



HORIZONS

May 2004

TRAGEDY IN WIMAUMA

March 14, 2004 - Associated Press

Peace in the retirement community of Orange Blossom, nestled in the old North East section of beautiful Wimauma, was shattered Sunday by what area residents are calling a terrorist-car-club-cult drive-by. "They were racing thru here like chickens with their heads cut off" claimed Roy "Who's Your Daddy" Lipscomb, a 6'8", 310 lb retired security manager at the local Hillsborough Correctional Institute. "I managed to get my family to safety before they could do any real damage. We knew they were up to no good when we saw that Grand Dragon car leading them. They was in these little bitty unAmerican foreign cars without no tops. About 19 or 50 of 'em made a u-turn in my front yard and messed up my dirt. I whacked the last one with my Willie Mays autograph baseball bat. He won't be back." said Mr Lipscomb, bat in hand.

One of the cultists, a woman identified as Nancy Bickner, was distraught by having watched her husband whacked in the front seat of her car. "She claims that they made a wrong turn" said a Wimauma police spokesman.

"She can say that again" said Mr. Lipscomb. Positive identification of the deceased is pending whilst police look for his head. They believe that it will be located somewhere in the vicinity of Duette.

A Joseph Wessling, also a suspected cultist, claims he wasn't the leader of the pack. "I have no idea who those idiots following me were! I was trying to loose them for miles!" said Mr Wessling.

Police suspect that the cult selected their targets by some wierd tarot cards provided by a Susie "Q" Beach, along with incantations over walkie talkies.

"It's the work of the devil" said Mr Lipscomb.

Terrorist-car-club-cult sightings have been reported as far north as Dade City and as far south as Myakka although no other whackings have been reported.



(this story, written in a humurous vein, by George is based on an actual Sunday drive. It is true though a bit exxagerated in places)

SUN RIDERS MOTORSPORTS - MID-SEASON REPORT

By Loren Williams

This season is rolling right along! The autocross program is almost on autopilot, except for having to scrounge for event chairmen every now and then. (some eager volunteers would be a nice change of pace... anybody want to help me out there?) We've had three autocrosses so far with attendance of over 50 drivers at each event, except for the Easter autocross, which had "only" 48 drivers.

Our May 8th autocross will incorporate a "sort of" school for those who were interested. For a fee of \$50 rather than the standard \$25 autocross entry fee, up to 10 drivers will be relieved of their standard autocross work assignment, allowed to take unlimited runs, and provided with an instructor for the day. It's a heck of a deal for those who are looking to improve their skills, and I hope people get a lot out of it.

Our first track event was a HUGE success. Read Billy Young's article for a good perspective on how things went. The Primus facility proved to be an excellent venue for learning the basics of track driving, and I'm sure that many of us will spend the next few years in search of the perfect line around the track. It's just plain fun! New sponsor Ferman MINI may even kick things up a notch by providing lunch at the remaining track events this season. It just gets better and better!

Good news! (for me) I told Mike Benishek a bunch of lies about how easy this Motorsports Chairman job is, and coerced him into taking over the position next season. As this season wears on, I'm going to be sure he shadows me as much as possible so that he can learn what little he doesn't already know about how to steer this bus.

Aside from that, as mentioned above, we have several volunteer positions open for autocross event co-chairmen. These positions require little or no experience because we provide you with very thorough written instructions and as much help as you need to get the job done. Plus, as co-chairman, all of the real responsibility falls to the event chairman... you can't go wrong! Let me know if you're interested in helping out there or anywhere else.

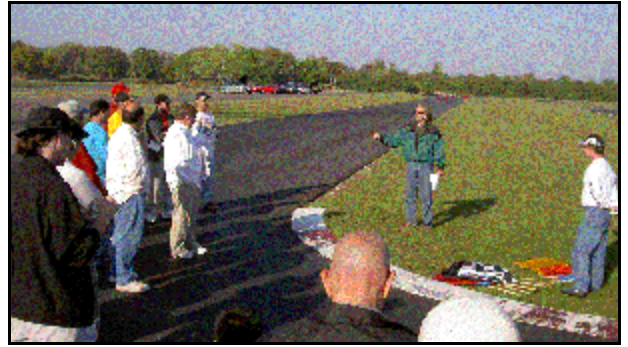
The Sun Riders Motorsports program is thriving, and I'd like to see more involvement from the club at large. If you'd like to learn to drive your car a little (or a lot) more "aggressively", don't be shy, come on out to one of our autocross events and check out the action. Even if you aren't interested in performance driving, come on out and join in the good times! Extra hands are always welcome, and the fun is contagious.

