



# SAN DIEGO MIATA CLUB NEWS



VOLUME 3 NUMBER 10

OCTOBER 1998

A CHAPTER OF THE MIATA CLUB OF AMERICA

## UPCOMING EVENTS

October 4—Sunday

**Getty Museum Trip\***  
\*Note date change!



**Car Show at the "Q"**  
**British Car Day**



October 11—Sunday  
**Living Desert Tour**



October 17—Saturday  
**Autocross at the "Q"**



October 18—Sunday  
**Torrey Pines**  
**Concours d'Elegance**



October 22—Thursday  
**Monthly Meeting**



October 24—Saturday  
**Antiques and**  
**Calliope Music Run**



October 31—Saturday  
**Autocross at the "Q"**



November 1—Sunday  
**Kooky, Spooky,**  
**Trick or Treat Rally**



November 7—Saturday  
**Lobster Lunch Redux**  
Ensenada Overnight Option



November 13-15  
**Speed Festival,**  
**Coronado**



November 21—Saturday  
**Miatas at the Movies**



December 12—Saturday  
**Holiday Party**

## From the Editor

### Style or Substance?

We have all heard it at some point. Someone points at your pride and joy and says, "You're going to get killed in that thing!" I guess people assume that a car with the top down has an urge to turn turtle and roll over on its driver. It doesn't seem to matter that statistics are on your side and not theirs, as they teeter around corners in their top-heavy SUVs and minivans. One of the things that makes the Miata so enjoyable to drive is also the thing that makes it safe, the low center of gravity. The designers of the Miata made sure that the center of gravity was low and as close to the center of the car as possible.

Of course the unthinkable does happen. A Miata, just like any automobile, can roll over. Accident investigations show that unless the Miata leaves the road, it is not likely to roll over. The designers also took care to make the Miata safe in these instances.

The frame that surrounds the windshield of the Miata is much different than those on roadsters of the past. Thick side pillars are connected by an equally massive header across the top of the windshield. Compare that to the thin pieces of metal surrounding the windshield on a MG or Triumph. If one of these ancestral cousins to the Miata rolled over, the windshield frame would crumple like a wire coat hanger. There are many documented stories of Miatas rolling with no roll over protection, other than the windshield frame or a raised soft top, where the occupants survived with little or no injury.

You can install additional means of protection, and many people have, but not all are created equal. What most people have added to Miatas are called *style bars*. These are items added for aesthetic purposes. Some of these have single or double hoops, or single arches of tubing across the interior of the car. Since these are show items, they usually are padded or chrome plated. The manufacturers of these items are very careful to state that these style bars are not intended for roll over protection. These bars have no bracing to the front or rear of the car. Theoretically, bars without bracing can be a hazard themselves in a roll over situation. It is possible for them to collapse on top of the occupants, trapping them inside the car, or causing greater harm. This is

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PHOTO: ED LANGMAID



known as mouse trapping. For these reasons, *style bars* do not satisfy the requirements of *roll bars* for racing or autocrossing.

Roll bars, as their name implies, are to protect the occupants in a roll-over situation. The only specifications for roll bars come from motorsport sanctioning organizations. These specifications dictate the type of material and bracing to be used. The height of the bar over the head of the driver is also specified. Usually, bars that have four mounting points will meet these requirements. You may have seen these "Four Point" roll bars installed on club members' Miatas. Many of these roll bars are made by AUTOPOWER. This is a local company who is one of the premier manufacturers of true roll bars. These bars meet the requirements of the Sports Car Club of America (SCCA) for Solo I autocrossing. (Most SDMC members race in Solo II autocross events and are not required to have a roll bar.) RAINER MUELLER has organized several group purchases of these bars at discounted prices (SDMC News, Vol 3, Number 8, page 5). Check with Rainer if you are considering an installation.

*A cautionary note that I would like to make:* Install a roll bar if it will make you feel more comfortable, but don't think it makes you invincible. One of my fears is that someone will install a roll bar and think they are suddenly a better driver. Just like some people with four wheel drive vehicles think they can drive anywhere, anytime, and often end up injuring themselves or others. Putting a roll bar in your car will not prevent an accident and most likely will have no effect on preventing injury in the event of an impact from the front or rear. Remember that driving a car, any car, especially on twisty roads, has an element of risk to it. The best thing anyone can do is to learn to be a better driver. Attend a driving school and, if possible, hone your skills at the autocross. When attacking the twisties, stay within your driving skill level. Don't drive "Over Your Head" and you will enjoy the drive much more.

The most important thing to remember is: Take care and HAVE FUN!

—ANTHONY WILDE

## AUTOCROSS AT THE "Q"



The following autocross events are *tentatively scheduled\** to take place in the parking lot of the Qualcomm Stadium at the Jack Murphy Sports Complex.

Saturday, October 17 . . . . . race day  
Saturday, October 31 . . . . . race day  
Saturday, December 12 . . . . . practice day  
Sunday, December 13 . . . . . race day

### To confirm autocross information call:

San Diego SCCA Hotlines (619) 441-1333  
(800) 360-4454  
Web page [www.sdr-solo2.com](http://www.sdr-solo2.com)  
Rainer Mueller (760) 439-0067  
John Godden (619) 538-6165

Come participate or watch our club members race at the autocross (timed event). To participate you need to register for a Solo II card and number (\$15) and a DOT approved helmet. Loaner helmets are available at the autocross.

\*These events may be cancelled or moved to another location, always check the hotline!

