

Miami Valley
Miata Club



THE WRIGHT ROADSTER

ZOOM-ZOOM

January 2021 Volume 33, Issue 1



The President's Corner

by Jim Brokaw

Happy New Year! I'd like to begin the new year by thanking our team of Directors who led us through a challenging 2020 and who have agreed to remain on our board for another year. A special thanks goes to our past President, Dan Kirkpatrick, for his leadership through the turbulent year of Covid-19 and to Norma for her generosity in opening her home to us. This year's board consists of David Berry, our Newsletter Editor and Webmaster; Tim Howard, our Technical Director; Patti Purdin, our Secretary and Treasurer; Chuck Valley, our Rally Master; and Pat Valley, our Membership Director. Please do not hesitate to contact any of them with questions or suggestions. New to this year's team is Clyde Hebert, our Vice President. Welcome, Clyde, and thank you for stepping up to the plate and joining our team!

In my view, the primary objective of the MVMC is enhance the value of your Miata! I'm not referring to the monetary value of your car, but the value that you get for your money. In and of itself, your Miata is a hoot. To that pleasure we will strive to add camaraderie and friendship; fun events and drives; new roads, scenery and landmarks, along with tried-and-true favorites; technical assistance, advice, and resources; Miata news, history, and lore; and did I mention fun and friendship? We will do our best, Covid-19 restrictions permitting, to provide opportunities for you to do all the above, and I hope to see all of you at our events throughout the year.








Last year, Covid-19 threw more curves at our Club's schedule than we saw at the Tail of the Dragon in Tennessee, and while I expect to see much of the same for at least the first quarter of this year, I am optimistic that by mid-year we will be able to resume most of our normal club activities. I encourage each of you to be involved, to help plan and lead a run, to take us to your favorite restaurant, twisty road, park, museum, or other landmark, or just join us when you can. In the Time of Covid-19, the board will do all that we can to guard your health and safety. We will only meet at restaurants that we believe are abiding by Ohio Covid-19 rules, and we will emphasize safety at each of our drives. No one will ever ask or pressure you to do anything that you are not comfortable doing.

Lastly, thank you for being part of our club, and for sticking with us during a difficult year with so many event cancellations. We will do our best to make it up to you! I wish you many top-down days filled with fun curves. Keep the sunny side up!

"The newsletter is an official MVMC publication. By agreement with Jeff Schmitt Mazda we are to provide them with advertising space with their logo in every issue of the newsletter. As the Jeff Schmitt logo is a part of the newsletter, we don't want to appear to be in competition with our sponsor. Therefore, no advertising of used vehicles will appear in the newsletter.

We will advertise Miata related parts in the newsletter at no charge for MVMC members. The MVMC will help with preparing and releasing advertisements for used vehicles for MVMC members by e-mail distribution directly to members and on MVMC Facebook page(s)."

Miami Valley Miata Club Officers for 2021

| | |
|--|--|
|  <p>President Jim Brokaw</p> |  <p>Secretary-Treasurer Patti Purdin</p> |
|  <p>Vice President Clyde Hebert</p> |  <p>Technical Director Tim Howard</p> |
|  <p>Membership Director Pat Valley</p> |  <p>Newsletter Editor/Webmaster Dave Berry</p> |
|  <p>Rally Master Chuck Valley</p> | |

From the Membership Desk

by Pat Valley
Membership Director

We have a new member to welcome: Bob and Terry Stockholm joined the club at the end of December.

We wish the following members happy birthday in January:

January Birthdays

01/02 Wayne Fambrough
01/03 Art Thibeault
01/05 Jeff Monnier
01/05 Ruth Ellenbogen
01/06 Diane Bowman
01/14 Kathleen Lach
01/16 Susan Kogler
01/17 Dianne Long
01/18 Norma Kirkpatrick
01/19 Jeanne Zlocki
01/21 Steve Miller
01/22 Larry Roberts
01/26 Chuck White
01/28 Natasha Guerrero

New Members in 2021

Bob & Terry Stockholm



Treasurer's Report 4th Quarter 2020

By Patti Purdin



| | |
|-----------------------------|-------------------|
| Beginning Balance | \$2,886.96 |
| Plus Income Dues | \$20.00 |
| Magnets | \$20.00 |
| Jeff Schmitt | \$300.00 |
| Donation | \$50.00 |
| | \$3,276.96 |
| Less Expenses | |
| Rally Master | \$3.98 |
| Stamps/Election | \$83.60 |
| Ending Balance | \$3,189.38 |
| Sponsorship Account Balance | \$500.05 |

