



SAN DIEGO MIATA CLUB NEWS



VOLUME 3 NUMBER 2

FEBRUARY 1998

A CHAPTER OF THE MIATA CLUB OF AMERICA

UPCOMING EVENTS



February 8—Sunday
**Rancho Santa Fe –
Fairbanks Ranch Run**



February 14—Saturday
**Fall In Love
All Over Again—
Re-Light
An Old Flame**



February 18–22
**San Diego
International
Auto Show**



February 26—Thursday
Monthly Meeting
Boll Weevil



March 8—Sunday
Borrego Springs Run



March 28—Saturday
**SDMC Lends A Hand—
KPBS Membership
Campaign**

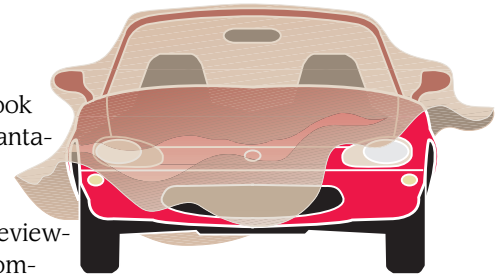
Key to Icons

- Wheels 'n Meals (Social)
- Fun Run
- Internet
- Tech
- Autocross

From the Editor

The Seven Year Itch

A popular film in 1955 dealt with a book editor (Tom Ewell) who has wild fantasies about his curvaceous new neighbor (Marilyn Monroe) when his wife is out of town for the summer. While reviewing a book manuscript, he reads about a phenomenon which is particularly applicable to himself, the tendency and urge of middle-aged men married for seven years to seek infidelity and extra-marital adventures. The film was titled "The Seven Year Itch."



Since I am a "bachelor for life," I never considered that I would have a connection with this film or its characters. Then I bought a Miata!

In the summer of 1989, I was working on a project in Santa Barbara. During this time I picked up the July copy of *Road and Track* magazine and read my first review about the new Mazda Miata. While I found the car "interesting" in the pages of the magazine, I had no desire to buy one. Later that summer I saw my first Miata on the streets of Santa Barbara, while I kept seeing news stories about the high prices being paid just to get hold of one.

Fast-forward one year. At home in Las Vegas my high-performance German car had again failed me. The air conditioner had broken for the second time in a year. While sticking to the leather seats, I drove by the Mazda dealer to take a look at a Miata. I had no intention to buy any car, much less a little Japanese car. There was one red Miata on the lot and a salesman quickly pounced on me with a sly remark of "wanna take it for a ride?" Two hours later I was driving home in my new red Miata after having been amazed at the fun I was having with this little car.

That first night I washed and waxed my new friend (night is the only time you can wax your car in Las Vegas during the summer). I began to spend all my time with my friend, took late lunches and went on long drives in the desert. As the months passed I began to buy gifts for my new friend. Bits of sparkle here, some more color there, and just the right touches to accessorize. Some people might think it was gaudy, but after all, we met in Las Vegas. I was not ready to say we were an item, but it seems all I was able to talk about was my Miata, and people asked me about my friend as well.

I found an ad in that same July '89 *R&T* for a new Miata Club of America, and quickly joined.

After 19 years away from my hometown, my friend and I cruised into San Diego in '92. We had much more time together now, more roads to explore, and soon more friends with Miatas to share our experiences with.

Time has gone by and I have been completely faithful to my friend. I have never even driven another Miata! I have only ridden in one or two others as a passenger. My friend has always been there for me, never leaving me stranded, and always willing to go for a run at a moment's notice. I continue to buy accessories to accentu-

CONTINUED ON PAGE 2



ate the personality of my long time companion. As a matter of fact, we have been together for just over seven years— Uh, oh!

The hoopla over the new 1999 Miata has been going on for a few months now. I was lucky enough to see one of the pre-production cars a while back. I knew instantly that there were some desirable changes made to the new car, but I was not smitten by the external styling. Steadfastly I have maintained that the new car just doesn't have the same classic style that our cars have. Sure it has lots of new shapely curves and bulges here and there, but those headlamps! Suddenly, I started thinking of Marilyn standing over the subway grate....

There are creaks and groans now that didn't exist seven years ago, and some of them are in my Miata. The interior is a bit worn, the paint has more dents and scratches than I like to think about. I need to do the brakes again. There are 105,000 plus miles on the odometer. If I hit the lottery, would I just go get a new '99? Now I started to feel like the book editor, fantasizing about a hot new relationship.

February is here, and that means Valentine's Day. I have never given my

friend a valentine, but I am starting to feel guilty. Reading the reviews about the increased power in the new Miata has piqued some interest. The interior is much improved over the original. I found out that my VOODOO knob and brake grip will fit the new car. Does thinking about a new Miata mean I have been unfaithful to my friend? I really haven't done anything. Sure I sat in a new car, but that's just looking, right? It's not like I have actually driven one.

Saturday, the 14th, is Valentine's Day. We now know we will be able to see a real live '99 Miata that day at the SAN DIEGO AUTO MUSEUM. Will I go? Most likely. But how can I enjoy myself when my friend will be there, watching?

