

In The



Newsletter of the Bluebonnet Miata Club

Breeze

NORTH PARK



9333 SAN PEDRO • NORTH OF LOOP 410
SAN ANTONIO, TEXAS 78216

May 2005

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Prez Speaks:

Wow! What a month of great cruising. Since our last visit we have thoroughly re- explored some familiar and not so familiar roads, and been where no Miata has ever been before. Well, at least not for quite some time anyway. And, we visited with old friends, met some wonderful people (new & future members) along the way and ate some fantastic food.

Having only been a Miataophile for about three years, I am still in awe as to the universal appeal the Miata has. I know that I may be a little prejudiced, but look at the excitement surrounding the Miata during just the past two years. Beginning with the Shinsen Edition in 03', then the Mazdaspeed, and then the anticipation for the 06', there has been more than enough thrill to please even the most discriminating automotive connoisseur. And, if you go back a little further, this little two-seater provides quite an accomplished resume.

I read an article recently that described why we drive what we drive. I believe the article was only partially correct, however. It expressed that mid life men, and increasingly women, drive convertibles to "tell the world they still have a lot of life left in them". If one observes the wide age varia-

tion just within our very own club, I would say that we all have a lot of life left in us. So, get that car out of the garage, drop the top, and join us on an upcoming run. Paula and I hope to see you there enjoying life!

Pat O'Docharty

Keep on Zoomin...



Decals

The new vent window decals are ready to dress up your "wheels".

Pick yours up at this months meeting.

They will be available for \$5 per pair

Welcome New Members

Ian Meyers—04 MSM, Titanium SA

Kendall Koehler—'01, Blue SA

Gene & Gail McCall—'01, Silver Canyon Lake

Bob Howey—'99, BRG Garden Ridge

Dave & Pam Baer 04 MSM Titanium SA

WILDFLOWER RUN

At 10:00a.m. on Saturday, April 30, 14 cars gathered at Rolling Oaks Mall to make the trip to Cuero, for the Wildflower Run led by Paul and Judy Falkner. The skies were ominous, threatening, looking like another Texas 100 yr flood was on its way. In addition a cold front moved in forcing tops up except for two new members, Ian Meyer and Kendall Koehler. Before long their tops were up. Now the name of the run officially was the Wild Flower Run, and we did see some nice yellow and white flowers (no bluebonnets), but maybe the name should have been something else. Here are some alternatives:

1. Last minute change of venue run - Jim, known for new roads and greater thrills, knew following 1604 to 87 was a bore, so he suggested an alternative route turning off 1604 into the grand city of St. Helwig onto a road that *looked* more curvy on the map. In reality it wasn't much to brag about, but who could see it with traffic and the pouring rain that had begun. It wasn't long before the group got separated, but more on that to follow.

1a. Another name change might have been, "Damn the bathroom breaks, full speed ahead!" Bringing up the rear, I thought, Jim Shea was hesitant to pull out. Seems like Vickie had taken a trip to the bathroom. Now there was plenty of time for Vickie to attend to business before we left, but being a woman, she has the prerogative to have the need at any time she deems fit. Anyway we were off and hoped they would catch up before long, but they were unaware of the route change. Nevertheless, they did catch up and got to 87 before anyone else.

2. Law of Circularity Run - As mentioned above, the group did get separated by the traffic lights and the intersections in St. Helwig. Jerry and I were caught by traffic at a bad intersection and by the time we turned everyone else was out of sight. Arriving at 87 East we turned left and seeing no one we continued on. Ennie felt it was time to ask if I knew where

we were going and I assured her that we were supposed to meet Paul and Judy at 87 and Hwy 72 in Cuero. Before long I saw Pat and Paula in my rear view mirror. Pat was passing a car on the right shoulder of the road and had their lights flashing. Pulling off they said we had left the group behind (they were parked at a Dairy Queen (I didn't know this because my radio wasn't working at the time). So Pat, Jerry and I did a 180 on a busy highway with rain pouring, and started back. Before we had gone 30 yards, the rest of the group sped by going the other way. So another 180 and we were on our way.

3. Fighting for the sweep run - At the mall I had agreed to be the sweep, but somewhere along the way Pat pulled to the side and motioned for Jerry and I to go around. He wanted to bring up the rear. After our first break, Jim surrendered the lead to Dave and Marilyn who were supposed to be in the lead from the beginning and Jim said he would bring up the rear (my radio was working again - good thing I didn't throw it out the window!)

