



SAN DIEGO MIATA CLUB NEWS

VOLUME 1 NUMBER 2

JUNE 1996

A CHAPTER OF THE MIATA CLUB OF AMERICA

UPCOMING EVENTS



June 9

**Reservations at the
Casino Fun Run**



June 12

Wheels 'n Meals

Boll Weevil (Guest Speaker)



June 19

**Miatas at Malibu
Grand Prix**



June 22

**Dog Day Afternoon
Fun Run**



June 27

Wheels 'n Meals

Boll Weevil



August 10

Twilight Fun Run

Key to Icons



Wheels 'n' Meals (Social)



Fun Run



Fun Run (Brisk)



Internet



Tech



Autocross

From the Editor

The Budding Mechanic

I naturally assume that since people join auto clubs, they must be enthusiasts and care a great deal about their cars. Miata people are no different. I'm fairly young at 32, and I've owned a '72 Ford Courier, a '86 Ford Escort GT, a '86 550 Yamaha Seca, and a '90 1100 Yamaha Virago before I purchased my Red '92 Miata. Before the Miata, I let other people handle the repair and maintenance of my vehicles. I didn't have the tools or the inclination to do the work necessary in caring for them.

I had been looking at getting a small 2-seat sports car for some time. My list had narrowed to a Triumph Spitfire, which I really loved style-wise, and a '65-'67 Jaguar XK E-Type, probably the most gorgeous design every to grace sheet metal. Both of these cars are fairly expensive to buy in decent shape, and require a ton of maintenance and disposable income. Being fairly young and a US Government employee, disposable income I did not have. Then came MY Miata, and a long time (at least for me) dream had been realized.

My Miata was/is reliable and met all my expectations for a small sports car. I mean I really love this car. The other cars I've owned were just that: Cars. I let others take care of them for me. But my Miata is different. I want to take care of it personally, and I often don't trust mechanics to have the same care and/or enthusiasm for my Miata as I do. So before my Miata, I was like most in that I was not very mechanically inclined. So I set out finding and buying the tools I needed to do general maintenance, and buying the literature and consulting others on being a home mechanic. Now, I find few things more satisfying than wiping the grease off my hands after doing my own oil and filter change, something I would have been loath to do on my previous vehicles.

My Miata is just over 50K miles and is getting close to the 60K maintenance interval. I plan on changing my timing belt, but I don't plan on changing the front camshaft seal unless oil is leaking.

Scoring the camshaft while removing the front cam seal or damaging the camshaft would be a real heart-breaker, and the seal should be durable till 120K miles. I've already changed the differential oil to RedLine 75w-90 gear oil and the transmission to RedLine MTL at 50K miles. So that leaves the fuel filter and brake fluid to change, both of which are easily done by a budding home mechanic. In future newsletters, I'll write about my travails and the tools/techniques used.

My being a home mechanic is fun, but there are some things that I obviously can't do (without a lot of grief) at home in my garage. So I go to a local shop and have the work done. I'm sure many of you do this for your car maintenance as well. But first finding the shop that you can trust to do a good job, be

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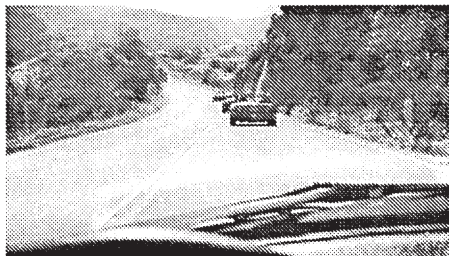


reasonably priced and is very careful working around your "baby" can be a frustrating trial and error chore.

So this is where you San Diego Miata Club members become valuable resources of information. If you know of a local shop that you go to that does excellent work at a reasonable price, please send a little write-up about the shop you frequent to the club address or email to SD-MIATA@cs.ucsd.edu. I'll have these shops listed in future newsletters so that everyone can avail themselves of a quality shop.

See you on the twisties...

— ROBERT "JTBOB" HOLLAND



PALM DESERT APRIL 27

A warm, bright, sunny, Saturday started the inaugural San Diego Miata Club run to Palm Desert, hosted by RUTH AND LOU STARK. 14 Miatas and one motorcycle gathered under the North County Fair sign to usher in the beginning for our new club. Four red, four French racing blue (a.k.a. mariner blue), three white, one black, one BRG, and one silver lined up in classic Miata attack formation, thus proclaiming to San Diego County that a new era had dawned.