PRIME TIME HAD BY ALL AT PRIMUS!

By Billy Young

Saturday March 13th the Sun Riders hosted their first Entry Level Track Driving School at the Primus Racing test facility in Palmetto. It was planned as a full day, 7 a.m. until 5:30 p.m.

Fritz Kloepfel served as the chairman for this event, and Loren Williams did a yeoman's share of the prep planning and arrangements. Which was not a minor task by anyone's perspective. Just consider how much fun it is to have multiple contacts with our event insurer so we can be confident that we are in full compliance with their expectations. That alone would frustrate many! All participants owe many thanks to these two!



As we gathered on an unseasonably cool but gorgeous morning, we knew things were going to be exciting when 1) we realized we had our own professional 'Rescue Team' with us for the day 2) our own Spec Miata racer Kevin Morrison was on hand to kick us off with a "chalk talk" 3) we had real racing flags to signal participants with and 4) all open top cars had to be equipped with roll bars!

To save time on event day, entrants pre-registered by mail and were responsible for their own thorough pre-event driver certification of the condition of their vehicle since Tech for this type event needs to be a bit more stringent than autocross. Our lead Tech Inspector, Mike Benishek, still did a once-over on each vehicle, just to make sure all looked in order and everyone had all the required safety gear.

Fritz kicked off the drivers meeting, making sure that everyone understood the nature of the school, the risks that were involved, and giving a strong emphasis to safety. Our objective was to be safe, learn, and have fun. I think anyone who participated would agree that these 3 things were accomplished in spades!

Half a dozen Miatas were joined by a broad variety of other cars, from several MINI-Coopers, a Maserati Biturbo, a couple Porsches, a Nissan 350ZX, various Hondas products and a Birken Roadster.

One participant clicked his trip meter and clocked 36 miles 'on track'. Flat out running was somewhat less, since we generally did a mild lap to warm up the operating systems, and always did a cool down lap. But even with that, most everyone would have recorded well over 30 miles of schooling. Having as many as six 10-minute run sessions for every driver provided more 'seat time' than would ever be possible to gain during even multiple autox events.

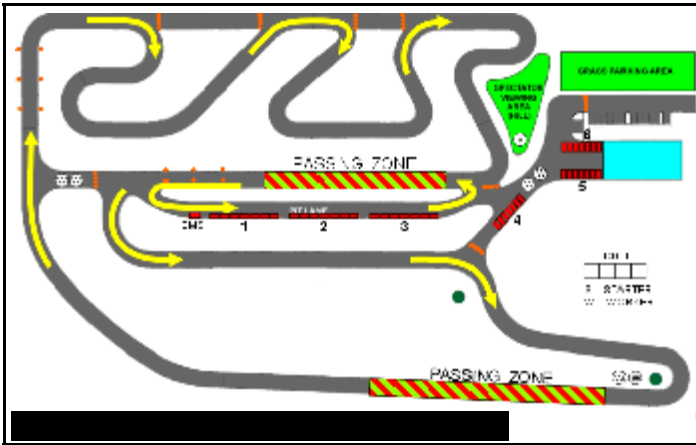
During the times between our run sessions, the cars got a chance to rest (well, not Loren's, we saw at least one other full time driver and one other part time driver in his car!) and sometimes the drivers did too. But the drivers also got to pull work duty, serving as corner workers, starters, and pit bosses.

But the real workhorses were the instructors. During this event, every car on track with a driver below instructor level had an instructor accompanying them on course. Then most instructors also drove their own cars, often taking students with them for observation. A few instructors developed a bit of 'motion distress' from the combination of fatigue, late day heat, and constant bob-weave around the course, out of one car and into another. Another perspective is this: most of them probably rode/drove over 125 miles on track. Really. Now imagine doing the 'Tail of the Dragon' about 12 times back to back. Yikes!

Our observations were that everyone went home tired and happy, feeling that their money and time had been well spent. Make your plans now to participate in the June event at this same location. Pre-registration will happen again, and be open even sooner prior to the event than it was this time. Keep an eye on <http://www.sunridersautocross.com/> or call Loren (727-797-1062) for all the details.

Again, many thanks to Loren, Fritz, instructors and the participants who willingly worked to make the event a success!