## SOCALM EVENTS

### Big Bear Run

**Date:** Sunday, October 4

**Time:** 9:00 a.m. for breakfast,  
depart at 10:00 a.m.

**Place:** Denny's  
Orange Show Rd., San Bernardino

**Run Leaders:** Al & Linda Pabian,  
(714) 445-9226

**Directions:** From the South: 15 North to the 215 North (San Bernardino). Exit Orange Show Rd.—Right at exit ramp and left into Denny's.

Have we got a great restaurant and a great run planned for you! Save the date now! This year we will be traveling up the backside to Big Bear and on to Lake Arrowhead Village and the fabulous Garibaldi Grille's Sunday Champagne Brunch for only \$12.95 per person (regularly \$16.95)! If you want to meet us at the top, Garibaldi Grille is located at Lake Arrowhead Village in the quad-range. Reservations are for 12:30 p.m.

### Socalm contacts:

President—K. Zack Broadbent,  
(714) 525-9065, [racerzack@aol.com](mailto:racerzack@aol.com)  
Club E-mail list: [socalm@avatar.com](mailto:socalm@avatar.com)

## BOARD OF DIRECTORS

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[rainer@thegrid.net](mailto:rainer@thegrid.net)

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(619) 486-4711  
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### Webmaster

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### 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, Anthony Wilde. 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 15<sup>th</sup> of each month. Editor reserves the right to edit all submissions.

**Internet:** The SAN DIEGO MIATA CLUB has established a dedicated World Wide Web Home Page at <http://www.sandiegomiataclub.org>. 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



## Getty Museum Trip\*

*\*Note Date Change!*

**Date:** Sunday, October 4

**Time:** Leave 7:30 a.m. *Sharp!*

**Place:** Pea Soup Andersen's parking lot  
Palomar Airport Rd. exit off the I-5,  
in Carlsbad

**Coordinators:** Barb and Elliot Shev,  
mooncalf@aol.com,

**You must RSVP**—ASAP for this run.  
We have reserved a limited number of  
places at the Getty.

Bring your own picnic lunch, or buy  
lunch there, we have reserved 12 picnic  
tables for our group to have lunch  
together.

To learn more about the Getty Museum  
read the article in last month's newslet-  
ter or, visit their Web page at  
www.getty.edu/museum

## Miatas at the "Q" Car Show\*

**Date:** Sunday, October 4

**Time:** 8:00 a.m.

**Place:** Qualcomm Stadium

**Coordinator:** Phil Daoust,  
bearschili@aol.com

*Why?* Because it's fun and a chance to  
tout SDMC to a lot of people! This a  
FUN "shine and show" event, not a  
*concours*, so don't feel you have to have  
the shiniest car in town to participate.  
Miatas have been invited to be the fea-  
tured marque this month! Bring a fold-  
ing chair, hang out, and have some fun!

*Entry fee is \$10*, which will get you a  
dash plaque, two passes into the auto  
swap meet adjacent to the car show,  
donuts and coffee. We had a great time  
last year looking at all the other cars  
and attending the swap meet.

\*Phil plans an optional caravan to the  
British Car Day in the late morning.  
**Please RSVP**, ASAP, so Phil can get an  
idea of how many spots to reserve for  
the "MIATA ROW."

## San Diego British Car Day

**Date:** Sunday, October 4

**Time:** 10:00 a.m. – 3:00 p.m.

**Place:** Fairbrook Farm, Bonsall

**Coordinator:** Michael and Elinor Shack,  
mjshack@cts.com

British Car Day & Picnic sponsored by  
the San Diego British Car Club Council.  
Fun for every car enthusiast—  
Car show, club displays and vendors.  
Bring a picnic or buy lunch there.

*Admission \$2 per person.*

*Directions:* Fairbrook Farm is located on  
South Mission Rd. just North of Hwy 76  
(between I-5 and I-15).

## Living Desert\* Tour

**Date:** Sunday, October 11

**Time:** Leave 8:00 a.m. *Sharp!*

**Place:** North County Fair, under the sign,  
I-15 at Via Rancho Parkway exit

**Run Leader:** Phil Daoust,  
bearschili@aol.com

This is a casual tour—no rush, no  
Couser Canyons, and no push for a  
record of any kind! The Living Desert is  
a 1,200 acre private botanical and wild-  
life park that features rare plants from  
the world's deserts. The park, located  
in Palm Desert, has live animal shows,  
a tram tour, and hiking trails. Bring a  
picnic or buy lunch at the park (\$5–7).

*\*Group admission is \$6 per person,  
please bring exact change.*

## Torrey Pines

### Concours d'Elegance

**Date:** Sunday, October 18

**Time:** 9:00 a.m. – 4 p.m.

**Place:** The Lodge at Torrey Pines

This year's featured marque will be  
Alfa Romeo.

*Volunteer!* See article on page 5.

## Monthly Meeting

**Date:** Thursday, October 22

**Time:** 6:00 p.m.

**Place:** Boll Weevil

9330 Clairemont Mesa Blvd.  
(At Ruffin Rd.), San Diego  
(619) 571-6225

This event is the single best way to meet  
your fellow club members, ask ques-  
tions, share stories, etc.  
Don't miss the fun!