4. Know Your Machine Run - Being the good Samaritan, Paul offered to move Jerry's car near the café where we ate lunch. Not knowing that Jerry has the gas pedal on the left side, Paul was heading for the plate glass window of the building in front of him. Jumping on the curb he stopped the car with little to spare. Jerry said during lunch that his adrenaline was pumping like never before, and nervous over the whole thing. (he has already replaced one Miata in the past year.)

5. Hide and Seek Run - Starting out after lunch we explored the rural roads that Paul had mapped out. Q-sheets in hand, it became quickly apparent that cars were running at various speeds. The first part of the run the slower group usually saw where the lead cars turned, and they would wait at the next turn for us to catch up. Now Jim and Vickie were leading the slower group and were driving at a speed that they felt comfortable with, which is OK, and commendable for not pushing their car faster than they feel comfortable with. Besides 75-80 mph should have been fast enough to keep up, but men being boys, they were way off somewhere in front of us....that's OK too!



Where are those slowpokes

5b. Which leads us to another alternative name It's a Guy Thing Run. Tooling down the highway enjoying the now warm Texas Skies, all of the sudden Jim made a quick right turn. Ennie was complaining about the lack of a turn signal but as I braked quick and looked ahead I thought I saw the tail light of a Miata ahead. After driving more than a few miles, Ennie said, "we are not on the right road". Kinda, sort of, ignoring this remark I kept on, although worrying a little about the sign saying we were heading east. But that didn't discourage Ennie; she kept on saying we were supposed to be on this road or that road, and that the road we were on wasn't on the q-sheet. Fortunately there were no gas stations (or anything else) or Ennie would have insisted that I ask for directions (God forbid!) I guess it's good she was with me or we might have driven to the Gulf Coast before admitting I was lost. So at this time I flashed Jim, Jim calmly said, "did we turn on the wrong road?" (or something to that effect). Then John Falkner spoke up, "we turned at the wrong place".....kids?!, thanks for letting us know. John was nice enough to take us to the place where we were supposed to be. There were the rest of the Miata's waiting – for some time I think. We waited a little longer for Jim and Vickie and John's friend...then off again. This time I jumped right behind the leader with Leon right behind, and I mean right behind, reminding me to keep up and not slow him down. A few more squeals from my Ennie and Leon said I did good. Hooray!

6. Pick till It hurts run - After arriving at Paul and Judy's house, we were led out into a pasture that

was full of wild blackberries (Judy called them dew berries), that's OK too. Dodging the cow pies, and the potholes, trying anyway, we arrived at the dew berry patch. A berry here, a thorn there, a berry here, a thorn there. After our backs had given out we headed back to the house, all except for Freda who was busy at work getting every berry that was worth getting. We knew she was there somewhere because we could see her red pants. Judy was nice enough to email her Lazy Woman's Dew Berry cobbler recipe. So I imagine most of us enjoyed dew berry pie a-la-mode while pulling the thorns out of our fingers.

7.. Finally the last alternative name – Old Man Falkner had a Farm, E-I-E-I-O. On the



All this for a little pie!

way back Marilyn got a lesson feeding a bull from her hand (I think the bull was more nervous – you know, how aggressive women can be), Ennie and Marilyn raided the chicken coops and got all the eggs, and Marilyn got to hold the hen. Pictures were taken at the tractor. Marilyn found an old snakeskin for show and tell at school. Getting back at the house, there was Leon enjoying the cool, with the cat, a runt dog named Killer, and another dog who was deaf.

So it was a memorable day, kind of quirky, but mostly fun, and a good opportunity to laugh at ourselves. We also want to give a big welcome to Bob Howey, as well as Ian and Kendall who were are making their first event.

Simply Miata,

Tim



Watch those fingers!



Migrant Farm Laborers Picking Dew Berries



Marilyn and Ennie with a new friend

Look at Ennie's hand's — she must have found out where the eggs come from. LBF

Future Farmers of America Miata Club!!



APRIL 30TH, THE REST OF THE STORY

The Miatas arrived rolling down Hwy 87 via Westhoff community. It was a thrill to be awaiting them on a hill overlooking their direction. We took over the lead ahead of Dave and Marilyn. It was planned and so smooth many did not even know it happened that way. {Paul is not one to be unnoticed – READ ON.}

We drove into Cuero with a short detour to miss the (wouldn't you-know-it) train. We went directly to Coffees and Eats on Main Street. Annette Rath owns this business and also Rath Propane by where we line up the Miatas for the Turkeyfest Parades in October.