Mazda
ON THE WEB Links of interest:

MVMC GROUP FACEBOOK PAGE:

<https://www.facebook.com/groups/300608016771949/>

MVMC ORG FACEBOOK PUBLIC PAGE

<https://www.facebook.com/pages/Miami-Valley-Miata-Club/229407270577928>

LINKS TO MIATA CLUBS IN THE MIDWEST

<http://www.miata.net/clubs/ohkywv.html>

BUCKEYE MIATA CLUB / COLUMBUS-

<http://www.buckeyemiataclub.com/>

GREATER CINCINNATI <http://www.cincimiata.com/news.asp>

INDY MIATA CLUB <http://www.indymiata.org/>

OHIO MIATA OWNERS FACEBOOK PRIVATE GROUP (request to join)

<https://www.facebook.com/groups/478759678813248/>

MVMC 2021 Calendar of Events

NOTE: This is displayed as a running three-month calendar of upcoming events for which at least two of the three factors of date, host(s) and venue are CONFIRMED.



| Date | Event | Host(s) | Venue |
|------|-------|---------|-------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

TBA

Legend:



Being held as scheduled



On Hold



Cancelled

Latest updates to upcoming events:

- Planned events for 2021 are currently being discussed among the Executive Committee. Watch this space for further information, as well as the Events page of the club's website.



Winter Storage Checklist

By: Tim Howard



A couple days ago, when I received my latest issue of Classic Motorsports Magazine, I found an article which provides some very practical advice for storing your car over the winter. Since we have now officially entered that season, I thought I would share it with the MVMC membership. The Classic Motorsports recommended procedures are as follows:

- Wash and wax the exterior
- Clean up the interior
- Park in a clean dry space
- Put the windows up
- If it is a convertible, put the top up
- Change the oil
- Replace the coolant if it is weak
- Bleed and flush the brake fluid as needed
- Top off the other fluids
- Inflate the tires to their maximum recommended psi
- Put in gear and don't set the parking brake
- Remove or disconnect the battery
- Place the battery on a trickle charger
- Have a plan to keep out rodents
- Decide if a car cover is for you
- Make sure that both the car and storage site are insured
- Don't start the car until Spring.

**ME: IM SO GLAD THE CAR IS IN
WINTER STORAGE**



Shop Talk (It's not just about the cars)

Editor's Note: We have a guest article for the January newsletter from member Randy Mott. Thank you Randy!

Miata Brake Fluid Change

By Randy Mott



In the June 2020 Wright Roadster newsletter, Tim Howard wrote a great article about the importance of lubrication maintenance. In the last statement he stressed the importance of replacing all the important fluids in our Miatas, and I totally agree with him. I looked up the replacement interval in my Miata owner's manual and found out that the brake fluid is recommended to be replaced at 24-month intervals. Since after looking at mine and how dark it was, I decided to change the brake fluid in both my 2008 and 2009 Miata NCs. But how? Years ago, while maintaining a large fleet of different kinds of vehicles, I learned about using a

Power Brake Bleeder, so I started a search for one. I found a fair-priced one that fit the top of the master cylinder reservoir on my Miatas here: https://www.amazon.com/Motive-Products-Power-Bleeder-0109/dp/B000Q6SL2W/ref=sr_1_3?crd=3UT2PQMFN5344&dchild=1&keywords=motive+0109+brake+bleeder&qid=1604362895&srefix=Motive+0109%2Caps%2C216&sr=8-3

The idea of using a Power Bleeder was because I didn't want to have to ask for help from another person to bleed the brakes on more than one car, and with a Power Bleeder you can do it all by yourself! Here is what you need to do the job: Motive Power Bleeder #0109, catch can with ¼" IDx24" clear poly vinyl tubing, suction device, 8 mm box end wrench, empty plastic container, adapter: NA/NB-brake-#1111, clutch-#1109, adapter: NC brake/clutch-#1109, ND brake-#0108, 2 quarts DOT 3 brake fluid.