## Antiques and

### Calliope Music Run

**Date:** Saturday, October 24

**Time:** 10:00 a.m.

**Place:** North County Fair, under the sign,  
I-15 at Via Rancho Parkway exit

**Run Leaders:** Dan and Jackie Bree  
thebrees@adnc.com

This will be a short run from North  
County Fair to Temecula via Fallbrook's  
twisty De Luz Road. In Temecula we will  
stop for lunch at Oscar's then on to the  
Dutch Mill Antique Shop and their  
calliope collection in French Valley,



## UPCOMING NATIONAL AND REGIONAL EVENTS

October 17–18, 1998

### Multi-Club Hearst Castle Overnight Trip

Contact Bari, bhyde@earthlink.net  
(714) 827-2940

October 24–25, 1998

### SAMOA Annual Ft. Bragg Overnight Trip

Contact Margaret, Mariota@aol.com

November 13–15, 1998

### Coronado Classic Speed Festival

SAN DIEGO MIATA CLUB is planning events  
to enhance the historic race weekend.  
For Corral Parking pass and ticket infor-  
mation contact stef@miata.net  
See article on page 4.

January 16–18, 1999

### Whale Watching Weekend

SAN DIEGO MIATA CLUB will host SAHAURO  
MIATA CLUB's weekend getaway. Mark  
your calendar for a Whale Watching  
Cruise on Sunday January 17<sup>th</sup>!

February 27–28, 1999

### Madonna Inn Overnight Getaway

SDMC and VROOM—weekend of fun!  
Information on page 7.

March 26–29, 1999

### Thunderhill Miata Performance Driving School, Willows, CA

Two and a half days of training, limited  
to 80 students. The school will enable  
you to become a safer driver and help  
you get every ounce of performance from  
your Miata. This course will teach you the  
basics of high speed driving, equipment,  
human limitations, proper steering tech-  
niques and a lots of other skills necessary  
for safe performance driving. Cost \$325.

Thunderhill is located about an hour  
north of Sacramento. To register or for  
more information check out:  
www.teammiata.com/thunderhill/  
school.htm

May 6–9, 1999

### Miata World '99

Miata 10<sup>th</sup> Anniversary Celebration,  
Lone Star Miata Club (Dallas/Ft. Worth)

**Register now, this event is nearly  
Sold Out!** — Less than 50 spaces left  
\$295 couple, \$225 solo before 11/30/98  
Web site: www.Miata99.com  
Toll free info: (877) MIATA 99

October 7–10, 1999

### Surf'N'Safari

SDMC's way-cool regional event!  
Details to be announced soon.

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Winchester. Please be advised the last 1/4 mile of the trip will be on a very well kept dirt road.

The Dutch Mill is a very large european antique shop housed in two 4000+ square-foot barns. This is one of the largest and most diverse antique shops I have ever seen. Another smaller barn houses six very large fully-restored calliopes. For those of you too young to remember "Circus Boy" on TV, calliopes are musical circus wagons used when the circus paraded from town to town. The owner, Jan Van Gaale, has agreed to crank them up for us to listen. They are very loud and most entertaining. I hope to see you all there.— Dan

### Kooky, Spooky, Trick or Treat Car Rally

**Date:** Sunday, November 1

**Time:** 9:30 a.m. — first car off at 10:00

**Place:** North County Fair, under the sign, I-15 at Via Rancho Parkway exit

**Coordinators:** Sal and Geri Causarano, (760) 787-0624 or woodust@aol.com  
Ed and Michelle Langmaid, (619) 278-1774 or ed1@cari.net

We have developed an event that is fun to drive and has some entertaining activities. Whether a seasoned veteran or new at a car rally, if you have a Miata, you'll love this event. Unlike most rallies, it is okay if you drive solo because we'll have teams.

We'll drive under 100 miles and there will be rest stops. A late lunch is planned at the end of the rally, so if you want, you can bring a light snack to hold you 'til you arrive at the surprise lunch spot.

We have a Troll helping us make this rally fun. You'll meet him at the rally. **Please RSVP** so that we can develop the instructions and prepare the eating establishment.

#### Please Remember to Send the Renewal Application with Your Dues!

Effective September 1998, all members are being asked to sign a Liability Release Statement. This statement is included on all new and renewal applications. Please be sure to read, sign and return the renewal application with your dues payment. Thank you for your cooperation and follow-through!  
—MARK BOOTH, Membership Dude

## Classic Speed Festival, Coronado

November 14 and 15, 1998



The 2nd annual Chrysler Classic Speed Festival will take place in Coronado on November 14 and 15, 1998.

This racing event is organized by the Historic Motor Sports Association (the folks who bring you the Monterey Historics) and will be one of the special events of the year. The purpose of the event is to encourage restoration, preservation and use of historic sports and racing cars—the cars are the stars in the events sponsored by HMSA.

The Classic Speed Festival will be held on the runways at the Naval Air Station on North Island, Coronado. The track has been redesigned this year. It's longer and there are now eleven turns: last year there were seven.

Similar to the Monterey Historics, the paddock area will be open to the public; there will be free grandstand seating (five grandstands this year) and a vendor area. Food and drink vendor sales will benefit Navy charities. No food or drink of any kind can be brought into the races!

There will be seven race groups:

1947–1955 sports cars under and over 2000cc, late 50s sports race cars, 50s GT cars, 60s GT cars, Formula Junior (58–63) and Historic Trans-Am cars from '66 to '72.

Our guess is that racing will follow last years schedule which was:

Gates open at 7 a.m. both days.  
Saturday—a practice for each group from 9 a.m. to 12 noon). Opening ceremony at 12 noon, followed by qualifying races from 1:30 until 4:30 p.m.  
Sunday—practice runs from 9 a.m. to 12 noon. Races begin at 1:30 p.m. and end with a private awards ceremony at 6 p.m.