As we were lining up to order our food at the shop, Paul was moving Jerry's car closer to the eatery so Jerry would not have to walk so far. The car idled in reverse and it idled in forward to the parking place very nicely. Jerry wanted to be there to watch his car. WELL, Paul then went instinctively for the brake and clutch but all is not what it seems in Jerry's adapted automatic. It was like a bad dream in "slo-mo". Paul put the brake pedal and the "clutch" pedal to the floor, except this was the gas pedal. The Miata lurched forward and crawled a two-step curb and high centered. Tires squealed and so did all the pedestrians nearby and especially those in the line of fire (Freda). As the blue smoke from the tires cleared, Paul obviously lost, but gained control in time to get the attention he needed (not on purpose) and walk away from it. We were all stunned. Paul said, "Any airplane landing you can walk away from is a good landing." To which Jerry replied, "Anybody that can walk away from a car accident can laugh about it later, as funny as it is **not** at the time". (Jerry, we are still awaiting the bill on alignment or any damages.)

Note: This is the first time Judy squealed and was not moving forward in a Miata and the event had not even started yet!

After that fun, we got to eat. The food was good. Several ladies attempted quick shopping in the stores on Main. There was a sudden, mild rain shower to which John F. leaped to his feet to shut the windows on his '97 M Edition. It was exceptionally chilly this a.m. and the shower cooled things even more. Some left for home at this juncture. We were off with cue sheets and door prize tickets. This is a fast-forward version of our run which included all the area curves available and consecutively that we could get together.

In short our trip was: left, left, right, curve, curve, curve, curve and pit stop at Mission Valley Store for snack and look at “Old Bulls” and “Cute Heifers.” Back to the swerves and curves, zig-zag, repeat, repeat, left turn at Catholic church and past construction and over the small dip-bridge to downtown Meyersville. More curves on Sauer-Bade Rd., Five Mile Rd., and Schoore-Pieper Rd., etc. Thanks to John for being the lookout at the back and yes, he always knew where he was. He was our insurance that the group would not stay split for long if that should happen. It happened only twice.

Run ended at Yorktown DQ. Some left for home at this juncture. Five cars that dared drove for the “coup de gras” and that was to follow the Faulkners to the J4 Ranch on Goehring Rd. and enjoy such unplanned, homespun pleasures as: dewberry pickin, feeding cows, and gathering eggs. Leon rather “took up” with Tom Terrific, the cat. Hope you all had fun at whatever time period you stayed. We enjoyed having the chance to treat you to this area.

Paul and Judy

Note: Someone, in haste to grab the rubber snake, Jim, left their prize dewberries on the porch. They are safe in my freezer for you. The recipe, Lazy Woman’s Cobbler was sent on the web Sat. April 30.



Jose and Leon at the head of the chow line



Paul, Judy, JD and Kathy chowin down!



**Marilyn and Freda
(what’s Main Street,
Without shop-**



Mess of Miatas on Main Street



Leon with new members Ian and Kendall



Miatas waiting to zoom-zoom some more

BLUEBONNET MIATA CLUB Monthly Meeting - April 26, 2005

1. Open: At 7:30 by Pat O'Docharty, President, at Mama's Cafe, 14424 N. Hwy 281, San Antonio, Texas
2. Members: The club welcomed members Gene & Marcia Carlow ('02 Silver) to their first club meeting, and new members Gene & Gail McCall ('01 Silver).

3. Reports of Officers:

- a. Treasurer, Wally Peters: Reported a balance on hand of .
- b. Membership, Rohm Thompson: Unable to attend.
- c. Secretary, Neil Winslow: Working on club telephone book.
- d. Webmaster, Luther Ward: Unable to attend.
- e. Newsletter, Tim McCurdy: Will need articles submitted before May 17th to be included in the next newsletter.

4. Old Business:

A. Miata Roundup, 23 - 25 Sep 05:

(1) Pat Franklin reported that registration will be from May 2nd thru August 31st. The cost will be \$60.00 per person and includes some meals and a souvenir tee shirt. Late registrations will cost an additional \$15.00 per person. Room fees will be extra, lower rate to participants.

(B) Window Decals: Pat O'Docharty reported that the decals have been ordered and will cost \$5.00 a pair.

(C) Past Runs:

(1) Renaissance Fair Run: Jim & Vickie Shea reported that it was a small group, but all had fun at the fair and also visited a car museum.

(2) Run for the Alamo: Larry Bader reported that the run included 15 cars and 27 people. A great time was had by all and they hope to do it again next year.

(3) Hill Country Run: Jim Treat reported that 10 cars were in the run thru Comfort, Sisterdale and Bandera and Park Road 37..

(4) Enchanted Rock/Willow City Run: Pat and Paula O'Docharty reported a total of 17 cars in the fun, with good food at the Tin Cup restaurant and lots of flowers along the way.

