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# Four Wheel Drift...

by Chuck Wills, President

This month's column should probably be retitled "Miscellaneous Ramblings". Either I've baked my brain with too much top-down driving, or I need to cut down on the midday caffeine. Anyway, here's my scatterbrained diatribe for this month. Enjoy!

Wow! What a rally! It looks like the Fussin' & Cussin' was a great success. Due to circumstances beyond my control I wasn't able to run it, but I was able to attend the drivers meeting and then meet everyone at the end. I am so pleased at the turn out - over 25 cars when I last counted. We must have a bunch of diehard ralliers in our membership to get that kind of response, since the Fussin' & Cussin is notoriously difficult. Nice job, Bob and Steve! Great job, Miata Club!!!

Speaking of events, everyone needs to synchronize their calendars for August. We've got a very special event on the 17th, organized by members Tom Bates and Claude and Shirley Counciller. The Babe Ruth World Series for 14 and 15 year olds is going to be held in Connersville and our club has been asked to participate in the parade beforehand. This isn't just a drive though downtown, our role in the parade will be transporting dignitaries in the event! Have you ever heard of Tug McGraw, Tom Browning or Hal Morris? These are the famous baseball guys that could end up riding in YOUR car! You'd have to be nuts not to do this. I'll see you all on the 17th.

The Indy Miata Club should be well represented at Deals Gap this year. I think there are at least 10 of us trekking down to Tennessee for the big weekend. (July 26~28). For those that aren't familiar with the Gap, it's 11 miles and 318 curves of unbridled driving pleasure. The Gap is nestled in the hills near the Smoky Mountain National Park near Gatlinburg, so the scenery is fantastic. Though this isn't an officially sponsored or organized event, you can count on several hundred Miatas showing up for the last weekend in July. We're meeting up with 30+ other Miatas in Cincinnati to caravan down together. Zoom - Zoom!

It's time to starting thinking about elections again. The December holiday party will be here before you know it, so start thinking about which office you'd like to hold in 2003. Several offices may be available, so if you have any interest or disinterest in club officerhood, please let me know. If I don't hear from you, you may be placed in to some of the new positions I'm opening up, like: Official Club Car Washer, Presidential Lunch Buyer, Editorial Whipping Boy, Traffic Ticket Liaison, or Rally Master. Seriously, your club is only as strong as its members make it. So if you would like to contribute, please contact me.

For those of you that also belong to the national club ( the Miata Owners Club) your membership may be due soon if it hasn't expired already. For those that were "grandfathered" in from the old national club, it's probably time to renew. If you didn't get the last issue of the Miata magazine, this may be why. You can renew your national club membership by calling (800) 968-4980 or by visiting <http://www.miataownersclub.com>

We've had several people join the Yahoo! Groups Indymiataclub mailing list. THANKS to everyone that has participated. We may have some other exciting on-line propositions in the near future, so stay tuned. Don't worry, if you aren't on the Internet, we'll make sure you are always well informed too.

Actually, because of the internet the Miata community is very well informed. With all the chat groups and on-line forums you can get info on nearly any Miata related topic. For those of you that haven't surfed the web extensively, here's a short list of my favorite sites:

<http://members.aol.com/indymiata>

<http://mywebpages.comcast.net/indymiataclub>

<http://www.miataownersclub.com>

<http://www.miata.net>

<http://www.miataforum.com>

<http://www.aimtuning.com>

<http://www.tailofthedragon.com> (Deal's Gap site)

Don't forget about the August 17th event and in the mean time, drop that top and **Zoom - Zoom!**