In the end, the book editor realizes what is truly important to him and runs off to be with his wife. Will I come to the same realization? My friend is patiently waiting for me to answer, always willing to take me where I need to go, and to have fun. Seven years really isn't so long together. We surely have that many ahead of us, hopefully. I really couldn't afford to buy a new Miata.

I just wonder if they'll let me take a test drive?

—ANTHONY WILDE

BOARD OF DIRECTORS

President

MARK BOOTH
(619) 670-3789
markb@adnc.com

Vice President

RAINER MUELLER
(760) 439-0067
rainer@thegrid.net

Secretary/Events Coordinator

NATALIA RISSOLO
(619) 287-7582
street@inetworld.net

Treasurer

TONY BEECHER
(619) 549-6660
beecher@bigfoot.com

Membership

VOODOO BOB KRUEGER
(619) 486-4711
voodoo@miata.net

Autocross

RAINER MUELLER
(760) 439-0067
rainer@thegrid.net

Club E-mail Postmaster

CINDY PALOMA
(619) 534-0969
owner-sd-miata@cs.ucsd.edu

Webmaster

ROBERT "JTBOB" HOLLAND
(619) 549-4011
robert@caliban.ucsd.edu

Newsletter

Editor
ANTHONY "NEVADABOB" WILDE
(619) 693-8095
NevadaBob@miata.net
Design and Layout
TOM & STEPHANIE GOULD
(619) 298-8605
stef@miata.net

NOTICES

THE SAN DIEGO MIATA CLUB is an official chapter of the MIATA CLUB OF AMERICA. We are a non-profit 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, Anthony Wilde (NevadaBob@miata.net). 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.

Dedicated 24-hour voice/fax phone line:

(619) 670-7948

SAN DIEGO MIATA CLUB

P.O. Box 2286
Spring Valley, CA 91979-2286

**AUTOCROSS
AT THE MURPH**



The following autocross events will take place in the "Qualcomm Stadium at the Jack Murphy Sports Complex" parking lot.

- Sunday, February 8 race day
- Saturday, February 21 practice day
- Sunday, February 22 race day
- Saturday, March 14* practice day
- Sunday, March 15* race day
- March 21, 22 SCCA National Tour
- Sunday, April 5 race day
- Sunday, April 19 race day
- Saturday, May 2 practice day
- Sunday, May 3 race day
- Sunday, June 21 race day

*tentative

Autocross information sources:

- San Diego SCCA Hotline: (619) 441-1333
- Cal Club SCCA Hotline: (818) 988-7223
- Rainer Mueller (760) 439-0067
- John Godden (619) 538-6165

SOCALM EVENT

**Malibu-Santa Monica
Mountains Run**

Date: Saturday, February 7

Time: 9:30 a.m.

Place: The parking lot behind Cisco's on Westlake Blvd. and Townsgate in Thousand Oaks.

Run Leader: Jim Tipton

Directions: From 101, east bound— Westlake Blvd. exit, and make a right. Townsgate will be the first light, take a right then an immediate left onto Wild Rose (the first street). You will see the parking lot on your left.

From west bound on the 101— get off on Westlake Blvd. and make a left. Townsgate will be the second light, turn right then left onto Wild Rose.

SOCALM Contacts:

- President— K. Zack Broadbent (714) 525-9065, racerzack@aol.com
- Club E-mail list: socialm@avatar.com
- San Diego County Vice President— Art Hamilton (619) 262-1565, AHamil1531@aol.com



MEETING PLACES

Rancho Santa Fe – Fairbanks Ranch Fun Run

Date: Sunday, February 8

Time: 9:30 a.m.

Place: McDonald's parking lot, I-805 at the Sorrento Valley/Mira Mesa Blvd. off ramp. (North-east of the ramp.)

Run Leader: Jack Monaco (619) 239-2699
E-mail: monaco@home.com

Break out your scarves, stingy-brimmed snap caps, deerskin driving gloves and shades for Sunday, February 8 promises to be a glorious top-down drive through the "ranch" as it is known to locals. Here's an opportunity to take a leisurely tour along the tree lined thoroughfares that wind through this high-rent district. Lots of twists and turns with breathtaking panoramas of opulent homes and grand ranchos around each bend in the road. Our host, Jack Monaco, promises to set a slow pace to allow for maximum sightseeing.

Caution: Watch out for equestrians and pedestrians along the route.

This event is guaranteed to be a leisurely romp for an early Sunday morning, ending with a casual lunch stop at Oscar's on Encinitas Boulevard. Oscar's General Manager, Victoria Scott, will welcome us with special VIP cards and discounts. After lunch Jack will lead anyone interested in heading south (to the autocross) along the coast through Torrey Pines and along the beaches of La Jolla, Pacific Beach and Mission Bay.

Fall In Love All Over Again— Re-Light an Old Flame

1999 MIATA PREVIEW

Date: Saturday, February 14

Time: 9:30 a.m. – doors open 10:00 a.m.