5. New Business:

(a) Future Events:

(1) The Wildflower Run, led by Paul and Judy Falkner will be on April 30th. Meet at the Sears parking lot at Rolling Oaks Mall at 9:45am, Depart at 10:00. Dave and Marilyn will lead the group to Cuero where we will meet up with Paul and Judy.

(2) The Sunshine Café Run, led by Leon and Pat Franklin will be on May 7th. Meet at the Wal-Mart at Hwy 281 and Loop 1604 at 7:57am and depart at 8:17am. They asked for a headcount (RSVP) so the café would know how many to expect and could set up tables for the club.

(3) Crocodile Gap Run, led by Wally and Suzie Peters, will be on May 21st. Meet at the Sears parking lot at Rolling Oaks Mall at 7:15pm, depart at 7:30pm.

(4) Live Oak Veteran's Parade, Saturday May 28th. Pat stated that he will not be able to attend, but reported that last year the club met at the Northeast Methodist Hospital to decorate their cars. The Parade only lasted about 20 minutes following the Hooter's group.

(5) Indy 500 Club Party, May 29th. Glen and Liz asked that attendees to bring their favorite covered dish.

(b) RPH Imprints Company: Pat reported that RPH is sending a rebate check to the club, from club member's purchases.

© July 19th Run led by JC and Betty Herrera at Shady Oaks Farm. Several comments were made concerning this being a great run for kids, with a baseball diamond, a volley court and other activities.

(d) Mid-October Run. Larry said he will not be able to lead the Bandera Dude ranch run (an overnighter). Pat reported that a volunteer is needed for this event.

(e) Door Prizes. Tickets were given to all in attendees, and 3 prizes were awarded.

6. Close. The meeting closed at 6:30pm and adjourned to the parking lot.

NEIL G. WINSLOW

Secretary

Exploring (*and exceeding*) the Limits of Adhesion, (Mazda Speed MX-5)

The purpose of this article is to give my insight into how the new Mazda Speed MX5 handles. We now have several of these in our club and for many of us, driving a more powerful Miata with a turbocharger, which allows the engine power to come on rather quickly at the higher RPM's, and with improved handling, left us with a mystery,---- just how would this car behave when pushed to the limits.

Ever since Pat got her Mazda Speed I have been more than a bit curious on how this car would behave as one approached and exceeded the limits of adhesion (grip),--- would it unload all at once, would it give gentle feedback that it was about to go, would it be easily controlled or just what? How would it behave if you gave it a good shot of throttle when cornering hard or close to the limit? What would it do if you use the brakes while cornering hard? Having driven several normally aspirated cars, I knew how my 99 10 AE handled and since this car had considerably more power and it comes on rather sharply from 4,000 RPM on, I had to find out just what one could expect.

Finding a suitable and available parking lot, and obtaining permission to use the lot, I set off to find the answers. I had set the tire pressure on the Toyo Proxes R28's at the recommended 32 psig rear & 29 psig front.

The first set of test was basically a skid pad test where I initiated and maintained a 360 degree turn while carefully increasing the throttle and steering input to try and maintain the circle diameter. What I found was that this car is beautifully balanced, as the tire loads start to go up, there is a tendency to push or understeer (front end try's to plow) but as you go through this, then very gently the rear end comes out

and you are in an oversteer condition. The transition from push to loose was very smooth. I also found that you could very easily control the amount of oversteer by carefully modulating the throttle, add throttle and you get more oversteer, reduce the throttle and it comes right back. I also found that if you abruptly lifted off the throttle while in an oversteer condition that the rear end would slide out (due to weight transfer from the rear wheels).

The next set of tests was to be traveling in a straight line, initiate a sharp turn (90 to 180 degrees). Three runs were done under different conditions. The first run was made by braking hard, initiating the turn and gently feeding in the power. Behavior was very similar to the skid past test, a bit of understeer moving to oversteer which was very easily controllable. The next run was braking hard initiating the turn, applying throttle to get in an oversteer situation and letting off the throttle quickly. As expected, the rear end would try to come around. This would be the same condition as using the brakes while in a hard turn. The third run was while going in a straight line at about 4,500 RPM and quickly nailing the throttle while initiating a hard turn. While predictable, it all happened very quickly, no push that I could sense, just a large and fast amount of the rear end coming around, it could be kept from spinning out but it was not pretty, and took up a lot of space (more than is available on a highway). I repeated this test and decided when I lost the rear end, to do the smart thing; put both feet flat on the floor (that means clutch and brake fully applied). The results, I ended up stopped and more or less facing the direction from which I had just come.

