



# In The Breeze

Sponsored by



January 2020–February 2020

Official Newsletter of the Bluebonnet MX-5 Miata Club

Still Free!

## From our Sponsor!



Any member of the Bluebonnet Miata Club purchasing a car during March will receive our FREE Oil & Filter Change for two years or 24,000 miles, along with one year of unlimited car washes!

Next time you are in the dealership, stop by and say hello to John Kahlig the General Manager (*His office is right between the waiting area and the sales floor*). He is very happy to provide the club with door prizes and always wants to meet our club members.



Left: Some of the cups that North Park Mazda donated as door prizes for the last meeting!

Right: Attendees of the January 2020 Meeting



# 2020 Club Officers

**President**  
*Cheryl Knight*  
 president@bluebonnetmiata.org

**Vice President**  
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**Secretary**  
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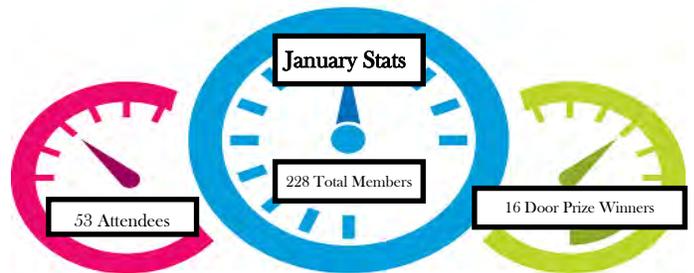
# New Members

**Randy & Colleen Seibel**  
 1030 Mystic Parkway  
 Spring Branch, Texas 78070  
 2016 Soul Red

**Michael Townsley**  
 125 Fallow Drive  
 Kerrville, Texas 78028  
 1996 Starlight Mica  
 2000 Classic Red  
 2009 Competition Yellow

**David & Amanda Steckly**  
 3603 Skyridge Avenue  
 San Antonio, Texas 78210  
 1999 Sapphire Blue Mica

**Virginia Weaver added Neal Plumb**  
 To her membership



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## President's Message

Greetings fellow Miata enthusiasts! It's the new roaring 20's and we are fired up! The first official Board of Directors meeting took place in January. Check out the article **2020 Board of Directors Update** in this issue for details on the goals and budget. In the January Planning Meeting, our loyal run leaders have planned many outings to get you out on the road and socializing in 2020. Inspired by the Bluebonnet Miata Ladies monthly outings, George Lucas is adding a monthly Men's Club activity on the same day each month. **All the run and activity dates are on the club website**, so you can start planning. Details for each activity will be added as they become available. Oh, and in case you missed it, there is a very nicely done 5-part series on YouTube about the Miata: keyword search for **Mazda Miata Documentary**.



Zoom On!

-Cheryl

## Millennial Musings

Howdy everybody,

I hope everyone had a fun-filled Valentine's and Presidents' Day! I was lucky enough to be able to take a mini road trip out to College Station for the weekend to watch the opening weekend for Texas A&M Baseball. If there is one thing I greatly enjoy, it is being able to hit the pavement and not have to hit the brakes until I am almost to my destination. On top of being able to cruise, driving through Bastrop and all the pine trees is always a treat. This little anecdote brings me to what I was wanting to say, and that is that I want to see some of the beautiful places you've taken your Miata to! Since it is the 25th anniversary of the club, I'd like to feature some of the awesome places our members have taken their cars in the last 25 years. So if you have a picture or a trip you would like featured, please send them to me via the [newsletter@bluebonnetmiata.org](mailto:newsletter@bluebonnetmiata.org).



In other news, I would like to introduce you all to the Assistant to the Newsletter Editor, Josie. She was hard at work helping me put the seals on the newsletters to be mailed!

Zoom Zoom,

-Michelle House

# 2020 Board of Directors Update

## Financials

The board of directors reviewed the 2019 budget and cash flow reports. I'm pleased to share that the 2019 planned vs actual budget was in the black by \$190.09. The Club's overall cashflow (which included some 2018 expenses of \$128.25 and corrections to errors of \$2.21) was also in the black for an overall total of \$152.86. Bottom line, your club's accounts were wisely managed. A copy of the financials (budget and cashflow) for 2019 are available to view at Club Meetings.