Starting out on I-15 north, we quickly made our way to Temecula and queued up to gather our troops for the coming twisty road assault. Traffic was moderate, but we were able to pass most of the rolling obstacles to our first way-point.



Traveling on Hwy. 79 from Temecula to Hwy. 371, we came to Anza where we made our first rest stop. Thus began the restroom and Miata perusal ritual (it's still amazing to see the diversity of a single model).

As we finished showing off our cars, two groups set off for Palm Desert. RAINER MUELLER led the first group, which was composed of the spirited drivers ready to test their road skills. The second group was led by Ruth and Lou, for those who wanted a more leisurely pace. I, as always, joined the fast group. We were doing quite well for a while, but unfortunately the rolling chicanes were out in force on Hwy. 74, and we were often slowed to agonizingly slow legal speeds. But Rainer was able to go fast enough to cause the actuator on RICHARD SCHERSCHEL'S Sebring supercharger to break off, bringing his Miata back down to mere stock power.

Coming down Hwy. 74 into Palm Desert, we could feel the temperature steadily rise to 100+ in the valley. Hot would be an understatement. It was HOT! After queuing up once again, we drove to our lunch spot at Casuelas Café. We ate outside under a canopy with the misters spraying on the perimeter, so the lunch atmosphere was quite pleasant. Good food and good company.

Now came the difficult part: leaving. Opening the lobby door reminded us that we had to drive home through this sweltering heat. I joined the group going to the Julian Pie Co. and Dudley's Bakery to have some more food before finishing the trip home.

Congratulations to Ruth and Lou Stark on putting together the San Diego Miata Club's first fun run. We had a great turn-out given the short notice from the first newsletter.

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NOTICES

THE SAN DIEGO MIATA CLUB is an official chapter of the Miata Club of America. We are a nonprofit organization whose purpose is to promote the enjoyment of—and enthusiasm for—the Mazda Miata.

SAN DIEGO MIATA CLUB NEWS is the monthly newsletter of the San Diego Miata Club. Use of articles or stories by other MCA chapters is hereby granted, provided proper credit is given.

Submissions to the newsletter are welcomed and encouraged. Did you just add a new accessory to your Miata? How about writing a review and submitting it to the newsletter? Where possible, please send your electronic submissions to the newsletter editor, Robert Holland (robert@caliban.ucsd.edu). Submissions can also be faxed to the club's dedicated phone line or mailed to the club's post office box. Submission deadline is the 15th of each month.

Internet: The San Diego Miata Club has established a dedicated World Wide Web Home Page at <http://mmdshare.ucsd.edu/sdmc.html>. The club has also established a members-only electronic mail list for those members with E-mail capability. If you included your E-mail address on your membership application then you should already be subscribed to the electronic mail list. If you recently acquired your E-mail account, please contact Cindy Paloma (paloma@cs.ucsd.edu) and request to be added to the electronic mail list.

Dedicated 24-hour voice/fax phone line:

(619) 670-7948

San Diego Miata Club

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MEETING PLACES:

Reservations at the Casino Fun Run

Date: Sunday, June 9

Time: 10:00 a.m.

Place: North County Fair mall under the large sign parallel to I-15

Run Leader: JACK BRANDAIS (702-7347)

Hey Miatas: Here's a reminder of the "Reservations at the Casino" run on June 9. We'll be visiting three of the casinos run by Indian tribes in San Diego county, with great drives in between.

The run starts at North County Fair at 10 a.m., then winding over Highland Valley Road to Ramona and down Wildcat Canyon Road to the first stop, Barona.

From there we go to Lakeside, over to Lake Jennings and up Old Highway 80 to Alpine and stop No. 2, Viejas. I've scheduled a lunch stop at Viejas, where they've promised a special parking area, coupon books and other goodies for us. You're welcome to bring your lunch or eat at their restaurant. I didn't make reservations at the restaurant, but can if I get enough interest. I figured we'd stop there as long as people want, at least an hour, depending on what the group wants to do.

From Viejas, we'll wind down through Dehesa Road to Sycuan, another Indian Gaming Center, and back through El Cajon to Interstate 8.

I'll be providing a complete map, so people can go at their own pace if they want to stop for longer and win (or lose) money. The only sure long stop so far is at Viejas (potty stops only at Barona and Sycuan).

Please RSVP by phone or E-mail (JHB@SDDPC.sannet.gov) or if you have any questions. I've told Sycuan to expect 25 cars; if we need more parking space I can call them back.

Wheels 'n Meals at Boll Weevil (Guest Speaker)

Date: Wednesday, June 12

Time: 6:00 p.m.