While we all like to push our little cars a bit, we need to know what the car is going to do and how to control it. The highway is not the place to find this out. If you do not have access to a large empty parking lot, and if you would like to find out just how well your car will handle and what you are capable of (which is mostly learned from first hand experience) then you should attend and participate in the local autocross activities put on by SASCA. These are very safe events and very well controlled. You probably will also be able to ride with other drivers and if desired get them ride with you to help you learn a bit more of car control than most of us ever experience.

For those wondering, did Leon really do this with Pat's permission? Yes, Pat approved but chose not to participate or witness this (she might have squealed louder than the tires did.)

Leon Franklin



Now I just wonder how much grip those skinny tires were able to generate (aren't we lucky we don't have to drive on tires like this?)

Sunshine Café & Bakery Run:

7 May 2005, weather forecast, clear & sunny. Well at 7:54 AM the weather was anything but clear & sunny. Instead we were met with cloudy, overcast skies and little fog droppings. 13 Miata's, (5 reds & 6 Mazda Speeds), their drivers and passengers showed up for a new run to Junction and the Sunshine Café & Bakery. Jim & Freda Treat showed up in a 05 Lava Orange Mazda Speed – Oh boy, Jim is going to have fun now!!

After the mandatory drivers meeting, where new guidelines were to be tried on this run to see if we could come up with a way to try and satisfy everyone and his or her desires on driving their Miata's. Basically, we established and briefed everyone on the designated regrouping points. Also we emphasized using all available lanes when going thru towns and traffic lights. It was also asked that each driver to try the keep the car in front of you in sight, but if one is not comfortable with that pace, to motion other cars around in a safe location. The regrouping locations insured that now one would get left behind.

Finally it was time to set off on our 193 mile trek for lunch and dessert. We were glad to have 3 new couples join us for their first ever club run; Robert & Yolanda Bryan, Gene & Gail McCall, Damon & Britt Franzek, as well as Wally & Susie Peter's (who we have missed; they have had Wally

breaking cement on the weekends and they had not had a chance to take their new Mazda Speed on a run (it only had 100 + miles on it at the start of the run)). As mentioned, it was cloudy, but all the tops were down. Our route was going to take us on some of the clubs favorite roads, thru Bandera, Medina, Vanderpool, Leakey and Camp Wood. While I was hoping for the yucky weather to burn off before we got to Medina, no such luck. All thirteen cars stayed together for the entire run and we were blessed not to have any real rolling blocks, especially on the more fun roads. While the viewing of the scenery was somewhat inhibited, the enthusiasm was not! I would like to commend everyone and especially the new ones and their spouses (it is a lot easier to drive than it is to ride sometimes). While we did not set a blistering pace, it was brisk enough for damp roads and to experience the fun of driving in the hills and twisties.

Arriving in Camp Wood, it was time for our last PS as the next stretch would be a real bladder tester for some of us. The road to Junction was a new road for most. Hwy 335 is a wonderful hilly little road that follows the Nueces River along the Nueces canyon. While we had been extremely free of slower traffic, we picked up a Border Patrol as an escort leaving Camp Wood. Well, he was following the posted and recommended speed limits. I was getting a bit antsy, but shortly he turned off and we were now clear to go and enjoy this road. We made great time and actually arrived at the restaurant before I had planned.

The Sunshine Café & Bakery was ready for us and had us seated in a separate dining area. The first thing that hits your squarely in the face when you enter is the desserts, pies (with at least 3" of meringue), cobbler, cream puffs the size of big softball, and my favorite, Bread Pudding. One experienced some rather strange dining habits; after the drink orders were taken, the next thing ordered was the desserts and then the main (?) course. Food was delivered in the following order, drinks, desserts (I saw a lot of sampling taking place) and then the regular lunch fare.

I think everyone enjoyed not only the run but the great food as well --- it was delicious and I know of several take home boxes were transferred back to SA.

If you are ever traveling on IH-10 in the Junction area, and want to have a great hamburger and desserts, go the Sunshine Café & Bakery, it's located on

Main Street.

Looking forward to doing this run again next year. (Hopefully Leon will not be on probation (one can take defensive driving only once every 12 months).