2020 Budget was set in accordance with anticipated 2020 income. That is also available to view at Club Meetings.

## 2020 Goals

The Club Objectives (from the Bylaws) are our guiding principles.

“The Bluebonnet Miata Club is dedicated to the enjoyment of and the advancement of knowledge pertaining to the Mazda MX-5 Miata sports car and related MX-5 Miata events. The club encourages the exchange of information about the MX-5 Miata by providing a vehicle for communication among MX-5 Miata owners and aficionados.”

The **Why, How** and **What** is how we support the **Club Objectives**:

### Why we do what we do for the club:

- To provide a personally enriching experience for a diverse membership that shares a common bond: the Miata!

### How we do what we do for the club:

- Welcome, engage and encourage participation of new and existing members.
- Treat each other and all members with dignity and respect.

### What we do for the club:

- Encourage a calendar full of a variety of runs and activities, utilizing more than Saturdays.
- Utilize multiple methods of communication for sharing information about the Miata and the Club Activities and Events
- Educate and inform Members on how to participate in both local and national activities.

The above was adopted in 2019 and to continue this approach, we designated a few **2020 Goals**.

- Review various Ride GPS Tools for club membership to map and share runs.
- Finish completion of New Member communication review/streamlining (carry over from 2019)
- Engage idle members to participate more fully in club activities.
- Financial Account Management – ensure each account is properly set up for its primary usage.

The following **2019 Goals** were achieved and will continue to support the above approach to providing the best experience for our membership:

- Make a few things easier for club members (buying pins, stickers and name badges)
- Encourage membership participation in Activities and Runs
- Evaluate Club communication methods

Please email any of us with questions. We look forward to supporting you in what will be a great 2020!

## *Late January & February Activities!*



### **Bluebonnet Miata Cares!**

The club sponsors a trash pick-up every quarter. The club is doing their part to keep Texas roads beautiful! Pictured is the clean up crew from January 25th. Put the next pick-up on your Calendars for April 25th.

## *Dan's February Impromptu Run*

On Friday, February 14<sup>th</sup>, Dan sent out an email stating that his Miata needed some exercise and asked if anyone would like to join us. The plan included a Saturday run through the Texas Hill Country ending up in Blanco at the Redbud Café. Even though the weather forecast was not as favorable as one would hope for, we were determined to get out of the house and go zooming. Upon arrival at the starting location, we were pleased to see ten other cars ready to roll. We weren't the only ones who needed to get out of the house and go for a drive! Since it was so close to Valentine's Day, Dan handed out Hershey's chocolate candy at the driver's meeting and I offered Lindt chocolates after lunch. We didn't have sunshine but had a wonderful time with all eighteen Miata friends who joined us on the run.



-Betty Hicks





# Speed Racers: From the Journal of Mark Hungerman

The Super Lap Battle 2020 at COTA took place over the weekend of 15-16 February. There were actually two different types of racing going on during the event. I was there to see the Good-Win Racing (GWR) NC budget racer compete. I had been following the build on Miata Net.

The first type is called time attack, and this is where GWR was competing. It consists of cars sent out staggered by about 30 seconds. The driver and the car are competing against the track and the clock to lay down the best lap time possible. After the first warm up lap, they come across the start line hot, and are each being timed on their laps from then forward. Each session is relatively short, maybe 15-20 minutes for each of the four classification groups. Each car gets four sessions per day, with time for data analysis and adjustments (or transmission replacements) in between.

The second type is called Grid Life Trophy Cup (GLTC) racing, and is more traditional wheel to wheel racing. They go out of pit row behind a pace car, in a column of twos, do a pace lap, and when the pace car peels off, the race is on when the cars go over the start line. The races are pretty short, either 15 or 20 minutes. There were four of these over the course of the weekend, one on Saturday, and three on Sunday.