Place: Boll Weevil, 9330 Clairemont Mesa Blvd. (At intersection of Ruffin Rd.), San Diego (571 6225)

BRUCE from NORTH COAST TARPAULIN WORKS will be guest speaker. North Coast specializes in car covers and other accessories for your automobile. Bruce will answer questions about the various car cover fabrics and which cover might be best suited for your needs. Bruce will not be bringing covers to sell but North Coast will be giving a SPECIAL Miata Club discount good for 30 days at their store at 1229 Morena Blvd.

Please RSVP to the club line (670-7948) if you plan to attend.

Autocross at the Murph



At press time, the July through December Autocross schedule had not been finalized. Please contact Steve Hart for the latest news and information.

Miatas at Malibu Grand Prix

Date: Wednesday, June 19

Time: 6:30 p.m. (Please be prompt)

Place: Malibu Grand Prix, 8606 Miramar Rd., San Diego (566-4121)

Let's get together and enjoy driving these mini Formula cars around the track. We will not have the track to ourselves (reserving the entire track is VERY expensive) but we've chosen a slow weeknight so it shouldn't be too bad. Price per lap will depend on the number of members that attend and how many laps each member purchases. It should work out to about \$1.50 - \$1.75 per lap. Drivers must also purchase a Malibu Grand Prix license for approx. \$3.00 (don't forget to bring yours if you already have one).

Please be prompt! Meet in the parking lot so we can get a total figure on the number of laps to be purchased. We have to buy the laps in a "block" to get the best price. Please try to bring cash so we can pool our money for the purchase. Thanks for your cooperation.

Please RSVP to the club line (670-7948) if you plan to attend.

Dog Day Afternoon Run

Date: Saturday, June 22, 1996

Time: 2:45 p.m.

Place: Humongous fenced tree off Village Place in Balboa Park (Park Blvd is nearest intersection)

Run Leader: BOO BOO GOODMAN and his humans GRANT & MARI. RSVP at (619)471-1874.

This run is intended to be a leisurely drive through urban San Diego, stopping off at some dog-friendly places like Kate Sessions Park in Pacific Beach, and Dog Beach in Del Mar. Plan to bring a blanket to sit on, dog toys for the park, and warm clothes for the breezy beach. Please rsvp so reservations can be made at Johnny Rockets restaurant in Del Mar (about \$7-\$10 pp).

Wheels 'n Meals at Boll Weevil

Date: Thursday, June 27

Time: 6:00 p.m.

Place: Boll Weevil, 9330 Clairemont Mesa Blvd. (At intersection of Ruffin Rd.), San Diego (571 6225)

IMPORTANT NOTE: We will be voting on the final club logo at this meeting

UPCOMING NATIONAL AND REGIONAL EVENTS

June 14-16, 1996

Harris Ranch

Hosted by: SAMOA

July 4-7, 1996

Miata 96

Toronto, CANADA

Hosted by: Trillium Chapter

July 27, 1996

Tech Day

Hosted by: SOCALM

August 16-18, 1996

Monterey Historic Races
Monterey, CA

September 13-15, 1996

Gold Rush '96

Sacramento, CA

Hosted by: SAMOA

October 3-6, 1996

Miata Games

Atlanta, GA

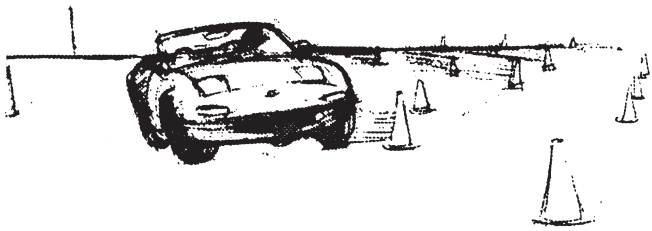
Hosted by: Peachtree Chapter

November 9, 1996

Central Coast Winery Run

Hosted by: SOCALM





Flyin' Solo

It was early, it was bright, it was clear, it was Sunday—SUNDAY!... a good day for racing.

It was also April 21st, the first scheduled San Diego autocross since the San Diego Miata Club got formally underway. This was the day when several of our members would be trying for trophies. Three of our own were planning to race—STEVE HART in CSP, RICHARD SCHERSCHEL in EM (later switched to SM), and RAINER MUELLER, out for his rookie shot at CS (see below for an explanation of these acronyms).