Place: San Diego Automotive Museum
Balboa Park (619) 231-2886

Contact: Mark Booth (619) 670-3789
E-mail: markb@adnc.com

Jim Jordan (Mazda District Sales Manager) and Mazda, with the help of SDMC Member Woody Woodhouse (liaison to the San Diego Automotive Museum), have arranged to have TWO 1999 Miatas on display at the Museum for all members to see and enjoy! This event precedes the San Diego International Auto show by four days! (These same two '99 Miatas will go on to be shown at the show.) What a treat! A nice advance showing of the new Miata set in the elegant surroundings of the San Diego Automotive Museum!

Jim has arranged for a RED and SILVER Miata to be on display. One car will be inside the Museum, the other outside. Paid admission to the Museum will be required to see the Miata inside. However, Mazda has graciously offered to pay the admission for the first 200 SAN DIEGO MIATA CLUB members in attendance! After that, admission will be \$3 for members and \$6 for non-members. *You must have your valid SDMC membership card with you to receive free or reduced-price admission!*

Important: All Southern California Miata enthusiasts are being invited to attend as well. San Diego Chapter members will get first crack at the 200 free admissions (it's our show, that's only fair). After that, MCA members or members of other chapters will get to take advantage of the "free" admissions (up to the 200 total). Members are STRONGLY urged to arrive early to take advantage of Mazda's generosity and to get a good parking spot. Parking in front of the Museum fills up fast. Please be on-time!

Tech Day— Supercharger Installation

Dates: February 14–16

Beau will be installing his Autorotor supercharger. If anyone wants to observe and/or help just let him know at least a couple days in advance.

Contact: Beau Randall (619) 677-9948
E-mail: bjrandal@ucsd.edu
The work will be done at
3026 Garboso St., Carlsbad, CA 92009

San Diego International Auto Show

Dates: February 18–22

Times: Various

Place: San Diego Convention Center
111 W. Harbor Drive, San Diego

Contact: Mark Booth (619) 670-3789
E-mail: markb@adnc.com

Mazda has asked the club to provide some volunteers to "work" their booth at the show. Participation is limited. See Mark's President's Message for details (on page 9).

Meeting

Date: Thursday, February 26

Time: 6:00 p.m.

Place: Boll Weevil, 9330 Clairemont Mesa Blvd. (At Ruffin Road) San Diego
(619) 571-6225

Always popular! Come and join the fun!

UPCOMING NATIONAL AND REGIONAL EVENTS

April, 1998

Ladies-Only Autocross School

Watch this space for exact date.

May 22–25, 1998

"Moon Over Miata"

Golden Gate Getaway '98

Pleasanton Hilton in Pleasanton, CA
Hosted by: BAMA
Room rate: \$73.00 per night
Registration: \$195 per couple, \$165 solo
Friday Night Wine & Pasta Dinner,
Awards Banquet, Monday Breakfast,
Photo Rallye, Autocross, Funkhana, Fun
Run and lots of vendors. Also special
Saturday Night Dinner Extravaganza:
"Evening at Blackhawk" Behring Auto
Museum (the finest attire is encouraged)
Contact Ken at (510) 484-4174
or E-mail at ken@cdec.com.

June 30–July 3, 1998

"Miata Mountain Madness"

'98 National Event

Split Rock Lodge in the Poconos
Hosted by: Delaware Valley Miata Club

July 16–19, 1998

Moss Motors 50th Anniversary Festival

Flag Is Up Farms, Santa Inez Valley
Free, if you arrive in a Miata or
a British sports car! (800) 472-9445
Ralleys, Funkana, Hayrides, Jackson
Racing DynoJet, Bar-B-Q, Karaoke
night, Tours through Moss Motors in
Goleta, lots of shopping and prizes

August 14–16, 1998

25th Annual Monterey Historic Races

Laguna Seca Raceway, Monterey, CA

In celebration of their fiftieth anniversary, Porsche will be the featured marque. If tradition holds, Mazda and Barbara Beach will make Saturday a very special Miata-day. Details to come. Meanwhile, make your room reservations *now* for this popular event.

September 18–20, 1998

"Rock Around the Clock"

9th Annual Gold Rush

Sheraton Hotel, Rancho Cordova, CA
Hosted by: SAMOA
Driving events, speakers, dinners,
vendors and lots of fun!
(916) 646-4435 or GoldRush98@aol.com
Web: Miata.net/SAMOA



Some Facts (and Opinions) About Car Covers:

SAN DIEGO MIATA CLUB members love their cars, and many of us plan to keep our little roadsters for a long, long time. But, alas, all things exposed to the elements wear out...including paint, rubber seals, and other external car components. What to do? Have you thought about a car cover?

Among the most damaging aspects of Mother Nature's environment is the high-frequency component of sunlight known as ultraviolet (UV) radiation. Much of the sun's UV is, thankfully, screened out by the ozone in our upper atmosphere; but some sneaks through, and it's that small portion that causes everyday problems like sunburn and paint fade. A car cover forms an easy-to-use barrier between your car's paint and UV radiation. As a bonus, it also provides, to varying degrees depending on your choice of fabric, a barrier against dirt (meaning you won't have to wash and wax the car nearly as often, which in turn means you'll have more time for DRIVING), moisture, and prying eyes.