## 2002 Club Contacts



**President**  
Chuck Wills

8609 Woodbluff Ct.  
Indpls, IN 46234  
chuckwills@comcast.net



**Vice-  
President**

Rick Morris  
4249 Springwood Ct.  
Indpls., IN 46228  
rick@dustbunny.com



**Treasurer**

Pat Metheaux  
6430 Berwyn  
Indpls, IN 46203  
pmetheaux@aol.com



**Membership  
Director**

Barb Gentry  
5379 Carnoustie Cir.  
Avon, IN 46123  
bmgentry1@juno.com



**Tech  
Director**

Wayne "Doc"  
Reynolds  
317-299-8002  
MX5MD@yahoo.com



**Club Founder/  
Tech**

Rich Hickle  
317-347-9660  
RTHickle123@aol.com



**Website Editor**

Jim Nutt  
317-255-1874  
IndyNutts@aol.com



**Open Road  
Editor**

Sara J McBride  
317-291-8993  
miata@2cat.com

# "Sundae" Drive and Mingle

Meet us on "Sundae" evening August 25th for a mingle with a "twist", lots of twists!

The drive will be about one hour through many nice and curvy roads! Then relax with some cool frosty treats and mingle with new found friends or old buddies. We'll meet between 5:30 to 6:00 PM in the parking lot on the south side of the intersection at SR 67 and 267 in Mooresville (behind CVS in the Southridge Crossing Center).

Directions: From Indy take I-465 to the southwest corner of Indy, get off on Kentucky Avenue (SR 67) and go southwest to Mooresville to 267 and turn left into the Center parking lot.

In case you can't make the run, but want to meet for treats, we'll be arriving at the Ritters Frozen Custard in Plainfield around 7:00pm or so. It is right at the I-70 and SR 267 interchange back behind the Cracker Barrel.

Any questions, email Bob Wiley (your Minglemaster) at: wileekyot@aol.com

## World Series Parade and Rally

Don't miss the World Series Parade and Rally on August 17th. See the flyer in this issue or you may download a copy from the Open Road on the web edition.

# Midwest Miata Gathering 2002

In the spirit of the first (and subsequent) gathering of Miatas at the GAP, the After Mountain Madness Picnic in the Poconos, the pre Birthday Bash Dallas Gathering Picnic... the Greater Cincinnati Miata Club is hosting another regional nonevent event for the enjoyment of all. While the primary audience is comprised of the Miata Chapters in Ohio, Indiana, (?Michigan), and Kentucky... All are welcome. running from September 6th through the 8th, the Gathering has one primary goal: *to just have fun!*

The organized activities and events include dyno testing, a car care clinic by the Shine Brothers, a clue rally, several tours of the Cincinnati area, R/C Miata racing, a suspension and corner weighting clinic, and more. This is a good chance to meet fellow Miata enthusiasts without having to drive cross country to do it. The Gathering website has more information, point your browser to: <http://www.cincimiata.com/MMG/index1.htm> . For those without internet access, you may write Cincinnati club president Jon Roberto at 2449 Coveyun South, Cincinnati, OH 45230 or call him at 513/295-3332 for more information.

Several members of the Indy Miata Club will be going and a caravan to Cincinnati is being organized. For those interested in joining the caravan, please do the following four things: (1) contact Gary & Kathy Collings (317/873-4224) or <gcolling@gte.net> so that they will know to expect you; (2) make your own overnight reservation for September 7 (Saturday) from the website information; (3) be at the South parking lot of the Holiday Inn North in the Pyramids area (I-465 and S.R. 421) on September 7 at 8:30 AM to join the caravan; and (4) bring a CB radio if you have one (Channel 5). The Collings mobile telephone number is 317/502-1233 should you need to reach them on September 7th for any reason.

## The Open Road

Please send all articles, pictures or information for publication in the Open Road to:

Sara J McBride  
4249 Springwood Ct.  
Indianapolis, In  
46228-3122  
saraj@dustbunny.com

and/or  
Jim Nutt  
IndyNutts@aol.com

Please submit articles, photos or news items at any time. To be in the next edition, no later than the 25th of that month. We encourage your participation in making your newsletter the best it can be!

The Open Road is published monthly for the members of the Indy Miata Club. The Indy Miata Club assumes no liability for any information contained herein, or injury or damage resulting from use of this information. The ideas, opinions, maintenance or modification tips expressed are to be used at the reader's discretion. Individual contributors and/or the editors express no approval, authentication, or endorsement.