Leon & Pat Franklin



We're on our way to fun roads, but first we have this



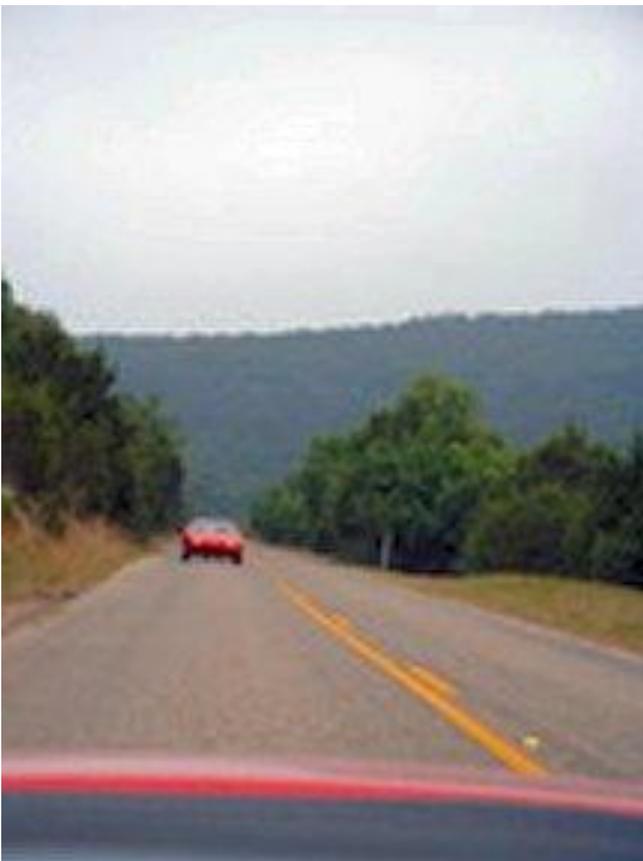
1st PS and regroup point in Bandera



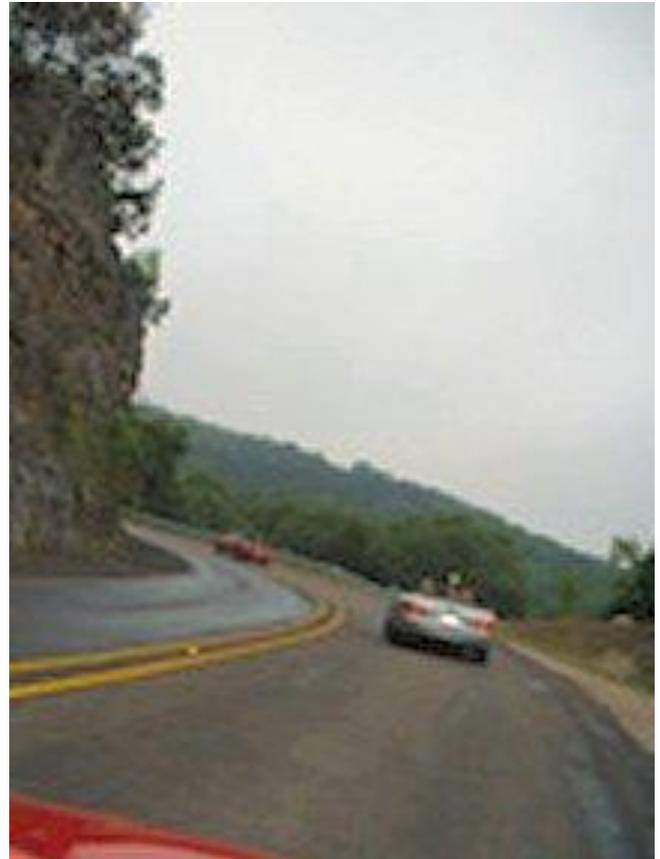
We're getting closer — I can see the hills now!!



Last PS in Camp Wood. (See article in latest Texas highway magazine for article on the Nueces Canyon & Camp Wood — there are several things we have not yet explored in Camp Wood).



On Hwy 335, headed for Junction



This is what we have been waiting

Go-Karts 2005; 21 May 05:

OK everyone now is your chance, we are going racing in a fun and safe manner. The night promises to be filled with testosterone flowing, the air filled with the smell of burning rubber and the sound of laughter and just possible a bit of old fashion NASCAR short track finger pointing.

What am I speaking of? Come and do what you have always wanted to do, **go racin, and I mean aggressive, its my turn, go kart racing.** For the small price of \$ 9.95 + tax, per person you can get your fill of all the karting your heart desires. This is an annual event for our club and is an absolute blast. You will be able to see the “real” person behind the wheel.

Don't be afraid or intimidated, this is one for everyone, yes even the ladies (we do need more lady drivers, think, Sarah Fisher, Danica Patrick, etc). Grandkids are welcome, they have 2 person karts, (my granddaughter will be there and probably bumping rides from anyone who is in a 2 person kart) and those fellows are difficult to move out of the way by bumping in the corners — what am I saying; that would never happen! We have several new members, and we would like to see you all there. This is just not for the younger set. You know what they say about age and cunning going together. I think the older generation will manage to hold their own. (they have in the past). The only downside of these old f__'s I have ever seen is they tend to walk a bit slowly and gingerly at the end of the evening, but they are like bulldogs, they just hang on till the bitter end.