By the time I arrived at 9:30, the competitors and our president, MARK BOOTH, were already there. The event doesn't get underway officially until 9 a.m., but those who are racing typically arrive at 7 or so to walk and familiarize themselves with the course. Even though they may have been practicing the day before, the cones are laid out differently on race day.

For those of you who are unfamiliar with autocrossing, as opposed to, say, road racing, it's a pretty straightforward concept. Rather than risk your sheet metal in head-to-head competition with other cars that are on the track at the same time, autocrossers compete against the clock one at a time on a course defined by cones on a parking lot or other large area of pavement. The fun and competitive spirit's still there, but much of the danger isn't. There are no requirements for particularly specialized equipment either. Although competitors must wear a helmet, a supply of those is usually available for loan to drivers who don't have their own. It truly is a "run what you bring" environment, much like what some of the older club members remember from our youths.



Rainer, JTBob and Mark in JT's Miata

Local autocross events, also known as Solo II (there is also Solo I, but that's a story for another day), are sanctioned by the Sports Car Club of America (SCCA), and each region of that club organizes its events during the competition year, with it's best and fastest going on to regional and national competitions as the season draws to a close.

By 10:30 or so it was time for Rainer the rookie and the rest of C Stock to hit the track, and for the San Diego Miata Club staff photographer to load the camera. Each competitor gets four runs, so there would hopefully be ample photo ops. By this time, more club members had arrived on the scene to lend their support as spectators/fans. JTBOb drove up just after I did, and shortly after he got

there WOODY WOODHOUSE arrived in his temporary saloon elegante, the 1935 three-point-five-litre Rippon-bodied Bentley he was showing for a friend at the Grand Classic. Pardon me, might he have any Grey Poupon? This being an obvious photo op for the staff photographer, it's a good thing Rainer wasn't on the track yet when Woody motored up. We tried to get him to race the car, but he demurred.

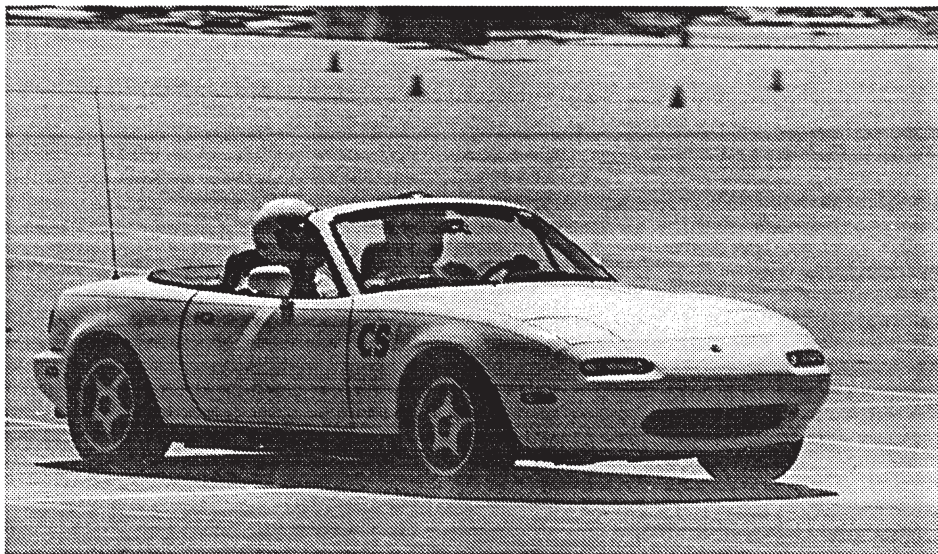
After Rainer and the rest of C stock ran, it was time for lunch at the "roach coach"... for everyone but our esteemed president, who had his wife Cathy bring him his trackside meal from the domicile. Hmmm... he must have gotten some of that Grey Poupon from Woody before he left. JT and I settled for the Mexican omelette, which was surprisingly good even if I did have to wolf it down to be ready with the camera for the street-prepared classes. I would later discover that rushing the staff photographer is not a good idea.

