: Epilogue and a Beginning

The fourth-generation MX-5 made its worldwide debut in front of 1,500 MX-5 owners at Miatas at Mazda Raceway on September 2014 and was streamed to millions around the world. The 2016 MX-5 would go on to be named the World Car of the Year and World Car Design of the Year at the New York International Auto Show (NYIAS), the first car ever to receive both honors in the same year. On the stage, Mazda North American Operations President and CEO Masahiro Moro, Global Design Chief Ikuo Maeda and Program Manager and longtime MX-5 champion Nobuhiro Yamamoto, as well as the global Mazda employees.

Their acceptance of the awards capped the five-year journey that would be the creation of the fourth-generation Mazda MX-5 roadster, but it also signaled what was to come. Just the night before NYIAS, Mazda introduced its 2017 MX-5 RF retractable fastback roadster.

What the 2016 MX-5 did, perhaps better than any Mazda that had come before it, was lay a groundwork of objectives that had to be met without compromise. The car had to be lighter, smaller, more efficient and with a design that shared little between it and other Mazda vehicles. But, more than any of that, it was a car that mandated each region and each discipline to work with one another in harmony. Think of it like Mazda's "Jinba Ittai"—horse and rider as one—sense of unity between the car and its driver. If each discipline didn't work together, the fourth-generation MX-5 might not have delivered the design and pure driving thrills in a way that has won nearly universal praise the world over.

The fourth-generation MX-5 is driven by lore as much as by the excitement and energy brought by every one of its creators. Yamamoto was destined to be its program manager, coming from a long line of Mazda designers who worked on legendary cars like the MX-5 and FD RX-7 from the early 1990s. Nakayama had been working on this car for the better part of two decades and today drives a pristine first-generation model. Maeda is the father of the KODO—Soul of Motion design language.

But along with them are a long list of Mazda designers from Japan, Europe, the U.S. and beyond who shaped every inch of the fourth-generation MX-5. Every inch of it was thought out and contemplated some more. And now, its fourth-generation stands alongside its three predecessors as a true torchbearer for the Mazda brand. And, it stands as one of the best sports cars in the world.



## *Powell's Revisited*

An awesome 20 Miatas turned out for this August evening drive. We avoided the torrential rains this years, which made for an enjoyable ride, and a different way to beat the Florida heat! Check out the pics!