I arrived at COTA late morning on Saturday, and my first task was to figure out how to get into the infield/paddock area. A quick text assist from Ron Buchalski got me where I wanted to go. It was lunch break, so I looked around the paddock, and saw three NCs parked together near a trailer. I approached, and asked if I could take some photos of their cars, and they were more than agreeable. These were GLTC racers, and they had a race scheduled later that afternoon. There were two silver NC2s and one black NC1. I thanked them for the photos and the chat, and went to the food trucks to grab a quick bite. I had texted Ron while I was eating, and he came over to the covered table area just about when I was done. We chatted a bit, he told me what part of the track he was going to go to in order to watch the racing, suggested a spot near one of the fences where I could see the first hill hairpin, and a couple of other turns, and we went our separate

ways. Not one minute later, the PA guy announced that Ryan Passey (the GWR driver) was entering the track. I had just enough time to hustle back to the fence to see him start his timed laps a couple of minutes later.

When the session was over, I wandered over to garage bay #13 to see the GWR car. There were three guys talking to each other and looking the car over. The first one (Greg) was carrying tools, the second one (Ryan) was wearing a fire suit (#13, not a coincidence, I feel), and was obviously the driver, and the third guy (Moti) had a comm headset slung around his neck. I had seen other 'civilians' in the garage taking pictures, so I quietly approached and started taking some. I looked over to the wall on the right, and saw a transmission and driveshaft on the floor, and thought that it was very smart to bring a spare. It turned out to be smart, but that wasn't their spare. I found out after chatting up Greg, and asking about their 3<sup>rd</sup> session that had just finished, that the clutch spectacularly failed during session 2, taking out their custom built 6 speed transmission, which was what I saw on the floor. They had to swap back in the junkyard 5 speed that had been the original budget option when the car was built, along with a different clutch and drive shaft, and they had to dial their boost down from 9 psi to 7 psi to compensate for the transmission swap. The plan was to go as long as they could, and if they made it to session 4 on Sunday, crank the boost back up to 9 psi, and let the chips fall where they may. Greg asked if I wanted to meet Ryan, and we went over and chatted with him for a few minutes about the day's events. Not only did Ryan need to adjust to using a new transmission, but he also had a new transmission type, a five speed, so all of his shift points were different at different places on the track. They called Moti over to introduce him, and it was bugging me that the name was ping-ponging, but I couldn't place him. It's not that common of a name. I must have had a look on my face, because he cleared it up with only two words: Blackbird Fab-worx. Ohhhh. THAT Moti.



His company designs, manufactures, and sells roll bars and aerodynamics for Miatas of all generations, and he is a sponsor for Miata Net. On weekends, he goes out with the GWR team, and handles comm, and on the fly design changes to the car. We all chatted for a bit, but they had to prep for session 4, and I saw the GLTC NC cars rolling up to the grid, so I excused myself to go watch their race. I found a good spot on the 3<sup>rd</sup> level of the grandstand to watch and take some photos. The pace car led them out, a few minutes later, he peeled off, and the race was underway. I was tracking the NCs each lap, and they were doing well. About the 3<sup>rd</sup> time around, I noticed that the black one didn't put in an appearance, so I texted Ron to see what had happened. He said that the black one



limped past his position, but sounded awful. It turns out it had a misbehaving rod that was seeking daylight, and found it. He was done for the weekend. The other two NCs finished well, either 2<sup>nd</sup> and 5<sup>th</sup> or 3<sup>rd</sup> and 5<sup>th</sup> in a 10 car field. After the 4<sup>th</sup> time attack session, and watching Ryan from the grandstand, I contacted Ron, and we met up in the GWR garage bay, and he got to meet the guys and look the car over. They were done for the day, and Moti was busy designing and fabricating canards for the front of the car to generate a little more downforce to keep the car more firmly planted on the track. Ron and I took our leave, and departed COTA.