On Saturday evening SDMC has arranged a no-host dinner for Miata club members at a restaurant in the nearby Gaslamp Quarter. After dinner we will continue on foot to the RetroMobile exhibition at the Convention Center.

#### Tickets and Corral Passes

General admission tickets: one-day \$12, two-day \$20, military tickets are half price. Order Corral Passes by November 1 from Stef Gould, (619) 297-4272 or stef@miata.net. Corral passes are for Miatas only, *please* don't drive your OTM (Other Than Miata) and expect to park in the security of the Car Club Corral.





You will be able to view autos similar to this 1928 6C-1500 Alfa Romeo, oldest Zagato-bodied Alfa in this country. This photo was taken at last year's Torrey Pines Concours d'Elegance.

PHOTOS: WOODY WOODHOUSE

## Torrey Pines Concours

**T**he Torrey Pines Concours d'Elegance will take place Sunday, October 18<sup>th</sup> on the Torrey Pines Golf Course.

Situated on a high bluff overlooking the Pacific it is, beyond a doubt, the most spectacular public golf course in the country. Over 100 legendary cars of the 20s, 30s, and 40s will be on exhibit at this extraordinary venue for one day only.

Proceeds from the Concours will benefit a new facility at Scripps Research Institute devoted to finding cures for childhood and neglected diseases. To volunteer to work this event with other SDMC members (free admission, lunch, parking close in with other club members, and an embroidered polo shirt) please contact Stef Gould by E-mail: stef@miata.net, or phone: (619) 297-4272, before October 6<sup>th</sup>.

Purchase tickets in advance— \$15 (\$20 each at the gate) the ticket price includes a program, parking, and shuttle. To order tickets send checks or VISA/Mastercard number, expiration date and signature to:

TORREY PINES CONCOURS D'ELEGANCE  
11480 North Torrey Pines Road  
La Jolla, CA 92037

### Alfa Romeo

The featured marque at the Concours d'Elegance at Torrey Pines this year will be Alfa Romeo—the Italian-built sports cars and touring cars from Milan that have won thousands of major races worldwide over an illustrious 92-year history.

Alfa Romeo dominated the International race courses from the early 1920's

thru the 1950's with sleek and powerful machines that set new standards for speed and safety. Powered by an 8-cylinder supercharged engine, the pre-war racers and touring cars were the fastest road machines in the world. The advanced technology of the Alfa Romeo was further complemented by stylish



like setting of the Torrey Pines Golf Course for one day on October 18, 1998.

— Reid Carroll, Courtesy Torrey Pines Concours d'Elegance

**1938 Alfa Romeo, 2nd place winner in the '38 Mille Miglia. Bill Serri drove it at this years Monterey Historics.**

## Club Sweatshirts!

### To keep you warm this fall—

Ash-heather Sweatshirts (sizes M thru XXL)  
50/50 poly-cotton blend with lycra in the ribbing featuring the Club Logo screen-printed in four colors with a red Miata.

**Crew neck**—\$18, XXL- \$20, has a large logo printed on the front.

**Hooded/Slip-over\***— \$22, XXL-\$24, has a small version of the logo on the front, large on the back

**Hooded/Jacket Style with Zipper\*** XL-\$24, XXL- \$26 has a small version of the logo on the front, large on the back — *M and L zippered sweats sold-out!*

\*Hooded-style sweatshirts have a pouch pocket on the front.

The club has a new inventory of white and ash-heather T-shirts: S-XL \$12 (XXL are \$13). The T-shirts are screen-printed with a small version of the logo on the front, large on the back. We also have a few long-sleeve ash T-shirts for \$14 each (M, L, XL)

All shirts will be available at the Boll Weevil Monthly Meetings. If you want to pick up clothing items at a run or social event other than a Monthly Meeting, please E-mail an order to Stef Gould, stef@miata.net, or phone (619) 298-8605, and she will be happy to bring your stuff along. She can also mail items to you— ask about postage costs.



## One Members Opinion

### A Tale of Two Smog Checks

*It was the best of times,  
it was the worst of times.*

If you haven't had your Miata smog checked recently, you may be in for a rude surprise. Under a new California program called Smog Check II, cars are now tested at speed on a dynamometer. A dynamometer is an expensive treadmill-like machine that actually drives the wheels of the car during the test. And Smog Check II is aptly named, as it can cost up to *twice* as much to have your car tested and certified as the old program! This new program was so controversial when it was first implemented, the effective date was delayed about six months. The new program however, sad to say, is now in full force.

I recently received my registration renewal and the infamous words "Smog Certificate Required" were printed at the top.

Because I live in San Marcos, I tried to find a nearby shop that could do the test. I called Cush Mazda in Escondido and made an appointment for Saturday morning. As I pulled up the Service Manager informed me that his smog tech had called in sick! (And since my renewal was due in about two days, I needed to get this done pronto!) I then asked if he knew of anyone in the Escondido Auto Park who could do the test today. He suggested Mossy Nissan.

