



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

BUC, BUC, BUC-EE'S

First Coast Miata Club

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www.firstcoastmiataclub.org

When: Feb. 19, 2022

Meet: 9:30am Publix parking lot, 450 State Rd 13, St. Johns, FL 32259

Depart: 10am

Due to many requests, suggestions and much conversation among our membership, our February drive will take us to the wonderland of Buc-ee's of St. Augustine.

The drive will take us along the St. Johns River, traversing along scenic SR13. We will work our way south into farm country along winding country roads and return thru such scenic areas as Molasses Junction. The drive north will take us by the World Golf Village to Buc-ee's for lunch and will provide us ample time to explore all that Buc-ee's has to offer.

The drive will be relaxing and fun and Buc-ee's will be amazing! So shine em up, gas em up and come have fun with your fellow Miatafiles.

See ya'll on the 15th

BUC-EE'S: 200 World Commerce Center Pkwy, St. Augustine, Fl. 32092



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Winter City Escape - 01/15/22





Original Mazda MX-5 Miata designer Shunji Tanaka passes

An American, Bob Hall, is credited as the man who took the idea of a British-style two-seat roadster to Mazda and worked on the project for years in order to convince Mazda to follow through and put the car into production. Japanese designer Shunji Tanaka (far left) is credited as leading the exterior and interior design of the NA Mazda MX-5 Miata that has launched car lovers' dreams and racing careers for the past 33 years. Tanaka died earlier this month, CarBuzz getting wind of a Facebook post by a



close friend saying, "I'm so sorry to announce that Mr. Tanaka, the Chief Designer of NA MX-5 has passed away on Dec. 12th at the age of 75." The post says Tanaka's last words were, "I have no regret in my life." If that last part is true, it is justified. After doing work on Mazdas like the Miata and Mazda 929, Kawasaki poached Tanaka to design motorcycles. There, he added two-wheelers like the Z1000, ZX6R, ZX10R, and Z750 to his resume.

It might not be service to mankind, but his service to enthusiasts is unquestioned. The Miata not only initiated a roadster rebirth and Mazda's adoption of the Jinba Ittai philosophy, it has outlasted almost all of its roadster disciples, and outsold every single one, with more than a million leaving dealer lots since the first gen debuted. Frankly, Jinbai Ittai is a better tagline than "Swinging Time Machine," which was Tanaka's phrase to describe "a symbol of freedom achieved through a connection between the driver and the environment." Engineers Toshihiko Hirai and Takao Kijima must be noted here as giving the Miata the dynamic, gymnastic handling and balance that put real substance behind the droptop's absurdly cute looks. But 17 years before twin Miatas Mia and Tia hit the big screen in the first Cars movie, here were the real-life looks that art would later imitate.

The first design sketches for the MX-5 came from the automaker's U.S. R&D arm, which consisted of a tiny number of people in the early 1980s when the project commenced. As is often the case with such emotional projects, Bob Hall and company were given few resources because plenty of execs at the mothership in Japan didn't believe in the product, and even many of those who did felt the car should be a front-driver or have its engine in the middle. The first clay that came from the U.S. studio were based partly on larger, wider RX-7 running gear. The story goes that when Tanaka saw the American design, he believed it too heavy-looking and, well, American. The roots of what we eventually got were in the early designs, but Tanaka felt they didn't communicate enough that this was a lightweight sports car.

We don't know who or how many people Tanaka upset in the process, though, because he's practically been erased from the Miata annals. Mazda hasn't said a word, and two lengthy pieces detailing Hall's source as the project's creator, one from 2017 and one from 2019, don't mention Tanaka once. Ah well. We know, and we tip our hat.