Buying a car cover can be a daunting exercise of free will. What type of fit do you want? Custom, semi-custom? For Miatas, I recommend a custom cover. You'll pay a bit more, but you'll be much more satisfied with the fit. Semi-custom covers are designed with the generic sedan shape in mind, and they leave a bit to be desired aesthetically when used on a Miata.

What color? Technalon comes in a choice of tan, blue, or grey; Sunbrella gives you a choice of SIX colors. In my opinion, although dark colors probably absorb more heat and may wear a bit faster, color is a purely personal choice.

And, most importantly, what fabric? Yes, there are a lot of fabrics to choose from, but having a little bit of background information on what each of them does best can simplify the process considerably. With that in mind, I offer the following...

Multibond (Sentrex):

Multibond is a light-duty version of Kimberly Clark's most popular fabric, Evolution (Technalon). Light duty means just

that...it is similar in structure to Evolution, but is three layers of bonded polypropylene rather than four. It has only a two-year warranty against deterioration from UV exposure, while both of the other Kimberly-Clark fabrics (Evolution and NOAH) have four-year warranties. All Kimberly-Clark fabrics are, in my opinion, over-warranted, so expect their real lifetimes with heavy outdoor use to be approximately half the warranty period. You'll still be "covered," of course, since the warranty is for full replacement of a sun-rotted cover, but you will have the hassle of the damaged cover depositing itself on the car and having to make a claim midway through the warranty period.

Good: It rolls up much more tightly than Evolution, although not as tightly as Ultralon. It's moderately water resistant, and it is the least expensive of all the decent car cover fabrics. This, combined with the fairly good warranty, makes it a good value for the car cover buyer who isn't overly demanding.

Bad: In addition to the durability weaknesses noted in the "bad" section of the Evolution IV commentary below, Multibond is EXTREMELY light and can be difficult to handle in a breeze... especially in semi-custom versions that do not have mirror pockets. It suffers from the same response to UV that Evolution does, in that it tends to deposit itself on the car as a dust that is not easily brushed off as extended exposure to sunlight begins to break it down. In the case of Multibond, this deterioration begins even sooner than it does with Evolution.

Evolution IV (Technalon II)

Evolution IV is the current version of this very popular fabric from Kimberly-Clark...while better than III, it is basically the same material, which is a four-layer bonded polypropylene fabric. The most meaningful difference between it and prior versions is that it has a much better warranty (four years) than the older fabric, but it's still Evolution (aka Technalon).

Good: It's very water-resistant. The current iteration has a 4-year replacement warranty. Due to its thickness, it offers some resistance to parking lot dings. Mid-priced, with lots of protection and warranty for the money— in other

words, good bang for the buck. Evolution is available in three colors (tan, blue, and grey) in custom patterns.

Bad: It folds up extremely large. Compressibility is miserable— possibly an important issue for owners of Miata trunks. It can be somewhat hard to deal with in a breeze— even a fairly mild one. The thing I like least about it is that it is not really a "fabric" at all but, rather, a hot-pressed "bonded" synthetic. As a result, it isn't particularly sturdy. For example, if you clean an Evolution cover, you're best to wash it and let it dry on the car. Needless to say, washing the cover this way makes a mess of the car, and now you have to wash it too. Don't EVER put one of these covers in a heated clothes dryer or you'll regret it. Its structure is not intended to survive the rigors of dryer heat— it WILL melt. Although it can be machine-washed, repeated exposures to washing machines doesn't really do it any favors either. Also, your exhaust pipe will melt it if you let it touch the hot tip just after shutting the car down. But the worst thing about Evolution, in my opinion, is that it begins to chemically break down after about one-and-a-half to two years of heavy exposure to sunlight and starts leaving a filmy residue all over the car. This isn't something you can just brush off with a California Duster either. It needs to be wet-wiped or washed off. With Evolution IV, this is the time when you use that excellent warranty. Covercraft, the largest-volume manufacturer of car covers, replaces a sun-damaged cover that is under warranty with a new one for only the cost of shipping (about \$10 from San Diego).

Note: Although it is the thickest of the various car cover fabrics, and is, therefore, often picked by owners as the one best suited to protecting their cars from cats, our feline friends LOVE this fabric (odor?, texture?) and will tear it up mercilessly. Cat damage is NOT covered by the warranty. Never buy a cover to discourage cats from scratching your car. Find another way; car covers in general are not the best solution to this problem.

NOAH

NOAH is the newest bonded polypropylene fabric from Kimberly-Clark. Like Ultralon, it's middle micro-porous breathable film layer features pores that are the essence of the water barrier.



Originally marketed as water-PROOF, it is generally considered to be the most water-resistant fabric currently available for car covers. Although the manufacturer has since backed away from the “-PROOF” statement, it’s still better at keeping out water than anything else out there...apparently even Ultralon.

Good: Very, very water-resistant. Despite this water-resistance, NOAH still breathes a bit better than Ultralon. Usually, NOAH can be found at prices that are slightly less than Ultralon. Four-year manufacturer’s warranty. Thinner than Evolution and, consequently, rolls up smaller, but not as small as Ultralon.