As I drove through the Auto Park, I passed Cush Acura and decided to pull in. The Service Manager said he also didn't have a smog tech but he called a shop he knew in San Marcos (Mission Auto Repair) and they said: "Sure, send him over"

Mission quoted \$60 for the test and certificate. The test took over an hour and had two bad outcomes. During the dynamometer test, the smog tech couldn't shift the Miata fast enough to keep the test active so he couldn't complete the test or issue a certificate. The second problem was that when he backed my car off the dynamometer he damaged the plastic under body panels! (Unfortunately, I didn't notice this damage until later that day when I was washing my car. If the tech knew anything about it, he didn't say anything before I left!) Please note that my 92 "A" is at the factory height! If your car is

### Good-Win Racing Supply— Now Open!

Introducing Good-Win Racing Supply. As many of you know I have been working on starting a business selling aftermarket parts for Miatas and other sports cars. It has been a long haul full of paper work hassles and other obstacles but Good-Win Racing Supply is now open for business!

My goal with this new business is to offer fellow members of the SAN DIEGO MIATA CLUB, and the local autocross community, a more convenient and affordable option for their aftermarket part purchases. Years ago I sold aftermarket products to help pay my way through college. I decided to get back into the business recently after getting jerked around for several months on a parts order from a big name Miata parts vendor who shall remain nameless (to protect the incompetent). I am keeping my day job, not hiring employees, not opening a store front, and not handling mail order. By keeping things simple and inexpensive I will keep overhead low and be able to offer the best prices available on the items I carry. Naturally, card-carrying members of the SAN DIEGO MIATA CLUB will receive an additional discount that will mean prices well below retail.

As of this week I am an authorized dealer for all Miata and non-miata products from JACKSON RACING, MOSS MOTORS, RACING BEAT, and MAZDASPEED. I am also a dealer for VOLK RACING wheels, REVOLUTION wheels, TANABE suspension products, and KONI shocks. Still in the works are dealership agreements with BORLA exhausts, KYB shocks, and numerous other vendors. I have already bought my tickets to this year's SEMA (the convention of aftermarket industry), and hope to put a web site together with RAINER MUELLER'S help before the year is out. For the moment you may reach me by E-mail at [briang@adnc.com](mailto:briang@adnc.com) or by voice and fax at (619) 270-3268.

—BRIAN GOODWIN

lower you might be at even greater risk!

To keep my car from moving around during the test, the smog tech secured it using nylon strapping that he tied to my back tie-down hooks. If you have removed these hooks from your car, you may need to carefully watch exactly *where* they tie your car down!

At this point, I was quickly running out of usable Saturday time, so I called Cush Mazda again and scheduled a smog test for the following Monday.

I rolled up to Cush at 8 a.m. and asked if I could wait while the test was being done and they said: "Yes." I then asked if I could have my SAN DIEGO MIATA CLUB discount and they said: "No." [Cush does not consider smog certification a "labor charge" and therefore the club discount does not apply.—Editor] Cush charges \$86.60 for the test and certificate.

Just for comparison I called SMOG SQUAD in San Diego, (619) 223-8806, and they quoted me \$49.95 for the same test *and* they give a 15% SAN DIEGO MIATA CLUB discount on that price!

—BOB LLEWELLYN

### BrainStorm To Open Branch in Los Angeles

**B**RAINSTORM PRODUCTS will be opening a facility in Los Angeles that specializes exclusively in Miatas. We will be doing routine servicing and maintenance, upgrades and modifications, and will carry the full line of BRAINSTORM products.

We will be open on October 19, 1998 at 2608 S. La Cienega Boulevard (on the corner of Venice Boulevard) in Los Angeles, just off the 10 freeway. We would like to invite all Miata owners and enthusiasts to visit our new facility, whether they need work done on their cars, or just want a place to relax and talk about Miatas. For further information, please call (800) 779-3223, or check our website at [www.bsp-inc.com](http://www.bsp-inc.com).

Thank you for your kind attention. I look forward to meeting you in the near future.

— Warmest regards,  
Roshan Harilela  
BRAINSTORM PRODUCTS, Los Angeles.



## Aftermarket Goodies

### Keeping Us in Suspense

When we first got our '91 Miata, I had to come to terms with a truly contemporary suspension system—MGs, Fiats, Alfas were all in my past, all with their skinny tires and little twitches and pitches. The Miata felt heavy, solid, but could easily outcorner the others, and felt good on the road at 20–30 mph faster than what I had once considered gran turismo cruising speed. Could it get even better? It did have some scary vibrations on certain pavements, once causing us to pull off the road in San Clemente just to be sure that a tire wasn't going bad.

Phase 1: a Technosports rear track bar cured the vibes

Phase 2: anti-sway bars front and rear from Motorsport and helpful installation at a tech day. Flat in the curves—Feels good.

Phase 3: Dunlop D40M2s—better yet, with only a tendency to tram-line on undulating pavement.

Phase 4: Now to try to recreate the MGA feel of my misspent youth—starting with rides with various combinations of shocks and springs on Club cars. We selected Tokico HP shocks and Flyin' Miata springs as the most nearly classic sports-car-feel combo, lowering the car and sharpening the response as it went over bumps. The stock damper response had always seemed to me to be a bit bouncy as the wheels came back down on the pavement. Another tech day and the always friendly advice and courteous service by the usual suspects had the BRG outfitted. Now we're smokin!—or Stef is—or maybe passengers always feel like their life as well as the scenery is passing rather quickly before their eyes. A little of the vibration came back on certain (mostly LA) freeways, and our next public-service map may compile the most vicious speed-bumps, county-wide.

Meanwhile over the years many of the less exotic mods, mostly stiffening braces, had found their way onto stock models as feedback reached the engineers at Mazda. For our part, Phase 4.1, a Racing Beat style bar incorporating a cross brace behind the seats added '94-style rigidity to our '91.