# A Fourth of July Without The Fireworks

by Gary and Kathy Collings

At noon on July 3rd, we started our journey on what was to become a 2,100 mile loop around Lakes Erie and Ontario. As we drove around these large lakes, we were reminded of our fourth grade lesson that the first letter of each of the Great Lakes spells the acronym HOMES. We rolled north on I-69 and spent Wednesday night on the Michigan/Ontario border at Port Huron. The hosts for the Northern Exposure 2002 cautioned registrants to bring passports and leave radar detectors at home. Our hotel was actually at the edge of the international bridge. The desk clerk advised us to cross the bridge before 8:00 AM the next morning. We should have listened; we did not get onto the bridge until 9:00 AM the next morning, the 4th of July. The gridlock was immediate and we spent the next 1.5 hours on the Blue Water Bridge; we finally traveled the two miles span over the St. Clair River to the customs shack across the border. We were only questioned about firearms (not a radar detector) and asked what were our travel purposes in Canada. No sniffing dogs; no mirrors under the car; no fireworks – just zoom zoom the remainder of the trip.

On the 4th of July, we traveled to Toronto and north to Bracebridge to connect with five cars from the Windy City Miata Club at the Inn at the Falls for a relaxing evening near Lake Muskoka Falls. On Friday (July 5th) with CB radios and antennae in place, the caravan of six cars, including a two week old 2002 Mica Yellow, set out on the final leg of the journey through the Algonquin Park for some picturesque roads off of the interstate.

Our caravan arrived at the Chateau Cartier in Ottawa around 5:00 PM that evening to be joined by approximately 185 Miatas from as far away as Texas and California. Our first event was a 7:00 PM buffet dinner in the Chaudiere ballroom. We met other Indy Miata members Sara McBride and Rick Morris (Indianapolis), Norm and Susie Arbuckle (Lafayette), and Barney and Carolyn LaFollette (Sullivan) that evening. Barney and Carolyn were in their motor home with their Miata in tow on a trailer as they were on a two week excursion of the Northeast. The Arbuckles had caravanned with 18 cars, some of which started from the Upper Peninsula of Michigan. Sara and Rick had roamed the area from Niagara Falls to Montreal and then back back to Ottawa.

The main event on Saturday (July 6th) was a tour to Mt. Tremblant and its ski area. Although the drive was scenic, it turned out to be a 5 hour plus endurance tour. The Northern Exposure gathering was dubbed a European Miata event, which was primarily focused on touring and social aspects of Miata ownership. Although there were no vendors, the event was pleasantly short on ceremony and speeches. Ottawa seemed a perfect setting for a Euro-style event. Ottawa, as the capitol, is a beautiful, historic, bilingual city (although somewhat hazy from the forest fires).

In 1857, Queen Victoria selected Ottawa to be the capital of Canada. The area has had many names over the years and is at the conjunction of the Ottawa, Rideau, and Gatineau Rivers. On the Ontario side of the Ottawa River many towns and villages have been combined the last few years into one large city called Ottawa. On the Quebec side of the Ottawa River, this combining of villages has happened in the last year and now the area is called Gatineau. In 1867, Canada became a country in its own right. It is a constitutional monarchy, based on the British system with an elected prime minister, elected members of parliament and appointed members to the Senate. The Governor General is appointed by the Prime Minister, vetted by the Queen, and serves as the Queen's representative in Canada.

On Sunday morning (July 7th), many of us traveled to the

historic section of Ottawa to view the 30 minutes ceremony of the Changing of the Guard. This occasion is very similar to the one played out in London, England. The one big difference is that it's bilingual. The guards march on to Parliament Hill to the beat of drums and instruments including bagpipes. It is said that if the march is timed correctly, the Drum Major's foot will touch the grass on the Hill at the moment the Peace Tower clock strikes 10:00 AM.