2022 Mazda MX-5 Miata adds new handling tech, reduces auto availability

The 2022 Mazda MX-5 Miata is here, and there are a couple notable updates and changes for the new model year. Right off the top, Mazda is introducing a new handling improvement technology on the Miata that it calls “Kinematic Posture Control,” or KPC for short. Mazda says that KPC “applies a very slight brake to the inner rear wheel during high-g cornering. This pulls down on that corner, suppressing body roll, and making steering response feel more linear through tight or rough corners. Slightly stronger braking is used when accelerating through a corner, enhancing the limited slip effect.”

We’ll need to drive the 2022 Miata to sort out if this new system changes the car much in practice, but based on the description, we suspect the effect won’t be a wholly transformative one. It’ll likely just make the already outstandingly good Miata even better to drive.



Platinum Quartz Metallic (the sandy beige color seen above) is new for 2022 and is a no-cost option. If you step all the way up to the Grand Touring trim, you’ll also gain the ability to tack on new Terracotta Nappa leather seats for an extra \$300.

Mazda is actually reducing availability of the automatic transmission. If you want the available six-speed automatic instead of the standard six-speed manual, you’ll now need to head straight to the Grand Touring trim — it’s no longer optional on Sport or Club (oh, too bad). That takes the base price of an automatic way up to \$33,815, a \$4,540 increase over last year’s cheapest automatic. The price increase for the RF isn’t quite as steep — just \$1,925 more — since the RF trim ladder starts at the already more expensive Club level.

In general, the soft top and RF are both more expensive this year, too. A base 2022 Miata Sport now starts at \$28,315, a \$490 increase over 2021. Our favorite, the Club, now stickers for \$31,815. It also adds wireless Apple CarPlay for 2022, an upgrade over the wired CarPlay in the base Sport. The Brembo BBS Recaro Package increases by a meaningless \$30 to \$4,500, but includes the same great performance extras.

Mazda says the 2022 Miata will be in dealerships sometime this winter.

Best Miata Pics From Around the World



FCMC Events Calendar

- **February 8 - 6:00pm Monthly Club Meeting**

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

- **February 19 - 9:30am Buc Buc Buc-ee's**

Our February drive will take us to the wonderland of BUC-EE'S of St. Augustine. We'll drive along the St. John's River and work our way south into farm country along winding country roads and then north through the World Golf Village to BUC-EE'S for lunch and ample time to explore all that the Big B has to offer. See the front page for all the details.

- **March 8 - 6:00pm Monthly Club Meeting**

Our monthly meeting will be held at Mazda City, 6916 Blanding Blvd, Jacksonville FL 32244. More details to follow.

Happy February Birthday to:

Kim Pepe-Cordero, Sue Spencer,
Pierce Crabtree & Douglas Smith

And Welcome To Our Newest Members:

David & Sally Henry and
Gary & Marsha Headrick

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
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I SAW THIS TODAY

We're on the Web! Check us out!

Web Page: www.firstcoastmiataclub.org

Facebook: facebook.com/groups/firstcoastmiataclub

Ohio toiled 15 months on license plate, missed backwards plane

Remember a few months ago when everyone pointed out to Ohio that they put the Wright Flyer backwards on the state's new license plate? Well, it turns out the story is even more embarrassing than we first thought.

Designers at the Ohio Department of Public Safety fussed over details like the colors and the plate's rural and urban themes. The Ohio State Highway Patrol tested for readability. Ohio Gov. Mike DeWine and his wife, Fran, were also involved, right down to deciding the breed of the playful dog used in the design. DeWine told Public Safety officials at the plate's unveiling that his wife “probably drove them crazy” with her input. Not once did anyone point out the backwards plane.

Ohio and North Carolina have long feuded over the claim that they are the birthplace of aviation, but no one involved in developing the plate seemed to understand that the Wright Flyer they claim as their own has a different design from modern aircraft, with what would typically be the tail structure positioned up front.

It's an oversight North Carolina could not help but exploit.

“Y'all leave Ohio alone,” tweeted the Department of Transportation in North Carolina, where the Wrights first achieved powered flight at Kitty Hawk in 1903. “They wouldn't know. They weren't there.”