SUN RIDERS ENTRY LEVEL TRACK DRIVING SCHOOL - TRACK DRIVING TIPS



As drivers, we hope to get to hone our skills on this course regularly for years to come. This narrative and even the map above were initially derived from a few drivers taking a few test runs on the course, it will continue to be revised as we all learn the track better. After our first event at the track, the map was revised to include the major braking zones in red and better show the late apexes required in some places. You should find this helpful, but don't think that it's the ONLY way to drive this track. The more we all drive this course, the more its secrets will be revealed to us. In testing, we found that the tight parts of the course flow much better in the clockwise direction, thus it is unlikely that we will run in the other direction unless we opt to run a configuration that omits the twisty bits.

Let's take a drive!

We'll assume that you started from the pit lane exit and took a conservative lap to warm your tires and brakes. Now you're coming around that last turn (14) and starting your second lap. One thing you will notice quickly is that the entire track is FLAT, there is no banking. So this turn, being well over 90 degrees, is deceptively tight. For good acceleration down the straight, it will likely be a first gear turn for most of us. (if you have lots of low end grunt, second might work for you) Brake smoothly into it, downshift and accelerate gently through it, rolling onto full throttle as you unwind the wheel into the straight. Note that this straight is also a passing zone, so STAY TO ONE SIDE if there is a faster driver behind you, lift and wave him by. You'll get deep into second gear before you start seeing the cones near the pit lane entrance. Stay to the right and go between those cones. Those cones are your friends! You'll see more of them. They are conveniently spaced about 50 ft apart and they are there as brake reference markers. Your first time through, you'll probably want to start braking at the first set of cones. You can experiment with progressively braking later throughout the day.

After braking (don't brake too much, it's a 2nd gear turn), look beyond the pit lane entrance to the apex of the next turn (1) and turn smoothly toward it maintaining steady throttle. As you near the apex, look toward the exit point (somewhere near the end of the concrete curbing is a good point) as you near that exit point, you can begin feeding throttle and unwinding the wheel. At the exit of this turn, you should carry your arc toward the left side of the track to set up for the next turn.

The following S-turn (2) is a glorious thing if you take it just right. The common mistake made here is braking too late, so be sure to get your braking done before it's time to start turning! Study the map. Walk the track if you get a chance. You want to squeak through this section with as little turning as possible, and you can carry a surprising amount of speed through it. You can stay on the gas about half-way down the short straight to the hairpin (3). Brake smoothly and downshift to first (this downshift is optional for those who have torque... though you'll still get better acceleration if you grab first) as you go as wide as you can on the entrance to the hairpin. Turn in sharply, but smoothly to make a nice arc clipping the inside curb at the apex and going back wide to the outside curb on the exit.

Accelerate smoothly from the exit and be ready to shift to second, it comes up quickly. This is the longest straight on the track, and it IS a long straight. Note that this straight is also a passing zone, so STAY TO ONE SIDE if there is a faster driver behind you, lift and wave him by. You will get into 3rd gear, and could potentially be at or beyond 80 mph as you enter the big sweeper, but be mindful of the school speed limit! Insurance rules require that you not exceed 70 mph. As you near the end of this straight, you want to get to the left side of the track to line up for the big sweeper. If you're going to fast, you'll want to tap the brakes and scrub off any excess speed BEFORE you turn into the sweeper.

The sweeper (4) is actually a complex double-apex turn that can be really frustrating if you make the first apex "correctly" and try to drive the short straight between the two apexes. You need to drive it as a sequence, and the map shows you the nice single arc you can get out of it if you do. (Note that some drivers were able to successfully hang to the inside and cut both apexes, but not without considerable drama... in addition to be less safe, this is NOT the fast way around the sweeper!) To achieve a nice smooth arc, start turning in early, but gently toward the first apex. This will put you near the inside of the track near the middle of the sweeper. At this point, you should be on your arc and holding it as the car moves to the outside of the track. Look toward the exit of the sweeper about 50 feet before the curbing on the outside of the track begins. You want to have completed the turn and be straight as you reach that curbing (note that there are more brake reference markers here to make it easier to see). When you find the correct turn-in point and the right amount of steering input, this sweeper is a simple matter of turning in, maintaining the arc (which means NOT making anything more than minor corrections to your steering input from turn-in), and letting your tires do the work. DO NOT lift abruptly in this sweeper and DO NOT begin braking until you are straight! Remember that our insurance for these events requires a speed limit of 70 mph. Most cars are capable of going faster in this section of the course, but don't. Just take it smooth and easy and concentrate on your line. Using your brake reference markers, brake hard and smoothly downshift as you watch the apex of the 90-degree turn (5). You can carry a fair amount of speed through this 90 if you make a nice wide arc out of it and you may actually have room to accelerate out of it for a short distance before braking for the next turn.