Sunday was our final day and in the afternoon all Miatas gathered on the pier at beautiful Britannia Park for a catered BBQ and photo opportunity with sailboats in the bay. About 3:00 PM we joined three other Miatas for a four hour trip to Port Hope across Lake Ontario from Rochester, New York. We spent the night at the Hill and Dale Manor, which is a B&B in a grand old Victorian home. The innkeeper told us that the former ferryboat from Port Hope to Rochester may be revived in the future. On Monday morning (July 8th), the four cars left together with two cars eventually splitting toward Port Huron and the other two cars crossing over at Niagara Falls. Kathy and I were in this latter twosome. The new yellow Miata exited in the Falls area and we elected to finish our 12 hours and 700 plus miles to arrive home in the same day. We should be able to stand up right and walk by the time your read this article!

Gary and Kathy Collings driving the Ottawa River Parkway at NE 2002.



# AIM Tech Day Review

AIM's annual Tech Day and Open house drew a good crowd on June 29th. Miatas arrived with their tops down and their owner's ready to learn.

As members arrived, their cars were lined up and entered into the "Show and Shine" car show. Hoods were opened, cars inspected, accessories, add-on's etc. were discussed.

Shane Benson, owner of AIM and club member, gave us a tour of the shop and explained what AIM could do for our Miatas. During our tour, we saw a range of cars that AIM was working on, from a Miata that had been heavily modified for E-class racing (windshield cut off, doors were basically just the outer panel!), Shane's Spec Miata "Frances the Mule" that had just returned from racing at Laguna Seca, to Lyn St. James Miata that was in for basic maintenance. Tackside Supply will soon have a showroom in AIM with lots of Miata goodies.

Rick Morris (Dr. Detail) then gave a presentation on car care. He was happy to report that all the member's cars looked good and he really couldn't use them as examples of how not to care for your car. He gave basic car care tips from how to clean the engine compartment to cleaning the windshield and headlights, and then fielded questions from members.

The results of the "Show and Shine" contest were announced and John Martin took home the prize for his new 2002 Titanium Special Edition.



There's always something to look at in someone else's engine compartment!



Left: Matt Reeck and Dr. Detail discuss how to remove some scratches from Matt's car.



Right: Shane Benson talks about springs, shocks, and oil coolers.

## Classifieds

I am in the process of selling my 1999 Mazda Miata M2 and I'm also selling numerous parts & accessories that I have accumulated. All items are in excellent condition. Some items are brand new. Please e-mail me at [jtboles@comcast.net](mailto:jtboles@comcast.net) or call 317-241-6570. Thanks! John Boles.

Black Da' Lan trailer hitch – 1 1/4" receiver, includes hitch tongue. \$95. / Black cargo rack. Fits a 1 1/4" hitch receiver. \$55. / Black, Robbins tonneau cover. This tonneau has been modified to be used with a Hard Dog sport roll bar. \$120. / Mazda chrome/bullet gas cap. \$50. / Strut tower brace. \$25 plus actual shipping and insurance. / New, black OEM Mazda center console. This center console sells new for \$400 from Mazda. Your price? \$150. / New, black OEM Mazda M2 soft top with glass window and defogger. This top sells new for \$750 from Mazda. Your price? \$350. / Four brand new OEM Mazda silver center caps for alloy wheels. \$35. / Two brand new black OEM doorsill plates. \$25. / New, black top boot cover plus a black boot storage pouch. \$75. / 1999 Mazda Miata shop manual. \$20.

## Help Wanted!

Take a look at the calendar on the back of the Open Road and note the open Mingle dates. We're looking for someone to step up and arrange a mingle for these dates.

It doesn't have to be a white glove affair, some of the best mingles are the "show up here, have a hamburger and a root beer and talk cars". Got a favorite place that has a great tenderloin? Call Chuck Wills to claim a date and then let us know.

We've also got an open rally date in November. Got an idea for a rally? Let Chuck know. And if you haven't gotten a copy of the Rally Master's Handbook, ask for one at the next event you attend!

# There was Fussin', There Was Cussin'

The most loved and hated rally of the Indy Miata Club season took place on July 20th. Twenty-four cars with drivers and navigators showed up in sunny Danville in a futile attempt to outwit this year's F&C Rally Masters, Steve Jacobson and Bob Wiley. The usual greeting of old friends and greeting new members, looking at everyone's car and chatting started things off.