CSP was the first group to run after lunch, and our own Steve Hart is a trophy winner in this class. Time for the fun to begin anew. By this time, the club cheering section had gotten even bigger with the arrival of MARY and TONY BEECHER (in the Tuna Boat, no less) and MICHAEL CHIAPPETTA and his girlfriend. JT and I had also run into TOM SMITH, an old friend from CompuServe's Miataville. This was getting to be like old home week. Perhaps a short note of explanation is in order at this point. The Beechers only arrived at the SCCA site after having spent some time at the similar event being held farther up in the stadium parking lot by the Porsche club. We later discovered that TOM AND STEPHANIE GOULD had been at the Porsche event but never did make it to the SCCA area. If you come to the stadium for your first event and don't see any Miatas, either keep driving around the perimeter of the parking lot until you do or stop and ask one of those nice folks with the cars whose engines





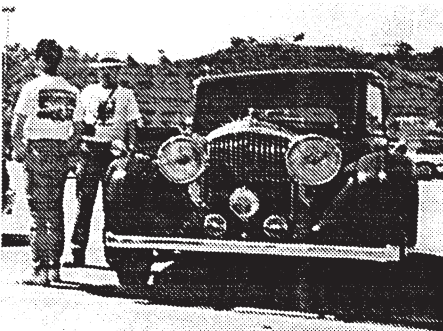
Competitors (above) and Rainer turning laps with instructor as passenger



are in the wrong end. They're OK people and will be glad to direct you to the right place. On the other hand, the Porsches are fun to watch for a while too... especially the older 911s, which tend to swap ends with some amount of regularity.

As the afternoon progressed, the staff photographer got some exquisite shots of Steve running his modified BRG in street prepared and

Grey Poupon, anyone?



Richard in his Sebring-supercharged French racing blue (my favorite color) in street modified. Uhh, well, at least they would have been exquisite shots if the staff boz... I mean, photographer hadn't wound the film the wrong direction on the take-up spool. Too many hours recently behind the lens of a Sure-Shot, methinks. I have already apologized profusely to Steve and Richard for the fact that they will not appear at speed in this month's newsletter as planned. I'll make it up to you guys, honest! Meanwhile, Rainer gets to shine in the glare of the only spotlight. (He placed eight!)

Late in the day the spectator stands were graced with the arrival of my wife VICKY in her little red Corvette. Unfortunately, she arrived too late to see much racing. Nevertheless, thanks, Vic, for your support! Nice car... for a hardtop.

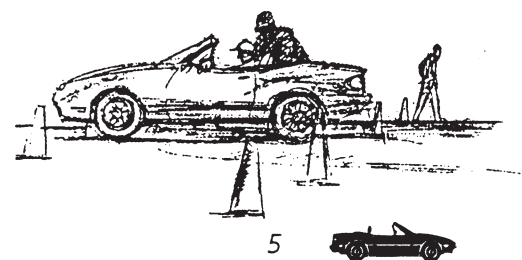
These events are a really good time, folks, especially when some of your own friends and colleagues are racing, so come on out and support our members as often as you can. They are usually held monthly at Jack Murphy Stadium. May's events, however, were cancelled and the next scheduled SCCA autocross at the Murph will be the weekend of June 1st and 2nd. Saturday the 1st is practice day and Steve says it's a particularly good time for those who are potentially interested in competing to show up, as they can get rides in the cars. Saturday or Sunday, or both days, come on down and have some fun cheering on our racers—and don't forget the sunscreen!

For more information on Solo II racing, call either Steve Hart at 619-579-9093 or Richard Scherschel at 619-286-2412. Richard does the sign-ups for those who think they might want to compete, and there is an answering machine at his number.

— VODOO BOB KRUEGER

Solo II classes in which you might find Miatas:

CS = C stock
CSP = C street-prepared
EM = E modified
SM = street modified



President's Message

America's Finest City

It is very ironic that, as I sit down to type this message, we have just had a day of thunderstorms, wind, hail and snow (in the mountains) here in San Diego! You see...Cathy and I just returned from a trip to Nebraska and while we were there we experienced thunderstorms, wind, and golf ball-sized hail! Cathy's parent's new car has 15 new "dings" (heck...a couple of them are DENTS) thanks to the hail. So, I was all prepared to remind the membership just how lucky we are to live in San Diego with its beautiful...err...mostly sunny skies. Go figure.

Club Logo

In this issue, you will be pleased to find some samples of several proposed Club Logos. We will be voting on the final design at the June 27 Wheels 'n Meals. Any member wishing to include their own logo design in the voting should be sure to attend this meeting. Again, my thanks to Tom and Stephanie Gould for their hard work on these logo designs and the newsletter layout.

Events...Events...Events

I am pleased to announce that RUTH STARK has volunteered to tackle the job of Events Coordinator in addition to her responsibilities as Secretary. Thanks Ruth! She is promising us at least one major event (Fun Run, Rallie, etc.) each month. However...she needs YOUR help! Ruth is more than willing to help a member plan a run but first a member has to step forward with an idea and a willingness to lead a run. Let's not let her down. Thanks!