Brake fluid is EXTREMELY corrosive to painted surfaces, so I recommend that you cover any surface around and under the master cylinder to keep any drips of brake fluid from contacting other surfaces. To change the brake fluid, start by cleaning the top of the master cylinder with a paper towel and removing the cap. The NCs all have the brake and clutch fluid contained in the same reservoir if it has a manual transmission. Use a suction device like pictured or (with permission of the cook in your house) a turkey baster (You will have to replace it!). Carefully remove all possible fluid from the master cylinder reservoir dumping it in your empty container. Once completed, open the lid to the power bleeder and pour the contents of 1 quart of fresh brake fluid into it, close and tighten the lid. Screw on the proper adapter that fits the top of your master cylinder, making sure that the proper rubber gasket is in place. Check that the brass fittings on the hose to the adapter are tight so that there are no leaks. Using the hand pump, pump up the air pressure in the power bleeder until the gage reaches about 15 psi. Doing this will fill the reservoir on the master cylinder with clean fluid. Check for leaks as you pump up the power bleeder. This is what it looks like in the photo at above right.





The next steps are to bleed each wheel brake caliper, starting at the wheel farthest away from the master cylinder, in this order; right rear, left rear, right front, and left front, clutch if doing an NC. Bleed the brake caliper by attaching the ¼" tubing to the brake bleeder after you have put on the box end wrench. Make sure that the other end of your tubing goes into a catch can (I used an empty plastic container, drilled a hole in the cap, and stuck in the tubing.) The catch device has to be large enough to hold at least 12-16 ounces of liquid. Slowly open the brake bleeder and watch the color of the fluid that escapes thru the tubing closely, and when the color changes to a very pale, almost clear liquid, close the bleeder screw. The right rear will take the longest amount of time and the most fluid to drain until it turns clear. Each successive wheel will take less time and liquid to clear up before closing the bleeder screw. Check the amount of pressure on the gage on the power bleeder after every wheel to maintain a pressure at about 15 psi. Check your catch vessel after each

wheel to make sure that you do not overfill it. One quart of brake fluid should be more than enough to do all four wheels and the clutch slave cylinder. It will take more than one 12-ounce can that you normally see available in parts stores. Here's what I used in the photo on the left.

Once all four wheels (and clutch if NC manual) are bled, release the pressure on the power bleeder by unscrewing the lid to the power bleeder slowly until all the pressured air is released. Remove the adapter from the reservoir carefully because it will be full of fluid. Use your suction device and remove just enough fluid to come up to the full line on the reservoir. Wipe the top of the reservoir with a clean towel and replace the original cap. This process also works for the other generations of Miatas as well.

What to do with the dirty fluid? Brake fluid is very flammable and as mentioned before, very corrosive, so a safe way to dispose of it is to pour it into a cat litter or oil-dry absorbent product in an open non-corrosive container (like a used milk or oil jug) that is large enough, ¾ of a gallon or so. Let the container sit open for 3-4 days in a safe place to fully absorb the fluid and air out, then dispose of the litter in your regular trash.

You can pour the balance of the unused brake fluid from the power bleeder back into the original container, close tightly, and retain for later should you need it, but the container must be airtight. Once the power bleeder is empty, you can clean the power bleeder, hoses, adapter, catch cans, and suction device with mild warm soapy water. Once cleaned, drain, and allow to dry thoroughly. Place back in the box, and store for the next time you need it. That's one more thing that you can check off your list of maintenance items for your Miata!

Here is a pretty good video that shows the process:
<https://www.youtube.com/watch?v=sKIB-xDkrV8>

PLEASE, if you do not have a lift to raise up your car, use jack stands set at the proper place on the car so that safety is maintained at all times.



Miata Parts for Sale or Free!

For sale by Lee Korb and Pat Gould. They also offer a set of shocks from a 2000 Miata FREE!

Contact Pat at 937-232-5614 or p19g53@gmail.com



Drive shaft from 2000 Miata. Needs universal joints. \$25



Console cover for NB (from a 2000) \$10



Flywheel, clutch, and pressure plate, 125k miles \$35



Exhaust manifold and downpipe from NA \$120



Front and rear brake rotors and brake pads. Rotors off 2000 NB. Pads are like new, lots of surface remaining. All free!