Next up, the twisty bits! This entire section of the course is an exercise in being in the right place at the right time. Wide entry and late apexes are your friends here. If you get off of the line, you will be forced to give up speed to get back on line. As you brake after the 90, downshift to first and have your outside wheel all the way on the outside curb as you turn in for the first tight turn. Look for a smooth line from the apex of this turn (6) to the apex of the next turn and accelerate through it. You may need to lift or tap the brake as you enter the next turn (7), and you should strive to be near the middle of the track as you enter it. As you pass the apex, your eyes should be looking toward the end of the curbing on the outside. When you get there, start unwinding and make the most of the short straight.

Brake hard after the bend to the right at the end of that straight, and downshift back into first. (Note: that's a lot to do in a very short distance, adjustments may need to be made here depending on your car) This is a difficult turn (8) to get right because you need to be setting up for the next turn at the same time. Go as wide as possible on the entrance, tight on the apex and try to stay tight on the exit. The wider you let the car get on the exit of this turn, the harder the next turn becomes.

This next turn (9) is another "carry it wide onto the curb on the exit" turn. Easy if you set up for it and entered it right. Painful if you didn't. Another short straight, then brake slightly to cut a tight apex (10). If you get this one right, you can almost make a 90 out of it instead of a 110. This will also make the next turn (11) easier to accelerate through for the short blast to the tight hairpin (12). Brake hard and downshift to first for the hairpin. Wide on the entry and a little wide on the apex to get lined up for the next turn (13). This is another sequence that is challenging to get through smoothly. Lining up properly from the exit of the hairpin will allow you to accelerate through the next turn and into the short straight leading to the final turn (14). As mentioned before, this turn is deceptively tight, try to enter it as wide as possible to allow a wider arc through it. Don't overcook it. Smooth control here will allow you to get more speed on the center straight.

All that fun should have taken somewhere around a minute and a half... now go do it again!

Remember that this is a driving school, NOT a race. The goal here is to learn to be a better driver, NOT to set lap records. Concentrate on driving a correct line and being smooth. Add speed incrementally and only in planned areas. Hone your skills on the individual parts of the course before you attempt to put it all together in one lap. Always keep in mind that you are on a narrow track with little runoff room. The dangers of "going off" here are much the same as they would be on a country road. You'll be wearing a helmet and you'll have an ambulance handy... but we'd really like to see you and your car leave at the end of the day in the same condition you arrived in!

It's not a race, but there WILL be other drivers on the track with you. Watch your mirrors and be aware of them! Be courteous and allow the driver who creeps up behind you to pass. Be courteous (and safe) and don't follow the driver in front of you too closely. If the driver in front of you is ignoring you and not signaling you to pass, be patient, the course workers will show him the passing flag to let him know you are there. Have fun, but please be safe!

Like every track and every autocross course, this track will present every driver with challenges. Unlike an autocross course, this track isn't going to change!

Sun Riders Club Merchandise For Sale

contact Ilona Wessling
@ (H) 727.376.2484 (W) 727.937.8247

New merchandise arriving!
Great gift idea for YOUR miata enthusiast!



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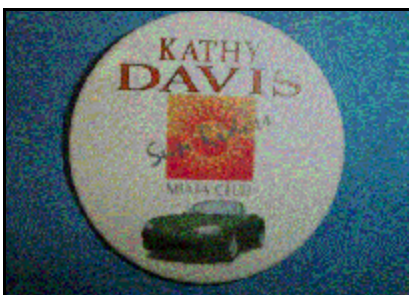


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5 Gas & Money Saving Tips From the Editors of Kelley Blue Book

Gas prices in the U.S. are climbing steadily with many cities paying well above \$2.00 a gallon. As drivers, there is not much we can do other than pay the prices at the pump, or is there? The experienced editors of the trusted vehicle information resource, Kelley Blue Book, offer the following 5 tips to save money and gas:

1. If your vehicle does "not" require premium grade gas but you use it anyway, it is ok to change to a lower grade to save a few dollars. In fact, you may find that you get better fuel economy with a lower grade of gasoline. Try two tanks of each of the lower grades and see for yourself. (If your vehicle requires premium grade gasoline, stay with a premium grade.)
2. Four tanks of gasoline with "Techron" can clean your fuel injectors as well as most professional grade cleaners. Clean injectors will help your vehicle get up to 5 percent better gas mileage.
3. Turn off your air conditioning, but don't roll down your windows either. Both create drag on your car, requiring more gas to keep up your speed. It takes about 5 - 8 horsepower to run the air conditioning. Running your air conditioning on a lower setting or using the recirculation feature may help. Of course if it's more than 80 degrees outside, you may want to run the air intermittently.
4. Check your vehicle's air filter and tire pressure. A clogged or dirty air-filter can slow your vehicle down and use more gasoline. A clean filter will promote less gas waste. Under-inflated tires could cause excessive drag, slowing the vehicle down and use more gas as well as be a safety hazard.
5. Accelerate normally from a fully stopped position and avoid flooring or stabbing the gas pedal. The flooring or stabbing action pushes more fuel to the engine than is needed to move forward.