A quick speech by Chuck Wills, (who claimed he was "just too busy" to participate...cluck! cluck!), Claude Counciller gave details on his August World Series rally, the coveted President's Cup was displayed to the crowd, then the Rally Masters started the driver's meeting. Extra points were handed out to those who read the flyer and showed up with masks, then everyone got into their cars for the start. Those who didn't read the instructions on the rally sheets, immediately were behind in the points race as the first clue was hidden there. ("Gosh, our sheet doesn't have the first question" one navigator was heard to say.) There were Miatas circling around the lot, going back to find the first clue, but finally most zooming down the road.

Our route took us north, east, south and south...but not everyone had the same route. The Barrick's reputation preceded them, of course. "Look, there's the Barricks! They took off first, so they must be running the route backwards to find clues they missed!". Some cars (such as the Barrick's ) ran portions of the route in the opposite direction, so you didn't know if a car had circled back for another look see for a clue(which was done quite often) or were just running the route. The Rally Masters were keeping us guessing all day. Besides visual clues, we had to answer brain teasers. (Such as "What football team is this? TTTTRRRRRRRR" and "What word starts with an 'E', ends with an 'E' and contains only one letter?").\*

Drop dead time was 1:00pm and we were warned not to show up before noon...fat chance of that! All cars but one made it to the Mayberry Cafe before the cutoff time and as our answer sheets were graded as food orders were taken from hot and hungry ralliers. Photos of the correct answers to the clues were posted so that ralliers could see what color of pants the fisherman wore, who had the "hots" for Lindsey and all the other devilish answers.

When the all the scores were tallied, the winners were as follows: 1st place - Lisa and Bill Hurley 2nd place - Kathy and Gary Collings 3rd place - Sara and Ken Koehler. A last place award was given to Steve Asay, who received what has to be the tiniest Miata ever made.

A big thanks to Steve and Bob for a great rally. And as we always say, "You should have been there!"



Bill and Lisa Hurley with the President's Cup.



Ron and Phyllis Hanson (we think) score extra points by having masks (we think).

\* **Answers to brain teasers:** Forty Niner's and an envelope. Go ahead, we groaned, too.

Steve and world's smallest Miata.



Fussin & Cussin' ralliers still smiling as they eye the President's Cup and get ready to rally!



# Frances Goes to the Races at Laguna Seca

by Shane Benson

It is truly amazing what can happen when a great idea comes together with people who are passionate. A case in point would be our recent trip to compete in the MazdaSpeed Cup, in which six fairly normal people with different backgrounds (some not necessarily motorsports related) came together and formed a team of racing renegades willing to do everything and anything it took to help the team as a whole succeed. As with most great events, it all started with a dream and some beer. But first, let me give you a little background.

Spec Miata is a road racing class that is new to CenDiv this year, but it has been around for over 3 years in regions South and West of here, and it is the fastest growing class in the SCCA. I own a performance shop in Indy, and earlier this year spent four months of my spare evenings and weekends building Frances (aka "The Mule"), my Spec Miata. I am a rookie driver for sure, with nothing but a couple seasons of autocross and time trials, and years of experience behind the wheel of various high performance machines. Still, I like to think I have acquired some skills.

Chuck Wills, Mike Selvey and I hooked up one night to greet a Miata competitor in town for Car and Driver's One Lap of America. Chuck is President of the local Miata Club, and Mike is a club member/Miata owner, so it came as no surprise that their interest was piqued when I casually tossed out the idea of making a trip to the legendary Mazda Speedway at Laguna Seca in beautiful Monterey, CA. Within days a skeleton crew of unemployed, underemployed, and otherwise-socially-irresponsible friends was formed and viola! The makings of a campy low-budget racing movie:

**The Plot:** Take a rag-tag team of five enthusiasts and one novice driver, spontaneously pack them and their gear in vans, trailers and planes and ship them off to distant Monterey, California to compete in the biggest Spec Miata race ever. Do it all on the same weekend as the Monterey Grand Prix featuring CART, Formula Atlantic, and Skip Barber Dodge.