## The Passing of Jim Padgett Was Not the End of His Story...

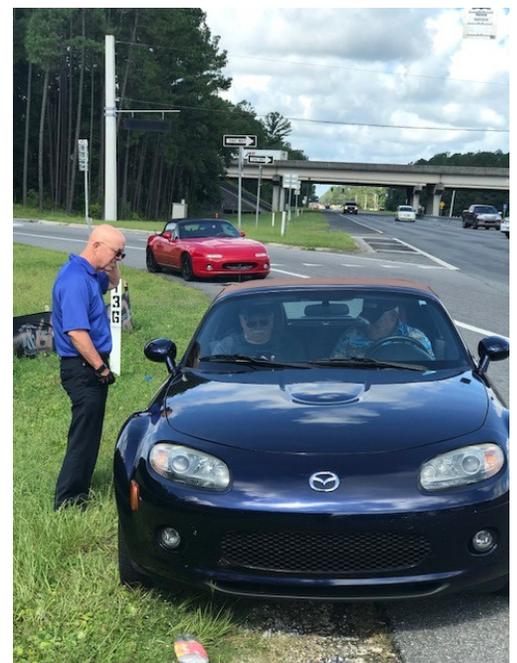
By: Linda French

One of Jim's final wishes for his burial was for as many First Coast Miata Club members as possible to come to his service, then form a caravan and follow the hearse and his Flying Miata in a procession from the funeral home to Jacksonville National Cemetery for his committal. Scheduling problems didn't allow that to happen as the service and committal were on different days. So, as good Miata-philies, we found another route. For the committal day, Jim Sparks spoke with the family and funeral home and arrangements were made to meet Jim Padgett (in hearse) and his Flying Miata, driven by his life-long friend Roy Powell, at the Lannie Road Baptist Church and caravan behind them into the cemetery for the service. Perfect! On the day of the committal nine Miata's waited at the church. All was going well until Jim Sparks and Roy in the Flying Miata didn't show up. Finally, Jim Sparks pulled in with Roy as a passenger. "Ok, spill the beans," I asked. "Spill is the right word", said Jim. "On the way here, Padgett's car spilled its oil on I-295 and lost all its pressure. It's sitting safe on the side of the exit ramp to Dunn's Avenue. We'll get a tow truck and haul it after the service." Sounds like a plan. We formed up and proceeded to the service without any more problems. It was a picture-perfect day which made for a beautiful caravan. I know Jim was proud but I'm sure he wished his car was there.



At the cemetery four of our club members had the honor of joining Roy Powell and Jim's Son-in-Law, David Smith to bear Jim into the service. The ceremony wasn't very long but honored Jim in every way. It recognized his military time in the Navy, was very moving, somber and fitting. We will all miss him.

Afterwards, Mike and I went home via Dunn's Ave. to check on Jim's Flying Miata. There it was, on the side with both Jim Sparks and Roy Powell on their cell phones trying to arrange for a tow truck. Not so easy. They called Jim's favorite garage and the tow guy, and truck, were on vacation. Jim called home and had his wife, Gail, search his desk for a business card he remembered. Called them. Yep, they could do it, but they didn't have a flat bed. Never mind. But, they did know of some friends who might be able to help and give a good deal. More names. More calls. Then finally a flat bed tow truck was found, and they'd be there in 10 minutes. They had everything well in hand. Mike and I left hoping all would go well. But did it? Like us, you'll need to come to the next club meeting to find out how things played out in this not-so-final-chapter in the life of Jim Padgett.



---

## ***FCMC EVENTS CALENDAR***

- **September 11 - 6:30 pm Monthly Club Meeting at Tom & Betty's**

The meeting will be held at Tom & Betty's Restaurant at 2134 Park Ave, Orange Park FL 32073. Come early and hang out with fellow club to get the most out of your evening. Then stay late to pop the hood on a Miata or two and check out everyone's ride!

- **September 29 - 9:00 a.m. Cruisin' To The Creek (Details on Front Page)**

This is the 32nd Annual Cruisin' to the Creek Car & Truck Show sponsored by the First Coast Car Council. The show will be followed by an FCMC Mystery Drive planned by Arved.

- **October 9 - 6:30 p.m. Monthly Club Meeting—location TBD**

- **October 20 - Ottis Castle Tour**

A tour of Ottis Castle (yes..3 t's) followed by lunch at a nearby restaurant on the Intercoastal Waterway. More details to follow.

- **December 1 - FCMC Holiday Party at the Bethesda Center**

More details as this gets closer, but expect the usual fun and games!

---

### **Happy September Birthdays to:**

Paula Horning, Mike Dougherty, Ronald Emanation, Mike Hearn, Irene Holt, Hank McLeod, Jackie Sobotka and Ann Dehart

---

### **Welcome to Our Newest Members:**

Pierce Crabtree, Adam Plante and Wendy Meadows (Returning member)

**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](http://www.firstcoastmiataclub.org)

Facebook: [facebook.com/groups/firstcoastmiataclub](https://facebook.com/groups/firstcoastmiataclub)

---

## Dusty Lamborghini Countach uncovered after decades

A Reddit user, who goes by the name egriegin, posted a photo of one very dusty Lamborghini Countach, along with the intriguing headline, "Despite the dust and rust, grandma's 1981 Lamborghini Countach is the coolest."

According to the Reddit poster, this Countach was purchased by her grandfather in 1989 to be used in his exotic car rental company. "But after insurance costs became too high for him to operate the company," she explains, "he kept the car (and many others including the Ferrari 308 in front of the Lambo) outside/in leaky garages for 20+ years instead of selling them. Don't ask me why, I have no clue."

"Let's clear some things up: these aren't my cars and never will be, they're not for sale (yet)," wrote egriegin. "They've been in this garage for less than 15 years and everyone's known they were there, so not really a "barn find.""

So if you're in the market for Lamborghini Countach in need of a little TLC — and one very good dusting — it seems your online search will have to continue.