Bad: Like Multibond, NOAH is pretty light and can be difficult to handle in the wind. Being a bonded fabric, it is not as sturdy as woven fabrics, and should be handled and washed carefully (see Evolution IV commentary). Although the fabric is new enough to the market that no empirical longevity information is yet available, it’s probably reasonable to assume that NOAH’s response to ultraviolet exposure will be similar to Evolution’s.

Want more actual-use information on NOAH covers? Talk to Rainer Mueller, who has one.

Poly-Cotton (and the flannel-lined variant called Tan Flannel)

A 65/35 blend of polyester and cotton, either lined or unlined, that is best suited to indoor storage of vehicles. Owners of restored show cars often pick the flannel-lined version, as it is very soft against the surface of the car. NEVER buy tan flannel cover for a convertible with a canvas top. The flannel will leave itself all over the canvas and you WON’T like the work involved to remove it. Tan flannel works well with vinyl convertible tops, however.

Good: It’s heavy enough that it is relatively easy for one person to get on and off without dragging it in the dirt, even in a fairly stiff breeze. It folds up smaller than Evolution, but not all that small if flannel-lined. The lined ones are VERY gentle on the car. It is a true fabric and, consequently, may outlast Evolution covers (at least mine did) despite the underwhelming warranty coverage (1 year, prorated). Also, because it’s a woven fabric, it can be machine washed and dried without being destroyed. Bear

in mind, however, that excessive dryer heat is death to the elastic used in the hem of any of the cover fabrics.

Bad: It isn’t even a little bit water-resistant. Although the unlined version rolls up very small, the flannel-lined variant is much less compressible than Ultralon. Being a fairly open weave, it accumulates dust and then lets it through to some extent; and the flannel lining will flock a bit on the car, causing you to have to use your California Duster on the car every time you take it off after you’ve used it for a while, providing you’re as picky as I am. At least this is regular dust that comes off easily with California dusting, unlike the residue that Evolution leaves behind when it gets older.

Ultralon

Ultralon is a 3-layer fabric that consists of an outer layer of woven polyester, an inner layer of cotton flocking, and a layer of sandwiched acrylic foam which controls the entry of water through its pore size. In other words, it is very water-resistant but it still breathes. The film has pores which are large enough to allow water vapor to escape, but too small to allow water droplets or dust particles to pass through them. Ultralon is the one that I and a number of other club members have chosen for our most recent Miata covers, and so far we really like it. Ultralon comes with a two-year warranty from most vendors, but can be had with a three-year warranty from NORTH COAST TARPAULIN WORKS.

Good: It’s a three-layer fabric (similar in concept to Gore-Tex) that is at least as water resistant as Evolution, probably more so, although slightly less so than NOAH. It is extremely compressible and folds up into a roll small enough that you can carry it with you even on long trips. It is very sturdy. It doesn’t melt or burn in the face of exhaust tip heat, can be washed and dried (low heat) repeatedly, and appears to hold up extremely well with long term use until UV, as it does everything, finally gets it.

Bad: Like the Kimberly-Clark fabrics, it is fairly light and can be a bear to handle in the wind. It’s more expensive than Evolution, NOAH, or poly-cotton. Early Ultralon covers did not last the full warranty term, but more recent ones seem to be holding up considerably bet-

ter. Several club members have used their Ultralon covers heavily for just about three years now, and they are only now showing signs of UV degradation.

Sunbrella

Sunbrella is the king, the absolute top-end, of car cover fabrics. An acrylic canvas similar to the fabric used for boat and sail covers, but softer for vehicle applications, Sunbrella is about as impervious to UV damage as a fabric can be. Featuring a five-year replacement warranty against sun deterioration, it lasts more like eight to ten years in actual application.

Good: Extremely sturdy, long-lived, and easy to handle in a wind. Opaque to sun and a tight enough weave to not pass dust, even though it’s a woven fabric. Comes treated for water-resistance, and can be re-treated during the life of the fabric. Virtually indestructible in the face of the elements. Excellent warranty; even better real-life longevity. Even easier to handle in the wind than poly-cotton. Available in six colors.

Bad: EXPENSIVE—approximately twice the cost of Evolution (doesn’t look as expensive when the initial cost is amortized over the life of the cover, however). Relatively heavy; could be considered hard to handle due to its weight by physically small users.

The Others

Tyvec and 100% cotton fabrics aren’t, in my opinion, worth even the relatively small prices they command. Tyvec covers, despite advertisements to the contrary, don’t breathe adequately, and both they and all-cotton covers are typically destroyed by the sun in a relatively short period of time.

If you have questions about car covers that this article doesn’t answer, feel free to ask me at a Wheels ‘n Meals or other event. I don’t claim to know everything there is to know, but I am currently employed in the industry. And if you’re in the market for a new cover, consider a visit to my employer, NORTH COAST TARPAULIN WORKS, at 1229 Morena Boulevard in San Diego. North Coast offers discounted pricing to the SAN DIEGO MIATA CLUB, so stop by and identify yourself as a club member for an especially good deal.

—VOODOO BOB KRUEGER



Enthusiast Hangover Run

Sunday, January 4, 1998



SDMC members started the run with breakfast at the 101 Cafe in Oceanside.