**The Scene:** Located at the legendary Mazda Raceway at Laguna Seca. 70 plus cars (the largest group ever fielded at that facility) to hit the track and 70 plus adrenaline-crazed competitors battling it out for top honors.

**The Cast:** Chuck "The Prez" Wills, Mike "The Mayor" Selvey and Chris "Gas Man" Poglitch play true hard core iron-butt race-crazy roadies, hauling the car and the gear 5000 miles to and from sunny California. Jason "Grrrr!" Baugh, Carol "Hot For Teacher" Roth (Poglitch's girlfriend) and myself fly out in the lap of commuter-class Delta luxury. Throw into the mix Troy "I'll Eat That" Stinson, our secret team member cleverly disguised as a hospitality worker for Walker Racing and the plot thickens!

Laguna Seca is one of the most beautiful places a racecar driver or fan could visit. Admire the stark beauty of its hilly surroundings; feel the weather change from see-your-breath cold to hot and arid; lust for the gorgeous track with its marvelous technical layout and exhilarating elevation changes; stand with respect and awe at the top of The Corkscrew. Monterey is equally as beautiful; I hope someday to be able to afford a cardboard box on a sidewalk there. Yeah, that's all nice, when do we get to race?

Friday started with an early morning practice session and ended with a late-day qualifying round. No warm up laps or pace cars here, kiddies, just all 70 of you line up and GO once you hit the track. Not standard procedure for an SCCA event but hey, time is limited when you're sharing the track with Paul Tracy and company. Amazingly there were still cars filing out of the paddock by the time I got around the backside! Our first

practice session went well, but the car had some problems that needed to be sorted out. Frances was plowing like my dad's F150 in the dead of a snowed-in Michigan winter, and then would revert to wicked oversteer upon lifting the throttle. Still we managed a respectable lap time, placing upper mid-pack. In the pits, a quick alignment check revealed a couple of gremlins that we set out to correct. Our changes worked and we picked up a couple places in the afternoon qualifying session, moving us into the top 30. During the day we had plenty of opportunity to mill about and check out what other teams were doing; every aspect of SCCA club racing was present, from the guy who built his car in his garage last month to the top shelf Pro Spec Miata teams from across the country. It was amazing to see the diversity of people and cars, like 70 different interpretations of the same basic theme.

The next morning we fiddled a little more, and Frances got a little better. Unfortunately we didn't fiddle enough (or was that too much?) and lost a couple spots in the morning session, moving us to the back half of the field again. The groupings were so close that often 10 or more positions were separated by only a few tenths of a second. Fortunately the great thing about being at the largest Spec Miata race ever is that there are plenty of friendly people there willing to share information. Miata owners are unique in that they form a sort of community that is perhaps not so prevalent with some other classes. Everyone we ran into had the same "for the class mentality", and was very helpful. We borrowed tools, exchanged ideas, and supported each other, so in all I guess you could say we all formed one very large team in the name of promoting both the SCCA and Spec Miata.

We picked up some tips, again put the screws to Frances, and hit the track. Afternoon qualifying resulted in a 36th place start for the Sunday race, squarely mid-pack. I was quite disappointed with this, figuring we had maximized the car, and was convinced that my driving must be the problem. I felt like I had already let the team down. However, I was fortunate enough to run into a longtime racer and engine builder that had been involved with the SCCA for decades. After asking about the car and it's preparation, he was amazed we were doing what we were. Frances was my daily driver for three years, and she has 110,000 miles on her, most of which were under

## Frances Goes to the Races at Laguna Seca (continued....)

the unrelenting pressure of my right foot. No engine freshening, no limited slip, no high performance clutch, no chassis bracing, his list went on, which helped boost my confidence and morale. If he was trying to make me feel better, it worked. I decided that I was simply going to do my best, and however we finished, I would be satisfied with it.