Trip to Cedar Key

The SunRiders earned their name on April 18 as 17 people paraded topless up US 19 to Cedar Key. It was an amazing sight. truly, it was. 4 flamboyant red Miatas led the caravan, 4 stylish black, green and blue roadsters following, with a bright yellow 'tail' bringing up the rear.

Ed & Eileen Simon hosted the event and were joined by old-timers, Joe & Ilona Wessling, Pam Barker & Rocco Waldhelm, Steve & Susie Beach, Janet Johnson and George & Nancy Bickner. Making their first runs as SunRiders were Jim & Cheryl Caltagirone, John Boutin with Uncle Ev, and John & Pat Kasabula.



The group met at Nellie's Restaurant in Weeki Wachee and headed north from there. Ed and Eileen provided a plethora of information about "the MANY interesting things to see on this run" (Ed's words, not mine). I know many of us will find it hard to get the town of "Done, Ellen?" or the teak-toting elephants out of our minds.

The drive north from Weeki Wachee was the usual US 19 for a ways and then was pleasantly countryish for about 30 miles. Once we turned west and headed towards Cedar Key, signs of civilization were few and far between. (After hearing both Ed and George sing, we all wished our 'civilization' didn't include FRS radios.) We found it interesting to see the area of Rosewood after reading about its history.

Cedar Key was very crowded but we all found parking places easily. After wandering through the many artisans' displays, we gravitated to the food vendors in true SunRider fashion. Even knowing we were heading to a restaurant, no one could resist sampling crab cakes, corn on the cob, carrot cake and some strange type of seafood fritter(What was that Joe?). The weather was gorgeous, sunny with the temperature just right although shade got to be a welcome sight after wandering through the streets. Some SunRiders headed home before lunch but most stayed to enjoy local seafood specialties before calling it a day.

Thanks for planning this event, Ed and Eileen. It was fun and we all got a nice start on our summer tans!



CAR HUMOR

Sports Car Dreams

A man went into his shrink's office and says, "Doc, you have got to help me! Every night I keep dreaming that I'm a sports car. The other night, I dreamed I was a Trans Am. Another night, I dreamed I was an Alpha Romeo. Last night I dreamed I was a Miata. What does this mean?"

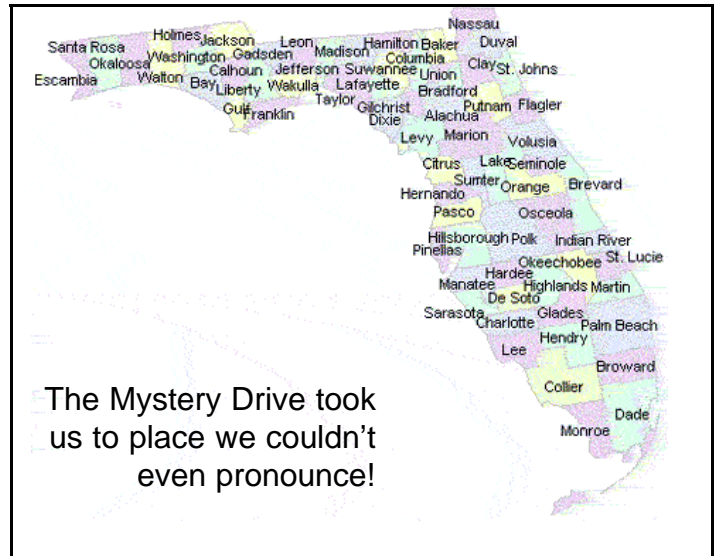
"Relax," says the shrink, "You're just having an auto-body experience."

Signs You May Be a Bad Driver

- You have a reserved parking space with your name on it -- at traffic court.
- You get more unwanted tickets than friends and family of the Detroit Tigers.
- After less than 10 minutes in your car, Saddam and his sons change their minds and now "feel like walking to Jordan."
- Earl Scheib just named his new 160-foot yacht after you.
- You see more middle fingers than a manicurist.
- The highway patrol cops in your state have memorized your date of birth, social security number, home address, license plate number and how many points you have left before your 39th trip to traffic school, which is named after you.
- The other day, you ran right into the garage door -- and it was *up* at the time.
- Every time your cell phone rings while you're putting on makeup, you spill your tea, drop your Game Boy and rear-end the car in front of you on the freeway.