El Niño looked me in the eye, and El Niño blinked. After having my Malibu Enthusiast Run washed out by torrential rains, I was none too happy with the weather forecast for January 4, 1998 – rain, wind, cold temperatures, all thanks to El Niño. However, the morning skies had a big patch of cheerful blue, which encouraged a total of 27 Miata optimists to gather in San Juan Capistrano for the joint SOCALM/SDMC Enthusiast Hangover Run. Undaunted, we set off.

We drove a leisurely pace along Orange County's infamous Ortega Highway, a road that has claimed so many lives that it is a double-fine zone for any traffic infraction. This wouldn't be a problem for Miata Enthusiasts, since we never speed or drive recklessly. Driving Northeast on Ortega is especially nice, as the views down the hillside into Lake Elsinore are spectacular.

We followed Grand Avenue and then turned inland along Clinton Keith Road towards Murrieta. We were soon in the middle of nowhere, driving through avocado groves toward De Luz Road.

De Luz Road is a twisty, sometimes rough, scenic way to get to Fallbrook, our mid-run stopping point. Some of the homes in this area are incredible, and at times the road is actually paved through some small running streams. This, along with rain the day before, meant that we were often driving through water.

We headed onward, but before we got to Fallbrook we took a detour along Daily Road to visit Ross Lake. Daily Road allowed us to connect with Sandia Creek Road, which has some very fun sections, prior to linking back to De Luz Road.

Thanks to SUE HINKLE for suggesting our rest stop in Fallbrook: a big parking lot with fast food restaurants. I had to call Callaway Winery—their phone system was being difficult—several times. When I did get through, I asked them what the weather in Temecula was



PHOTOS: MARK BOOTH

like—it was raining hard. I didn't get this information on the cell phone until *after* we had resumed the run, so I couldn't warn anyone to put up the top.

The group got pretty broken up along Mission towards I-5, so once we turned onto Old Highway 395 and had crossed I-15, we paused for everyone to catch up. Sadly, *one* car missed the turn—the sweep car. I want to thank MARY and TONY BEECHER for volunteering to go look for the CONNS. Unfortunately, they couldn't be found, so the Beechers became the new sweep car. It started to lightly sprinkle, but after a minute it stopped. The tops stayed down.

We turned off of Old Highway 395 onto Rainbow Valley Boulevard, following a mildly twisty route through

Rainbow towards Temecula. Passing Rainbow Road along Rainbow Valley Boulevard, we took Rainbow Canyon Road. Confused? John and Gerry Conn sure were, after figuring out where they went wrong at Old Highway 395.

Passing the end of Rainbow and getting a few more sporadic droplets of rain, we finally got into Temecula. From SR-79, we took several streets through nowhere until we linked up with Rancho California Road. Callaway Winery was just 5 miles away, and while on Rancho California Road the light rain began to require regular use of the wipers.

We all pulled into Callaway and put up our tops. As everyone stood inside tasting wine, the rain poured. Our original goal had been to have lunch at Callaway's outdoor café—not an option. Thanks to Mr. Cool Guy (RAINER MUELLER) for recommending Oscar's. The rain even stopped while we drove to lunch!

I want to thank everyone for braving the potentially-bad weather and coming on my run. I had a great time, and from what I hear everyone else did, too. I will have an expanded version of this article at my web site (<http://members.aol.com/racerzack/miata.htm>).

— K. ZACK BROADBENT



How Far Back Is My Tail?

Saturday, January 17, 1998

Well, my congratulations to all the participants of the run to Deer Park Winery and Car Museum—you all survived the run. It was overwhelming, to say the least! Seeing such a huge turnout for this run was amazing. I nearly fainted when MARK BOOTH came up to me and said “We’ve got 50 cars!” Good thing I didn’t—the Paramedic unit wouldn’t have been able to get into the parking lot of Jose’s. Later, BARI HYDE told me there were 52 at Jose’s Baja Grill. By anyone’s count, there were a lot of cars there.

When I was estimating the turnout, I thought maybe 15-20 cars for about 25-30 people, MAX! At first, I was worried because the RSVP’s came so slowly. So I recruited Jaime Villacorte, Ralph & Gracie Alder, Phyllis Wieter, and Brian Bousman (my friends from SOCALM) to come along. This way, at least I’d have some cars on my run.

What an understatement. I also knew a lot of you had to wait a really long time to eat breakfast and many who came just for the run had to wait for us to finish. I’m sorry, but who knew? Next time, I’ll pick a place like Oscars, which got us in and out in a flash on ZACK BROADBENT’S “Hangover Run” on January 4th.

It is a scary thing to know that you’re leading a 3-mile long group of Miatas. I was thinking “How many times am I going to have to queue up?” Going up Palomar Airport Road, I was debating “do I pass this slow truck and try to get 50 cars to pass it too, or what?” I finally decided to use it as a way to queue us up since Rainer had to go back to the restaurant to get his TEAM VOODOO hat. Thank God for C.B. radios. I must say, everyone was really good about waiting at the corners for the person behind them to make the turn. I worried about losing my tail, but it’s participants like you who make runs fun to do!

