



**M**y love affair with the Toyota MR2 Spyder began in the year 2000 when I saw a Spyder for the first time at the Toyota Dealership in Vacaville, California. It was Solar Yellow and calling my name. I would have to wait until August 1, 2009 before I could afford to answer that call when I bought my 2003 Super White MR2 Spyder from Victory Toyota in Monterey, California.

My Spyder had only one previous owner and when I purchased the car, it had only 13,363 original miles on the clock.

World famous surfing icon and Toyota salesperson Michael Curtis told me that the previous owner



only drove the car to car club events and that the car was garaged the rest of the time, which accounted for the low mileage. I must admit that the car was in impeccable condition when I bought it from the dealership. You could tell it was owned by someone who took very good care of their vehicles.

My car was manufactured September 8, 2003 in Sagami-hara, Japan. That year there were only 2,934 MR2 Spyderys imported into the USA.

There were only a few factory options offered in the USA that year. My Spyder was a base model that came with manual transmission, cloth seats and a set of factory floor mats that the dealer threw in for good measure. For the most part, my Spyder is stock. Any modifications I've made are minor.

The first modification I made was in September 2009 when I changed-out all

of the American Domestic Market (ADM) badges in exchange for Japanese Domestic Market (JDM) badges. I found the JDM badging much more to my taste and added a bit of mystique to my car since most people are not familiar with JDM badging. Because of that change, many people have no idea that the MR2 Spyder is a Toyota product which makes for entertaining comments from people viewing my car and then discovering (when I tell them) that it is a Toyota.

Next came a 1D0 Silver hard top that I imported from the United Kingdom (with the help of Mike Vitella) on December 10, 2009. OEM hard tops were not offered as an option in the USA but used ones (in just about any color except 040 Super White) were plentiful in the United Kingdom.

My original plan was to have the hard top painted to match the rest of the car, but once the hard top was installed on the car I knew I would keep it silver. I love the contrasting colors.

OEM mud guards were purchased in June 2010 from a seller in the UK because they were not offered as an option in the USA. A Spyder owner

in the UK (Mike Warner) befriended me and found the mud guards I wanted and arranged for the sale and shipped them to me in California. Since that time, Mike has helped me with importing other parts from the UK for my Spyder and I have done my part to keep him well-stocked with Reese's Peanut Butter Cups.

I purchased Dev's key hole covers in November of 2009 and my car has driven much faster ever since. I then added a leather gear shift boot from Red Line Accessories and leather arm rests from Serina in February 2010.

The infamous "Frunk saver" from DarkDay allows the full-size spare tire to be secured up-side-down procuring precious additional space in the frunk and was purchased in May of 2010. Also purchased in May, from Monkey Wrench Racing, was an aftermarket cruise control to help me keep from getting any more speeding tickets.

Photo credits go to Robby Shamoon – a very gifted young man who has a loaded camera and knows how to use it.

I am grateful to my wife, Lisa, who encouraged me to go for my dream and buy this beautiful little used Toyota. Lisa tells me that she has yet to regret my buying the car. ☺