I arrived Sunday after the first two sessions to find Moti at work again. He was designing and fabricating what looked like reverse mud flaps for the back wheels, but turned out to be a device to keep the wind off of the tires while at speed, sort of like 1/2 of a fender flair. I asked him if it were a new Blackbird Fabworx prototype, and he said "Mark, everything on this car is a prototype". The weather was much improved over Saturday, and the junkyard transmission had survived four sessions, with only two to go. I chatted with the guys for about half an hour, watched them raise the rear coilovers 1/4 of an inch and add more wing angle, and then it was time to climb up to the grandstand again to watch Ryan and the budget racer for Sunday's session number three. He did his warmup lap and a couple of hot laps, but brought it in early to look at some small issue. He got back to the grid, but only had time for a cool down lap. I decided to go down to their garage and hang out for session number four, the last one of the weekend, and watch the whole thing from there. When Ryan brought the car in, the brakes were SMOKING they were so hot! It was fun watching all of the prep for the last time out. They had earlier changed rotors, but they took this opportunity to bleed the brakes. When the prep was done, and the boost dialed back up to 9 psi, Ryan took the car out to the grid. He likes to communicate with his guys right up until he rolls forward to enter the track, so they each have a vehicle to follow him out there. Moti has an electric scooter, and Greg has a little electric bike with pink tassels extruding from the handle grips. You can tell that this is a well integrated team that has a lot of fun while they do serious and exacting work.



Ryan finished the session without detonating the transmission, and that meant they got more sessions this year (7) than last with their normal ride, the Hyper Miata, last year. He returned the car to the garage, got changed out of his fire suit, and pitched in with the rest of the group to get everything packed up and ready to load. I said my goodbyes, and thanked them for letting me hang out with them for hours over the weekend, and took the shuttle to my car. It was a fun weekend, and I will probably go back next year.

-Mark Hungerman





The BBMC Ladies Bunco Group meets the third Thursday of the month and is always needing subs. If you're interested in getting on the bunco list, let one of the ladies know!

# *Things Around the Curve*

## **March 7th Texas Independence Day Parade**

Meet at Riverside and Congress (in Austin) for the parade line up area (enter from Riverside and drive around until you find the Miatas). Come join fellow Texas Miata Club members from Lone Star, Tejas, and Bluebonnet for a fun and short parade through downtown Austin. Bring the decorations and dress your car up to celebrate Texas' Independence! Join the group for a run to one of the stops (#8 Devil's Backbone Tavern) on the 2020 Texas Miata Challenge: Ghosts and Legends, sponsored by the Lone Star Miata Club and Classic Mazda. Then join the group for lunch at Antlers Café on TX HWY 46 just east of Spring Branch/ Bulverde.

Arrive around 7 to 7:30; parade staging happens in stages; parade begins around 9am.

## **BBMC Ladies Events:**

Marilyn Hamilton will host our February event on the 28<sup>th</sup> when we plan to travel to Georgetown. Linda Morrow is making reservations for us to have lunch at one of the restaurants on Georgetown Square.

Pamela Stivers will host our March event on March 13<sup>th</sup>. We will travel to Castroville and have lunch at Juliana's.

## **Chicken Fried Steak (CFS) Run-Jim Treat**

Just a little synopsis of my CFS Run coming up next month. We will be hitting our familiar roads in the Rio Medina area, stopping at the Rio Medina Store for its "Rustic" facilities, then we'll take the back way towards Medina Lake, allowing you a different view of the dam and the lake. From there, we'll take some fun twisties up to the state park on the other side of the lake. Doubling back, we'll hit 1283 over to some fun roads taking us into the back side of Bandera, where we'll stop for lunch at The Old Spanish Trail restaurant. Once we've filled up, we'll have some more twisties for dessert before stopping in Comfort for our last pit stop. Hope to see a bunch of you for this annual run.

**\*Please Note: Cancelled-School House Run\***

# In The Breeze



**NORTH PARK**  
mazda

Bluebonnet Miata Club

San Antonio, Texas

<http://www.bluebonnetmiata.org>

To join the club or renew dues, open the above website and click on the membership tab

*Check your mailing label for your renewal date.*

*Please renew your membership promptly!*

## Upcoming Runs and Events

For run and event details please visit the website.

# March 2020

**Sun      Mon      Tue      Wed      Thu      Fri      Sat**

1	2	3	4	5	6	7 Texas Ind. Day Parade
8 Lunar Zoomer	9	10	11	12	13 Men/Ladies	14
15	16	17	18	19 Bunco	20	21 CFS Run
22	23	24 Mthly Meeting	25	26	27	28
29 Berclair Mansion	30	31				