Some of you may know that I live in Orange County so I don’t know San Diego very well. I do have a few friends who live there and I’ve been to some fun places, but I still consider myself a “tourist” in San Diego County. I was at a loss trying to come up with ideas for a fun place “car people” would like. One



PHOTO: KATHIE MCCLELLAND

day I was standing in the conference room at work where I had maps of San Diego spread all over the huge table when one of my supervisors, Susan Radke, walked by and asked, “Kathie, what are you doing?” My first thought was to reply “I’m plotting my escape!” but no, I really like it there. Anyway... I told her of my dilemma... she suggested The Deer Park Winery & Car Museum.

Now, how to get there. I have the SDMC map which gave me some good ideas; but when RAINER MUELLER volunteered to show me some great little roads I quickly took him up on his offer. I was happy to follow him in my car through those great twisty roads trying to write down street names all the while. Now there’s an adventure, I can hear it now... “Well Officer, I’m planning a fun run and I was writing the street names down while following my friend and....”

I enjoyed going through all those pretty, scenic roads in North County. Too bad Orange County doesn’t have anything comparable to them. When we arrived at Deer Park several people enjoyed the museum and others the wine and market. After an hour break, the second half of the run began. We wound our way through West Lilac, Olive Hill and Sleeping Indian, leading back to Oceanside, where Rainer took

over and led us to Applebee’s, where about 25 of us ate dinner. Originally, I had planned to end the run at the Coyote Grill in Carlsbad but the San Diego Marathon was going on there so that was out. Thanks Rainer!

At the drivers meeting we said “For the die-hard run goers, we’ll end at Applebee’s.” Little did I know that I was the party pooper because the rest of the gang went to Marie Callender’s for pie afterwards. Hey, have you gotten home yet? (Haha!)

I’d like to again thank Rainer Mueller, who was also the sweep car for most of the run, Mark Booth, MIKE THOMAS and Zack Broadbent for their help with planning this run. I couldn’t have done it without their help with the preruns, ideas, and suggestions. I’d also like to thank everyone who did a “mini tech day” fixing my air horns in the parking lot of Jose’s. I was freaking out wondering why I’d only made 45 sets of run instructions as I watched what seemed like a cast of thousands flooding the parking lot in their Miatas. This was a run Cecil B. DeMille would have loved. Thank you for making my run a big success, I hope you all had fun.

HAPPY MIATAING!
—KATHIE MCCLELLAND



PHOTO: ED LANGMAID



PHOTO: ED LANGMAID





Member Profile

RON AND REINA BOLLES

Hi everybody! Ron and Reina Bolles here! We have been Miata owners since January of 1997 and members of this great club since last August. We have a wonderful little Black '94 A.

Ron grew up in San Diego and first fell in love with roadsters when he was in high school. His best friend drove him to school every day in a TR3. Ron's love for top-down driving continued through his college years at SDSU— driving around in a friend's CJ5 Jeep. After college, yet another friend had a TR6 and he became the best man at our wedding. Ron feels he was destined to be a sports car owner after having had so many friends who owned them.

Reina, (pronounced Rayna), was born and raised in the Los Angeles area. Although she never craved a sports car, her favorite ride at Disneyland is Space Mountain, and sometimes the Miata feels a lot like that to her. (Could it be Ron's driving?) She does admit that the Miata is fun to drive and enjoys the times we spend in our "Date Car"!

New Alternate Club E-mail List

An alternate list for the SAN DIEGO MIATA CLUB has been created. This is a chance for members to remain connected to the club without being deluged by chat. Expect to receive about one message a week: event reminders, spur of the moment events and last minute changes to events. If you would like to be added to this alternate list, please reply to: stef@miata.net



We have lived in the Bonita area in the South Bay since 1980. We have two incredible high school-age daughters who are very active in the arts and athletics. We also have a poodle that likes to ride with the top down!

We are both connected heavily to the Arts. Reina has appeared in over 20 Starlight Opera productions in Balboa Park, as well as some movie and television roles she did while living in L.A. Currently she is the Artistic Director at a performing arts magnet school in Bonita. Ron is a former San Diego County Teacher of the Year, and has taught vocal music at Bonita Vista High School for the past 23 years. His performing groups have received over 400 awards, and his top group, The Music Machine, is currently the National Champion! We have been able to travel to 13 countries on cultural exchange tours with The Music Machine!

Although we have both lived in Southern California all our lives, we are surprised at the number of roads we've never been on, and how much fun we're having exploring them on the club runs. We look forward to meeting more of you as we share the fun of driving topless!

To be included in our on-going series of Member Profiles, write a short (200-300 word) introduction and mail (or E-mail) it with a photo (your face should be large enough to be recognized) to the Club P.O. Box or give it to a board member at an event. — Your photo will be returned.

New Members!

The following are the new members since the last newsletter:

Deborah Ammar

San Diego
1994 Red

Bob & Liz Brown

San Diego
1996 Montego Blue C

Brad Brown

San Diego
1993 Black C

Marilyn C. Chamberlin

Ramona
1996 Montego Blue

Joseph & Giselle Gigliello

Oceanside
1990 Red

Shari Mindlen

Del Mar
1995 White

The following members have renewed since the last newsletter:

John & Gerry Conn

Debbie & Art Cravets

Ron & Nancy Gelinas

Given & Christine Harrison

Ronald & Jean Short

Wally Stevens & Nancy Ickes

Francis Tonello

Tom & Joyce Tratar

There are now 191 memberships consisting of 283 members.