Drivers License Photo

When I went to get my driver's license renewed, our local motor-vehicle bureau was packed. The line inched along for almost an hour until the man ahead of me finally got his license. He inspected his photo for a moment and commented to the clerk, "I was standing in line so long, I ended up looking pretty grouchy in this picture." The woman beside him peered over his shoulder, then reassured him, "It's okay. That's how you're going to look when the cops pull you over anyway."



Our group LOVES to eat and socialize!



Our treasurer is a little high strung! :)



Ilona is HAPPY that JOE is the one getting another year older!

EASTER AUTOCROSS (J SKINNER)

Yesterday's Easter Autocross went off just super, it was a very smoothly run event, with 48 drivers divided into three run groups. Amazingly, everything more or less started on time and stayed on time!

As others have already said on the autocross discussion group (sunridersautocross@yahoogroups.com) there was a tremendous amount of help and cooperation going on at the last autocross; people were pitching in left and right and that is what makes for a successful autocross event. Dan, Paul, Brian, Mike, John, Loren, Kenny, Howard, Michelle, Scott, Alan, Dennis and many, many others all helped out in one way or another and made sure this was a fun event for everyone. With that many people helping out, the job of Event Chairman is a piece of cake. Thanks again guys!

We each got 5 timed runs in, ate all the pizza we could, and then had fun runs for another hour after that, and we were still done by 3:15! I think I personally had over a dozen runs myself, and about half a pizza to boot... Not bad for \$25.00!

A special word of thanks to everyone who came out early to help set up, and especially to those who stayed late to help put the cones back and repack the trailer. The expression, "Many hands make light work" was never more true...

In addition, I want to especially thank Dan for designing the course, Loren for tweaking it, and Paul and Michelle for all their assistance. Paul and Michelle came out early Sunday morning, helped set up the course and trailer, helped Scott run Registration, then had to leave to attend Easter services, came BACK after the event was essentially over, and still stayed to help put everything away and make sure the trailer got picked up that afternoon... Outstanding!

With this much enthusiasm and support for the program, I know that the May 8th event will be another smashing success.

ANNUAL SUNRIDERS PERFORMANCE DRIVING SCHOOL

Since the dawn of time (or at least a few years ago), the SunRiders have held an annual beginner's "performance driving school" for their members. The main goal of these events has been to help Miata owners learn to approach (and sometimes exceed) the limits of their car in a safe environment and have as much fun as possible doing so. The secondary goal is to make us safer drivers on the street, better able to avoid those things that obstruct our path using the awesome potential of our cars to its fullest when we need to. We were looking at doing the school on May 8th this year.

Now, with that glowing introduction, I'm sorry to say that due to insufficient interest the school will not be happening this year. At least not as we know it. There will be a regular SunRiders autocross held on May 8th. And if there are people who would have liked to have been students at the school, we will handle them as follows:

Driving School students must be club members and will pay the \$50 school entry fee rather than the standard autox entry fee. They will be exempt from any work assignment at the autocross. (typically, an autocross entrant must work at some point during the event when they are not driving) They will be permitted to take as many runs on the course as they like. (typically, autocross entrants will get only 4-6 runs) And they will have a dedicated instructor to coach them throughout the day.

If you are interested in being a student, let me know soon. I am only going to accept 10 students!

**GREAT NEWS! FERMAN MINI
TO PROVIDE SPONSORSHIP!**
<http://minioftampabay.com>

Ferman MINI Sponsors Sun Riders Track Events
By Loren Williams

Big thanks to Pat Wallis, MINI driver, service manager of Ferman MINI, owner of Wallis Motorsport, and all-around good guy for arranging sponsorship for our remaining Primus track events this season. We are proud to welcome Ferman MINI of Tampa Bay (www.minioftampabay.com) as the exclusive sponsor of our 2004 track event series. The budget for these events looked a little shaky without their sponsorship, so we are thrilled at their willingness to support our program! We look forward to seeing more MINIs rounding out the mix of cars on the track.



SUN RIDERS "COLUMBIAN" TRIP

Ooooooh, the food was good! Empanadas, fresh salsa, arroz con pollo, wonderful fresh deserts! Y'all missed out. Special kudos to the East Side Miata group (Randy George in particular) for making the arrangements.