Please note that NORTH COAST TARPULIN WORKS will be a guest speaker at the June 12 Wheels 'n Meals. North Coast specializes in car covers and other automobile accessories. They will answer questions about their products and how the various car cover fabrics compare, etc. Let's pack the place!

Local Business Deals and Discounts

I am pleased to report that JIM FINNEY MAZDA has agreed to provide a 1-year paid membership in the San Diego Miata Club with each new Miata sold. We already have a couple of new members thanks to Jim Finney Mazda! Please remember to support the businesses that support San Diego Miata Club. My thanks to RAINER MUELLER for setting this up.

New member STEVE SCHOCK is offering a fantastic discount deal on genuine Mazda factory oil filters for the Miata. For complete information, see the classified ad section. Thanks Steve!

I am still discussing the possibility of a San Diego Miata Club discount with several other local businesses. Unfortunately, as we go to "press" with the newsletter, I don't have any firm commitments. I remain hopeful that I will have good news to report in the July newsletter. Thanks for your patience.

Once again, my thanks to all of the hard-working board members and volunteers! I sure do appreciate your support.

Until next month...keep that top down!

— MARK

May 7 Wheels n'
Meals at Stuft Pizza



New Members!

Kathryn & Gary Colner

Oceanside
1994 Red A

Betty Finch

San Diego
1993 Red B

Sam & Jacqueline Gonzales

Oceanside
1996 Montego Blue Base

Bob Hall

Rose Bay, Australia

Brenda Kay

San Diego
1992 Mariner Blue B

Dale Lee

Alpine
1992 Red

Brad Maciejewski & Kristie Mulvany

San Diego
1990 Silver B

Mark & Susan Meyers

San Diego
1992 Yellow A

Paul & Francie Pollack

Sylmar
1990 Red Base

Lauren J. Raskin

San Diego
1996 Montego Blue PE

Steven Schock

Poway
1994 Laguna Blue R

Ron Short & Jean Alcaraz

Chula Vista
1990 White Base

Tom & Diana Stumpf

Vista
1991 BRG LE

Rene Wagemakers

Encinitas
1996 Montego Blue

Anthony J. Wilde

San Diego
1990 Red A



Tonya R. Zalenski

San Diego

1993 White Base

There are now 53 memberships consisting of 82 members.

There are 19 Red cars

7 Mariner Blue cars

2 Laguna Blue cars

10 White cars

3 Silver cars

3 Black cars

3 BRG cars

1 Yellow car

5 Montego Blue cars

0 Merlot cars

DATA BANK

Sports Cars Owned:

- Alfa Romeo
- Aston Martin
- Austin-Healey 100
- Austin-Healey Sprite
- Chevrolet Corvette
- Conquest TSI-R1
- Corgi
- Datsun 1600
- Datsun 240/260/280Z
- Ferrari
- Fiat 1500
- Fiat 124
- Fiat X1/9
- Jaguar XK-120
- Lamborghini
- Manx
- Mazda RX-7
- Other Mazda Miatas
- MGA
- MGB
- MG Midget
- MG T series
- MG undefined
- Nissan 300ZX
- Nissan 240SX
- Porsche 912
- Porsche 914
- Porsche 924
- Porsche Speedster
- Porsche undefined
- Toyota MR2
- Triumph Spitfire
- Triumph TR series

Determination of the cut-off point for inclusion on this list was made by designer, almost entirely subjectively. (two-seaters, please!) Do not throw things at the president at the next meeting—no flaming his E-mail.

LOGOS:

Let us confess—This has been one of the more difficult projects we've had to deal with, considering it's a dream job: something we're involved in, polite (so far) but exacting clients, unlimited budget.

The club wants something that says San Diego, has at least one of those good-looking cars, and a strong clear name for when members go on the road. We want it to be simple and graphically sophisticated so we can flash it around our peers. The logo needs to be all of these things and useful when reduced to a black-and-white penny-sized blob, so we're showing two sizes of each of the leading contenders. Note that the Coronado Bridge version has reversed tones in the teeny one. We may have to have slightly different versions for different sizes as well as for color schemes of different complexities.

Trust us that if the little one works, we're OK for the grown-up stuff. The car in all three is a scan out of a book, quickly retouched, but will be simplified and cleanly stylized when a selection is made. San Diego has never had a clear-cut image that can be distorted and still work, like the Golden Gate, even if we do have a couple of great bridges.

—TOM AND STEPHANIE



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