66 Red
41 White
22 Black
16 Montego Blue
11 Mariner Blue
7 BRG
6 Laguna Blue
6 Merlot
6 Silver
6 Starlight Blue
2 Yellow
1 Marina Green
2 Unreported

Extra Large T-Shirts

The club has a new supply of XL shirts, including a few long-sleeved ones! See Stef at any club event. She has medium, large, and extra-large white t-shirts. They have a four-color club logo on the back and a small logo on the front.



Fall In Love All Over Again!

Jim Jordan, Mazda's District Sales Manager, has arranged for all interested club members to get an advance preview of the 1999 Miata. With the help of member WOODY WOODHOUSE (our liaison to the Museum), the Miatas (two of them!) will be shown in the elegant surroundings of the San Diego Automotive Museum. The '99 Miata won't be available at your local dealer until March 14, so this one-month advance preview should prove to be a VERY popular event. See "Meeting Places" for complete details. Plan to arrive early and don't forget your SDMC membership card. My thanks to Jim, Mazda and Woody for arranging this fantastic event!

International Auto Show

Jim Jordan has also arranged for a limited number of club members to help out in Mazda's booth at the San Diego International Auto Show. Volunteers will talk with the public about the new '99 Miata and hand out SAN DIEGO MIATA CLUB recruiting cards to interested attendees.

Participation is limited (at Mazda's request, for necessary reasons). Jim attended our January Meeting at Boll Weevil and I began taking volunteer names at that time. Shifts will be 4-5 hours long. There will be two shifts per day, two volunteers per shift. That's a total of only 20 people over the 5 days of the show. Mazda will provide free one-day show admission and pay for parking for show volunteers.

Again, I've already started a list of interested volunteers. If you are interested in participating, please contact me by phone or E-mail and let me know which day (Wednesday, February 18 thru Sunday, February 22) you are available. *Shifts will be assigned on a first-come basis.* I will do my best to assign shifts based upon your preferences, but obviously, the number of volunteers will likely outnumber the available shifts. I wish we could let everyone participate but that just isn't possible. My thanks to everyone for your patience and understanding.

SDMC at KPBS

The club has again been asked to help KPBS with their Spring Membership Campaign. Club volunteers will staff the pledge lines on Saturday, March 28 from 6:30 p.m. to 11:00 p.m. Again, participation will be limited to 25 persons total. As with the Auto Show, I began taking names last month. If you are interested in participating, please contact me via phone or E-mail. Complete details will be included in the March newsletter.

Editor Retires

Founding Member and Newsletter Editor ROBERT "JTBOB" HOLLAND has decided to hand the "Power of the Press" over to someone new. JT served the membership in EXCELLENT fashion with multiple outstanding articles on the care and feeding of your Miata. His insight and wit will be missed. JT will remain on the board as webmaster for our Internet site.

The Board has named member ANTHONY "NEVADA BOB" WILDE to the position of Editor. Anthony has already written several excellent articles for the newsletter. I am confident that he will also do an outstanding job as editor.

My thanks and appreciation to JTBob for his continued excellent service to the club! My congratulations and thanks to Nevada Bob for taking the reins!

Sister Chapter To The North

My congratulations go to the following SAN DIEGO MIATA CLUB members (of course, they are SOCALM members as well) who were recently elected to SOCALM's Board of Directors:

ZACK BROADBENT – President
ART HAMILTON – SD County VP
BILL HYDE – Orange County VP
JULI DAVIS – Secretary

My congratulations, too, to the rest of the new SOCALM board:

Brad Brown – Los Angeles County VP
Bill Bryant – Inland Empire VP
Phyllis Weiter – Treasurer

I look forward to working with



SDMC Holiday Party at the Llewellyn's home.

PHOTO: BOB LLEWELLYN

SOCALM's new Board of Directors to encourage Miata enthusiasm and enjoyment throughout Southern California!

Finally...

It must be mentioned that a new club record was set on Saturday, January 17. Member KATHIE MCCLELLAND put together a wonderful visit to the Deer Park Auto Museum and run through some great North County roads. FIFTY TWO Miatas were in attendance at the event! That's incredible! Easily, a club record for a "fun run" type of event! Congrats to Kathie and thanks for a job well done! My thanks to everyone who attended!

Until next month— keep that top down!

— MARK

Tip

Here's a tip that may save you a lot of inconvenience: If you've never tried to remove the jack from your Miata, go out and do so right now.



Mazda must hire Sumo wrestlers to tighten the fastener that holds the jack in place. When I tried to remove my jack to rotate my tires, there was no way I could loosen the fastener by hand. I couldn't even budge it at first with a pair of pliers! When it heard me think "vise grips" it finally relented. If this had happened out on the road when I had a flat and no tools, I would have been pretty upset.

—BRIAN BEEZLEY

[Be sure and check the air pressure in your spare tire at the same time.]—Ed.