But now we were complete—well, maybe next those Toyo T1s when we're ready to invest in 15-inch wheels...

This lengthy prologue is intended to introduce the real subject of this article—

Phase 5: San Diego Miata Club member TED KESLER came to a recent tech day with a front subframe stiffening bar for '90–'93 Miatas. Are we easy or what? It bolts on in minutes into existing holes. Since then we've been to Monterey and back, on a run or two. There are no two ways about it—*It's a Good Thing!* We give the bar a 10 out of ten. That last vestige of jitter as the front comes over a bump is gone. The front wheels are on the road, ready to track in the direction in which we wish to motate. What had seemed as good as it would get, got better. Talk to Ted, (619) 421-8472 or [rnnaway@aol.com](mailto:rnnaway@aol.com), and he will tell you why these things are so.

Ted makes subframe braces for the front and rear out of solid bar stock, not squished hollow tubing. They sell for \$50 each—quite a bargain when compared to the quality of other after-market braces out there. We suspect that you will notice a difference as well if you replace the rather flimsy OEM '94–'97 braces with those of Ted's!

—TOM GOULD



## Upcoming:

### Madonna Inn Overnight Getaway

February 27–28, 1999



PHOTO: STEVE WAID

The plan is to leave early Saturday morning and caravan to the Madonna Inn in San Luis Obispo. This will be a *driving weekend*—over 700 miles. We will be treated to two fun runs while in San Luis Obispo by VROOM: one Saturday afternoon, and one Sunday morning heading us toward Santa Barbara and home.

Reserve a room at the Madonna Inn now, (800) 543-9666, (Reference the SAN DIEGO MIATA CLUB for a discounted price) \$87 – \$249 depending on the room you choose. A Saturday night banquet dinner at the Madonna Inn with our VROOM friends will be about \$25 per person. Check out: [www.MadonnaInn.com](http://www.MadonnaInn.com)

This weekend will cost more than usual; but this is a "Dynamite Place" to stay. The roads in the San Luis Obispo area are wonderfully scenic and twisty.

Questions: Steve and Laurie Waid, [swaid1@san.rr.com](mailto:swaid1@san.rr.com) or (619) 672-0782.

## Tip...

### If your trunk lid won't stay up

The tension of the trunk lid hinge is determined by the position of the bars at the rear of the trunk. There are three "settings," the Miata's factory setting is the middle one. You can get a tad more tension by switching to the higher setting. To do this, use a long screwdriver to move the tension bar on the left side of the trunk to the other position. *Be very careful*—The bars are like springs!

—Courtesy Miata.net





PHOTO: WOODY WOODHOUSE

## Miatas Help Celebrate the 25<sup>th</sup> Anniversary of the Monterey Historics

August 14–16, 1998

For the ninth consecutive year, Miatas joined some of the world's finest motorized machinery in the trek to the beautiful Monterey Peninsula to celebrate the continued existence and use of automobiles that are and always have been much more than mere transportation.

This was the 25<sup>th</sup> occurrence of the Monterey Historic Automobile Races, an event designed to pay homage to cars that exude character, charisma, or whatever you call the ability to excite the enthusiast with a flowing line, a powerful engine, or an exhaust note that can make you turn your head and say "What was that?" from a block away. Homage to not only to the cars themselves, but also to the men who devoted their lives to creating them and, perhaps even



PHOTO: PHIL DAJOUST

A small contingent of SDMC stopped at the James Dean Memorial on the way to Monterey



PHOTO: ANTHONY WILDE

more importantly, to those who have preserved, restored, and share with us, the spectators, these examples of automotive fine art. To the people who go to Monterey every August, the car is far more than a mere appliance.

It is customary for the organizers to name a featured marque each year, and this was, on its 50<sup>th</sup> anniversary, Porsche's turn to bask in the limelight. In the paddock was one of the best marque displays in the history

of the event. If you attended one of the various auto shows during the introduction of the Boxster several years ago, you already know what sort of production Porsche can put together. The display tent at Monterey was no different; it was a spectacular effort to showcase the history of Porsche racing cars from the 356SL to the present-day Le Mans-winning GT1.

From private stables came all manner of Porsches —904s (my personal favorite), 550 Spyders, RS-60s, 61s, and Ks, 906s, 908s, 910s, 917s, 962s—and 911s. Oh my, were there ever 911s. But the car of the weekend had to be the 917-30, the car that reputedly "killed" the Can-Am series. In the hands of Mark Donohue, the original 917-30 won six straight races and the Can-Am championship in 1973. If you weren't driving a Porsche that year, you didn't win a single race. In 1974, the formula was changed, the Porsches were withdrawn, and the not-so-slow death of Can-Am was well underway.

The 917-30 was a car that, while weighing some 400 pounds less than an early Miata, featured an engine that displaced 5.4 liters and produced 1100 horsepower in its final form! But 5.4-liter engines were small in Can-Am. Many of the cars had engines with displacements of 8 liters and more. This was an all-out series designed to thrill the spectator, and for the first time since 1993, this year's Historics included a Can-Am race. As you sit just beyond the corkscrew and



PHOTO: BOB KRUJER

Top— Porsche on parade at the opening ceremony. Bibendum, the Michelin man. The Team Voodoo caravan are the first Miatas to arrive at Laguna Seca on Friday morning. Below— MCA members from all over the world gather for lunch at the Miata Tent.