The only SunRiders in attendance were me, Dan Rasp, and Bob Bartlett. Dan and I claim "dual membership", so the only "just plain SunRider" was Bob!



Ferman MINI
31400 US Hwy 19 North
Palm Harbor, FL 34684

The wonderful Mystery drive, hosted by Steve and Susan Beach in March, was full of surprises. The weather was perfect and the smell of orange blossoms and strawberries was a heady treat to enjoy at every mysterious turn.



CALENDAR

(FOR A COMPLETE LISTING OF EVENTS AND INFORMATION, PLEASE VISIT THE WEBSITE @ www.sunriders.com. THE CALENDAR IS UPDATED WEEKLY.)

May 2004

Saturday, 5/1/2004 - SunRiders - Ybor City - Ybor City Tropical Heatwave Cruise In

Info on Heatwave is at <http://www.wmnf.org/heatwave/index.shtml>. Tickets are \$25 advance, \$30 at the "door." And bring a canned food donation. Plenty of food & "gator ade." The Heatwave parade starts at 4:30 and doors open at 5:30. There are 6 stages and continuous music from 5:30 'til whenever. Decisions, decisions. I'll definitely see Paul Cebar and the Milwaukeeans at the Cuban Club from 9:40 to 11:10 then Rocksteady at 11:30. But then it'll be the Orpheum for the 12:00 Irritable Tribe of Poets and a couple of Guinness (what's the plural of that? Guinni?). I hope just one group will be half as good as Paul Thorn was last year. Let George Bickner (george@bickner.net) know if you're going. So far it's Nancy & George Bickner, Joe & Ilona Wessling with Doro a definite maybe.

Thursday, 5/6/2004 - Sunday, 5/9/2004 - RidgeRunner Miata Club - The Biltmore Estate

Miatas At The Biltmore Estate Event information at www.ridgerunnermiata.com/biltmore.htm
For more information: visit <http://www.ridgerunnermiata.com/> or contact Tom Kirkpatrick at twkwnc@hotmail.com 828-627-8034

Saturday, 5/8/2004 - Sun Riders Autocross Club SPCC - Autocross Event

Allstate Campus at 3200 34th Street South in St. Petersburg. Details on the Courtesy Mazda Sunriders Autocross series and directions to our autocross site can be found on the Sunriders web-site. Registration is from 8:00-9:30, be there early!
Hosted by Sun Riders Autocross Club For more information: visit <http://SunridersAutocross.com> or contact Loren Williams at <mailto:Loren@Sunriders.com> 727-797-1062

Saturday, 5/15/2004 - Masters Miata Club - Augusta, GA

TSD Run in Augusta
Hosted by The Master's Miata Club. For more information: visit http://www.geocities.com/masters_miata/ or contact Brian Bogardus at Brian_the_Red@barndoorfanclub.org (803) 642-0767

Wednesday, 5/19/2004 - SunRiders Monthly Meeting

Location to be announced. For more information: visit <http://www.sunriders.com>

Saturday, 5/22/2004 - Sunday, 5/23/2004 - Peachtree Miata Club GA - Waterfall Trip

Sponsors: Hank and Sheila Bayles. For more information: visit <http://www.peachtreemiata.com/> or contact Brad Womick at President@peachtreemiata.com 770-317-9663

June 2004

Friday, 6/4/2004 - Sunday, 6/6/2004 - Peachtree Miata Club GA/NC Tapoco Lodge Trip

Bob and Karen Cannon to call for information and reservations. Sponsors: TBA
For more information: visit <http://www.peachtreemiata.com/> or contact Brad Womick at President@peachtreemiata.com 770-317-9663

Saturday, 6/12/2004 - Sun Riders Autox Club

Primus Racing - North Manatee County Track Event. Road track event to be held on the Primus Racing test track in North Manatee county. Location of the track is roughly one mile North of I-275 (South of Skyway Bridge) on US-41. Look for the cell phone tower on the West side of the road and you will have found the entrance. Hosted by Sun Riders Autocross Club For more information: visit <http://SunridersAutocross.com> or contact Loren Williams at <mailto:Loren@Sunriders.com> 727-797-1062

Saturday, 6/12/2004 - Sunday, 6/13/2004 - Mazda Rev It Up - Atlanta, GA

Atlanta Motor Speedway 1500 Highway 19-41, Hampton, GA 30228

Wednesday, 6/16/2004 - SunRiders Monthly Meeting

Location to be announced. For more information: visit <http://www.sunriders.com>

Saturday, 6/19/2004 - Sunday, 6/20/2004 - Mazda Rev It Up

St. Petersburg, FL - Mazda Rev It Up - St. Petersburg Tropicana Field 1 Tropicana Field, St. Petersburg, FL 33705

Saturday, 6/19/2004 - Peachtree Miata Club GA - Little River Canyon Day Trip.