At last race day was upon us. We decided as a team to take it easy on Sunday. The Mule was as ready as she was going to be, and so was I. Besides after all their hard work over the last two days, it was definitely time for some serious team R&R. We watched the support races, and about half of the CART race, visited the gift shop, ate some great food and generally relaxed and had a good time. Chip Ganassi used me for an apex while riding a scooter through the paddock! Finally about an hour before the race I could feel the apprehension building up inside of me, but I figured better to get it out of the way now and be ready for the race. I was worried, nervous, uptight, whatever you want to call it, I was definitely feeling the pressure. Everything we had all worked so hard to prepare for over the last month was coming to a climax. I let the apprehension wash over me until it simply faded away. We assembled again as a team and got ready to go. Everyone was great; I dressed while the team attended to last minute details on the car and the work space. Finally we got set up on the grid. Team members took their positions; Jason was on pit row, Chris and Carol were up on the hill in front of turn 2 (the Andretti Hairpin). Mike was up in the bleachers between 4 and 5, and Chuck was strategically placed at the bottom of The Corkscrew, all in radio contact with me in the car. They were my eyes around the track. Finally the MazdaSpeed Protege pace car led us out onto the track for a warm up lap. Coming around the backside, the pace car pulled off and the green flag was thrown. Suddenly everything fell into place; 70 cars instantly battling it out down the front straight at Laguna Seca, man, this race was ON!

Fortunately everyone made it through Andretti Hairpin with no incidents, the only race of the day to do so. A couple laps went by and the field had settled down, but there were battles going on at every point on the track. Talk about traffic, everywhere you looked there were groups of cars scraping for every last inch of tarmac and ounce of horsepower they could get, and then some. It was total vehicular carnage! Due to technical difficulties, we immediately lost a couple spots at the start of the race. After settling in, I was able to move up through the field and gain a number of positions. About midway through, the only yellow of the race was thrown in order to pick a hapless Miata out of the wall at the end of the Corkscrew. Upon restart, we picked up a couple more positions with a good run down the main straight, and then the unthinkable happened! Coming down off the hill turning onto the last section before the main straight, I went off track on the left side by the paddock! AARRRGH!

Five cars shot by me in the time it took to get back on track and re-establish my position. We made some of it up, but before you knew it, they were throwing out first the white, and then checked flags. The entire week came to a climax; the race was over, and we had finished in one piece and in what I considered a quite respectable fashion!

Frances ended up finishing 29th overall, with a best lap time of 1:52:022. For the record, the front running cars were turning 49's. SpeedVision Challenge racer and local resident Ken Dobson took top honors. But what we took with us was more than a trophy, it was the memory of a once-in-a-lifetime event that none of us would ever forget. Each and every person on our team contributed to the total effort, and there is no way it would have happened without every one of the team. As a beginning race driver, I learned more in one weekend than all of my previous races combined, both about my car and my skills. It truly was a character-building experience that is still with me today.

I would like to thank everyone on my team. They made this happen, and deserve all the credit for the weeks of preparation, getting us there and back 5000 miles later, working to exhaustion, from dream to reality. You'd be hard pressed to find a more dedicated, passionate group of people.

So, who wants to go next year?

**AIM TUNING** (with logo)

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# August 17th - World Series Parade and Rally

## 2002 Club Event Schedule



Left: Rally Master Bob Wiley at the Fussin' & Cussin' drivers meeting.

**August 17th** - World Series Parade and Rally - Rally Master - Claude Counciller

**August 25th** - Ice Cream Cruise and Mingle  
Event Master: Bob Wiley

Below: Miatas at the F&C rally.



**September 7th** - GCMC Miata Gathering in Cincy  
**September Mingle** - Open

**October 19th** - Huber Wine Tour  
Event Masters: Chuck & Turbo  
Teresa Wills

**October Mingle** - Open

**November** - Open Event Date

**November Mingle** - Open

**December** - Annual Holiday Party

Thanks to Gary Marconi for the Fussin' & Cussin' photos!