PHOTO: DICK CARLSON





PHOTO: ANTHONY WILDE

wait for the field of twenty three behemoths to crest one of racing's most famous turns, it's easy to see— or, more accurately, *feel*— why these cars were so popular. As they proceed up the hill through turn 7, still invisible to the eye, their approach is unmistakable to the other senses. The ground shakes and your ears are filled with a thundering rumble that, for me, brings to mind a vision of a small band of native American warriors standing atop a bluff, hearing and feeling a massive herd of buffalo approach, but seeing only an ethereal cloud of dust. No matter how many times I experience it, the start of a Can-Am race at Laguna Seca brings involuntary chills to my spine as the lead cars crest the hill, accelerate, and pass by on their way into 9.

But that was only one race. Filling out a field of 385 entrants in a total of **14** racing groups were historically-significant cars from a 1914 Ford Racer to a 1974 Shadow. There were Testa Rossas and Alfa TZs, C-Type Jags and Ford GT-40s. A few Lotus 11s, and even a Studebaker Indy Car. A true visual and aural feast of the history of the thoroughbred automobile.

And where do we fit into this celebration of automotive enthusiasm? Why have we arrived in droves for nine years to fill a parking corral and a tent with Miatas and their owners from near and far? Because we know that we and our roadsters are among the spiritual heirs

CONTINUED ON PAGE 10

**Above— Can-Ams race through the Corkscrew  
Below— '54 Miles-MG waits on the grid  
Can-Ams on the track**



PHOTO: DICK CARLSON



PHOTO: ANTHONY WILDE



**Above— SDMC members explore the Age and Treachery Nature Trail between races.  
Left— Close-up in the paddock: 1922 Delage La Torpille won its class this year.**



PHOTO: BOB KRUEGER



PHOTO: BOB KRUEGER

**Champion driver Brian Redman in a RS-61 Porsche**



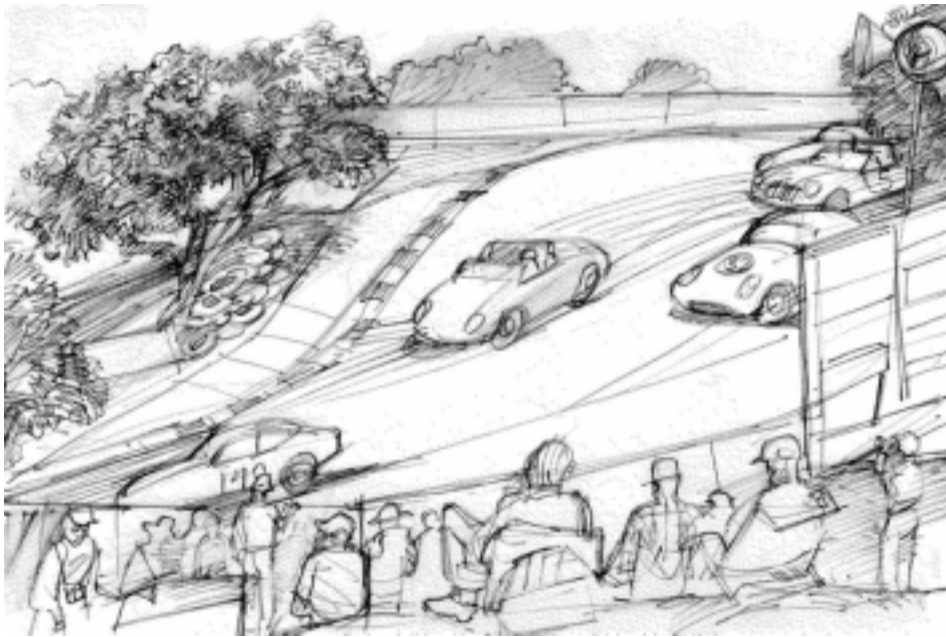


ILLUSTRATION: TOM GOULD

to this legacy of special cars. We know it every time we drive by a teenager who yells out “Cool car!” We know it when we hear the sound of our own exhaust and turn off the radio so we can listen to it play *its* music. And we know it when we arrive to share the Monterey weekend with 30,000 other car fanatics and are accepted into their fraternity. Our Miatas may not be expensive or exotic, but they are definitely special, and they are in no way mere appliances. They are enthusiast cars.