See Susie's write up in on the club e-mail list and on the website, events section. This is something that will be talked about for weeks afterwards. Susie's e-mail is posted below for those who do not have computers

Leon (one of the old f__'s)

Just a friendly reminder the Croc Gap Run will be held on Saturday, May 21st. this year. We will meet at Rolling Oaks Mall, Sears parking level, 7:15 pm, leaving at 7:30 pm sharp! A short run will take us to Crocodile Gap in New Braunfels where **\$9.95 + tax per person** will buy us unlimited go-karts, miniature golf **and three batting cage tokens**. There is a snack bar there and Vickie will have a table set up welcoming our group for its fourth annual event! Questions? Call Wally or Susie at (830) (metro line). See you then!

Sun 29 May- Indy 500 Party and Breakfast:

At 8:30 A.M., a pre-race breakfast will be held at Rohm & Barbara Thompson's home (16314 Halifax, San Antonio) for all Bluebonnet Miata Club members. Following breakfast there will be a short run to Glen and Liz Coker's in New Braunfels. Glen and Liz will supply the meat, so we need to bring the snacks, side dishes, desserts, and beverages of our choice, and chairs to rest upon. The Thompson's and

Coker's will need a head count so please **phone the Thompson's at** **to RSVP by May 25th** or you can email them to rohmt@flash.net. For those of you who can't join us for breakfast, we will arrive at The Coker's around 10:45 for the rest of the days activities. This is a special time when a majority of our membership get together for watching the Indy 500 mile race, food, fun and fellowship. Oh, did I mention food? We will have gifts for the lucky winners.

For those new members, this is one of the clubs two paid for parties each year. This is a great time and hopefully we will not have rain at Indy this year. Those in attendance will draw a driver/car name and prizes will be awarded on the results of the 500 mile race.

Leon

Leon's Misc Dribble (not this time)

Doing a little Miata shopping:

I had a need to buy some Miata oil filters, so I decided to do a little comparative shopping; local purchase from our sponsoring dealer (North Park Mazda) using our 20% club discount (with a valid club membership card) or purchasing them on line from one of the best on line deals on town. The bottom line is that North Park Mazda's price including tax, saved me over 40 cents per filter compared to ordering them on line and paying shipping. Not only was the price cheaper, I had them that day, none of that having to wait 4-7 days.

Do they check your club membership card?

While getting some service I showed my membership card to the cashier at North Park for my club discount, she looked at me and said your card is expired!! I thanked her for catching it and asked that she continue to do so. The rules are very simple, show your valid club card and you get a discount!!!! Its your responsibility. I for one appreciate the discount North Park offers and provides.

Leon

A fantastic opportunity awaits you...

Our own racing guru, Jeff Holbrook, passed on to me some info concerning a great opportunity for those you wishing to venture over to the fast side. Texas World Speedway in College Station will be hosting an all Mazda event on July 9-10. This program will give you the chance to place your car on the big track several times during the two day HPDE (High Performance Driver Education) event.

The cost is \$250. for both days. This includes classroom training as well as "hands on" instruction by a trainer in your car. I attended a similar event last fall and had a blast. I found the program to be very safe and well controlled to insure that you can drive your car home after the event. Check out their web site for more info at: <http://www.texasworldspeedway.com/msc.htm>

Pat

Club Member Profile:

This Month Pat & Paula O'Docharty

I was born in Poteau, OK (civilian) and Pat in Paris, France (military). We met in Jan 1974 at Texas A&I (not M) University in Kingsville, TX.

We married in Dec, 1974 and 30 years and two GROWN daughters later, here we are- graying and Miataing. Miataing is much more fun and I think it has slowed down the graying!

In 2002 we bought a 1993 red Miata and drove and drove—EAST, WEST, NORTH, and SOUTH every chance we got!!! Previously, we were into raising our daughters, and very involved with their school and sports activities, not realizing there was such beautiful country in Texas.

Just when we thought we had driven ALL the roads in the area, we heard about this organization called The Bluebonnet Miata Club and decided to check out one of the "runs". Well naturally we had a great time and found that other couples loved their

Miatas as much as we did. We found out pretty quickly that there were a lot of roads we had not traveled, let alone good restaurants.

In April 2003, we traded in our '93 red for a '99 blue Anniversary Edition and joined the club in May 2003.

Pat and I have met and continue to meet fantastic friends while in the club and look forward to many more Miata events in the future!!