Sponsors: Sid and others (multi-club). Hosted by Peachtree Miata Club of Atlanta GA For more information: visit <http://www.peachtreemiata.com/> or contact Brad Womick at President@peachtreemiata.com 770-317-9663

July 2004**Sunday, 7/18/2004 - SunRiders - Joe and Ilona's Home 2nd Annual Going to**

the Gap Pool Party Starts at 12:00 Noon. Contact Joe or Ilona Wessling for more information. (Home): 727-376-2484 (Work): 727-937-8247 Hosted by SunRiders Miata Club of Tampa, FL

Wednesday, 7/21/2004 - SunRiders Monthly Meeting

Location to be announced. For more information: visit <http://www.sunriders.com>

Saturday, 7/24/2004 - Sunday, 7/25/2004 - SunRiders - Deals Gap, NC/TN Border Yearly Deal's Gap Miata Gathering

Weekend of July 24th and 25th: A group of Sunriders will be heading north to Deal's Gap, North Carolina to meet up with several hundred other Miata enthusiasts who will be gathering from all over to experience the beauty and exhilaration of driving some of the best roads in the US. The highlight of the weekend is Deal's Gap itself -- a road that packs 318 curves into 11 miles. But there are other great roads too. For more info, contact Pam Barker at pam@barker.net And for photos and other info, check these links: <http://www.gapmiatas.com> and <http://tailofthedragon.com/> Hosted by SunRiders Miata Club of Tampa, FL

Saturday, 7/24/2004 - Sun Riders Autox Club - SPCC Autocross Event

Allstate Campus at 3200 34th Street South in St. Petersburg. Details on the Courtesy Mazda Sunriders Autocross series and directions to our autocross site can be found on the Sunriders web-site. Registration is from 8:00-9:30, be there early! Hosted by Sun Riders Autocross Club For more information: visit <http://SunridersAutocross.com> or contact Loren Williams at <mailto:Loren@Sunriders.com> 727-797-1062

FIRST CLASS MAIL

MIATA CLUB

Tampa, FL 33623-6071
P.O. Box 26071



If you received this newsletter and are not a member of our club, please consider this an invitation to join.

<u>OFFICE</u>	<u>CONTACT</u>	<u>E MAIL</u>
President	Joe Wessling	joe@sunriders.com
WebMaster	Kevin Morrison	kevin@sunriders.com
AutoCross Dir.	Loren Williams	Loren@InvisibleSun.org
Vice President	Joe McCormick	joem@sunriders.com
Newsletter Ed./Sec.	Kathy Davis	kathy@sunriders.com
Treasurer	LoAn Linthicum	topless@sunriders.com
Event Planning	Loren Williams	Loren@InvisibleSun.org
Merchandise	Ilona Wessling	ilona@sunriders.com
	(H) 727.376.2484 (W) 727.937.8247	
Fellowship	JoAnn Forte	joann@sunriders.com
Membership	George Bickner	george@bickner.net
Historian	Jonathan Skinner	raremiata@aol.com

Directors:

- Mike Benishekpdf@sunriders.com
- Owen Johnsowen@sunriders.com
- Bob Bartlettbob@sunriders.com
- Past Pres/Vice Pres..Don Reese.....don@sunriders.com



SEE YOUR NEWSLETTER IN COLOR!

Arrange to get your newsletter via e mail and you get it *up to* 1 week sooner and in COLOR!
Email kathy@sunriders.com to sign up!

Join us at our club meetings...
 We meet the third Wednesday of each month. Tire kicking starts at 6:30 and the meeting begins at 7:00pm.
 For more information visit the web page at:
www.sunriders.com

NEW MEETING LOCATIONS!!!!!!

SEE CALENDAR PAGE FOR DETAILS

or contact any board member.

Stuff the lawyers make us say: all opinions expressed in this newsletter are those of the authors. they do not necessarily reflect the opinions of the Sun Riders Miata club, Miata Club of America, Mazda Motors, or the Board of Directors of any of these organizations. Technical advice given is based on the writer's experience with their particular cars. Unless otherwise stated, these procedures are not "Factory Approved". Sun Riders assumes no responsibility for the use or misuse of any information presented herein. Use any information at your own risk. Some assembly may be required, batteries not included. Keep away from small children and point away from face when lighting.