4 ZOOM N

Paula O.



Pat & Paula



Their Ride, 1999 10 AM

This months editors comment re Member Profiles:

Member profiles had been used in the past in an effort to get to know one another a bit better. The biggest challenge the newsletter editor faces is getting people to write about themselves. It is not difficult and I for one wish we could do more of it. I know of all us have some interesting stories, interesting history, hobbies, car stories, etc.

All it takes is being willing to share a little about you with others. So help Tim when he asks for your profile input.

Leon

Tentative Run Guidelines:

On our last run (Sunshine Café) we decided to try some different run guidelines in order to try and better satisfy the different driving desires we have in our club. On this run we had 13 cars so it was a pretty good test and seemed to work very well. Larger groups might be a bit different but overall it looks like these might be an improvement and better satisfy everyone. Pat O asked me to publish these guidelines in the newsletter so that everyone would get a chance to view them and if desired to discuss them at the club meeting. (*note: specific locations are not important, it is the concept we are trying to describe*).

Sunshine Café & Bakery Run Guidelines / Etiquette

I am going to try a different philosophy on this run to see how it works. I would like everyone to try and follow these guidelines in the hope that we might find a way to better satisfy everyone on the run. **We do not want any one driving faster than you are comfortable doing or desire to. We want everyone to enjoy the run.**

- 1. You are totally responsible for operating your automobile in the manner you desire.**
- 2. If you are comfortable with the speed,** keep the car in front of you in sight. I would much rather have you paying attention to what's in front than being to busy watching in the rear view mirror. Many of these roads are twisty and hilly and require your full attention.

3. If you find that you do not want to keep up with the car in front, then in a safe location motion the car(s) behind you around or in a safe location pull over and let the others go by. **You will not be left behind,** we will wait for you at the next regrouping point.

4. Do not follow to closely going from Vanderpool to Leakey and Leakey to Camp Wood (or anywhere else for that matter). Tight downhill turns and the car in front might slow faster than you expect.

5. Suggestion on braking on turns --- brake before the turn to get to the speed that you are comfortable with. Braking while turning might cause the rear tires to loose grip.

6. If we get separated by stop lights or from the group, do not be concerned. **Use all available lanes at stop lights.**

7. I have set up **designated regrouping points for this run** (Bandera, Vanderpool, Leakey, & Camp Wood. See your cue sheet). If you get separated from the group we will wait for you at the next regrouping point.

8. If you get separated by a significant distance, you are to call either Pat or myself on the cell phone and let us know you got separated and are coming or if you had a problem. We will then wait on you. If we do not hear, then we will wait a reasonable time and then continue to Junction and the Sunshine Café.

9. If you loose sight of the car in front of you, **watch your mileage and use your cue sheet** for the necessary turns. The mileages should be close.

10. No headlights on! Only the last person in the line should have his headlights on (unless weather dictates otherwise). This enables the run leader to try and keep up with the group

11. If someone in line has a problem, the way to signal the car in front is too flash your headlights repeatedly. The car in front will do likewise all the way to the leader who will find a safe location and stop to find out what the problem is and what to do about it.

Leon

I changed to font in the newsletter to insure the printing place I use had the fonts, so if something is messed up, it is my fault and you can fuss at me, not Tim'.

Leon

PS I had fun doing this, this month

In The Breeze

NORTH PARK



Bluebonnet Miata Club
9026 Richmond Hill
San Antonio, TX 78148

Sponsored By:

9333 SAN PEDRO • NORTH OF LOOP 410
SAN ANTONIO, TEXAS 78216

Check Your Mailing Label for Your Renewal Date! Please Renew Your Monthly Membership Promptly!

Bluebonnet Miata Club Upcoming Events

MAY 2005

Tues 24 May—Monthly meeting at Mama's Café at 14424 San Pedro Ave. Eat: 6:30 Meeting: 7:30

Sun 29 May—Indy 500 Club Party. Meet at Rohm and Barbara's house for breakfast and then to Glenn and Liz Coker's house in New Braunfels for lunchtime BBQ, fellowship and race (see article).

JUNE 2005

SAT 4 June—D-Day Run. Run leaders Steve and Karen Stiles. Details TBA.

FRI 10 June—Baskin Robbins Run. Run Leaders Pat and Paula O'Docharty. Details TBA

FRI 17 June—Catfish Run. Run leaders Leon and Pat Franklin. Details TBA

SAT 25 June—Leakey Run. Run leaders Dave and Marilyn Hamilton. Details TBA

Tues 28 June—Monthly meeting at Mama's Café at 14424 San Pedro Ave. Eat 6:30. Meeting: 7:30.