When Mazda first erected a tent at the Monterey Historics it was 1990, the first

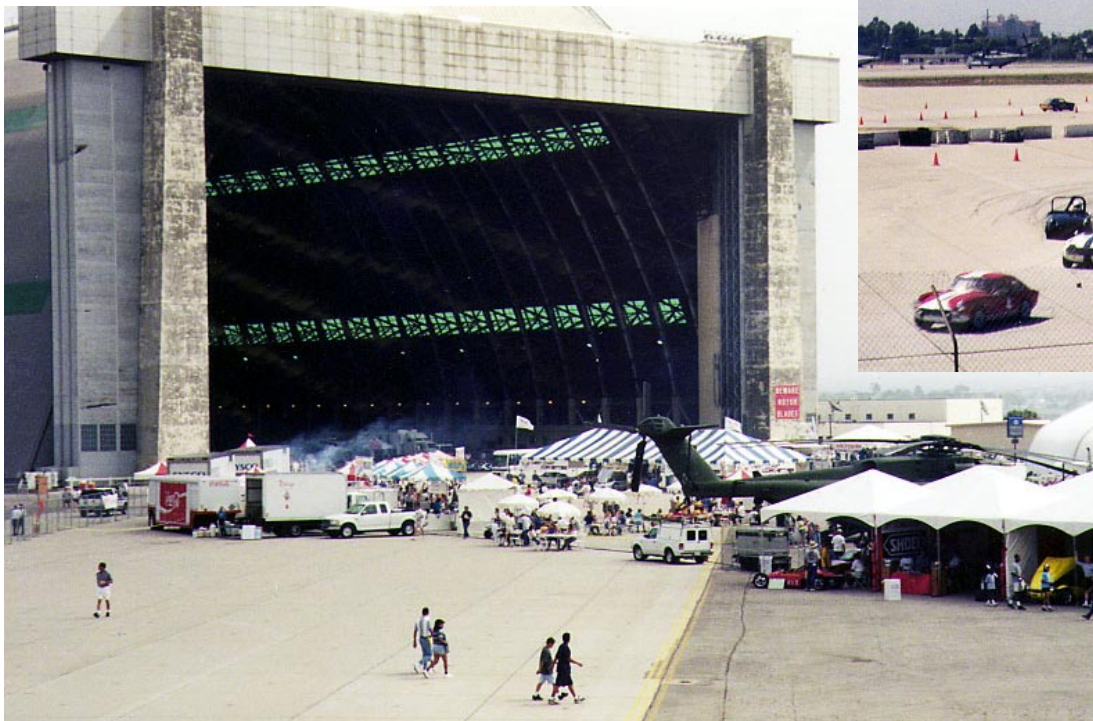
production year of the Miata. It was a two-story “sky box” that was sponsored by Mazda and it drew not only Miata owners and Mazda executives, but also automotive VIPs and journalists from all over the world. We were in the “laguna” area then, adjacent to the edge of the water closest to the pedestrian bridge between turns 3 and 4. We’ve moved a few times since then...from the original location to the straight after turn 4, and again to the present location at the exit of turn 5. The location may have changed, but the enthusiasm hasn’t. We still draw

somewhere between 50 and 100 cars every year—usually the largest single marque presence aside from the featured one itself. This year was no different. Thanks to the continued efforts of Barbara Beach and her husband Phil Wolfson, along with the support of the MIATA CLUB OF AMERICA, DUNLOP, and MAZDA, the Miata tent and corral live on. This year there was a new look in Miatas, the ones with the wide open eyes, joining the M1s. Even Jim Simpson and his Italia were there. Among the notable attendees joining Barbara and Phil at the tent this year were club president Vince Tidwell, “Dunlop Dave” Shelton, Fred Aikens of Mazda Information Bureau, Mazda designers Akihiro Yamazaki and Saisei Satoh, and former Mazda designer (now working for Mercedes-Benz Advanced Vehicle Design) André Frey...and the usual horde of Miata owners, including over a dozen from the SAN DIEGO MIATA CLUB.

All in all, it was an exquisite weekend that vintage racing fans and Miata owners can savor until the Silver Arrows of Auto Union come to Laguna Seca next year to help us celebrate *our* anniversary.

—“VOODOO BOB” KRUEGER

Courtesy *Miata Magazine*



PHOTOS: STEVE WAID

Above— Classic British sports cars negotiate a chicane at Tustin Thunder. Phil Daoust led a group of SDMC members to these races on September 19<sup>th</sup>.

Left— Over 1000 show cars were on display in the largest garage in all of Southern California.





Tom and Stef Gould organized the Run to Evans Garage on August 29<sup>th</sup>. The building houses a private collection of primarily brass autos, but includes quite a few gorgeous Duesenbergs from the 30s, some cars from the 50s and even Sammy Davis Jr.'s 70s era Stutz Blackhawk

Below left— Patrick Smith with a 1910 Pope Toledo  
Below— An Auburn from the jazz age

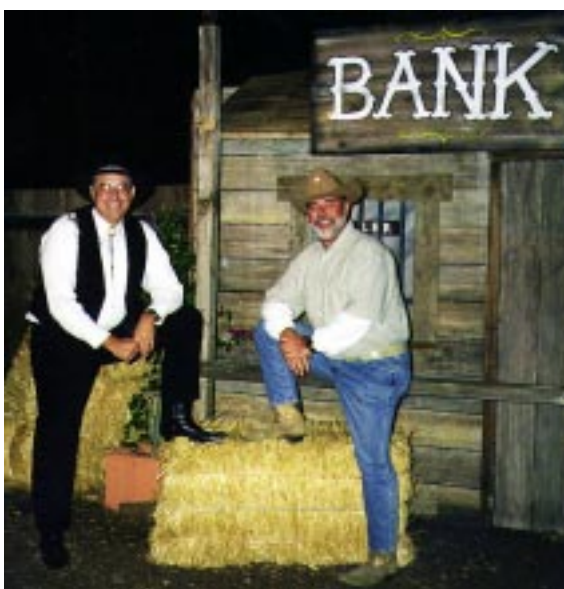
PHOTO: O.D. SMITH



PHOTO: O.D. SMITH



PHOTO: STEVE WAID



Steve Waid and Rainer Mueller at Big Stone Lodge Wheels n' Meals on September 10, 1998. Wheels n' Meals are held irregularly at member's favorite restaurants— Plan one in your neighborhood and these guys will probably show up!

PHOTO: LAURIE WAID

## New Business Directory

### Submit Listings Now!

SDMC is putting together a new edition of the Membership Roster for publication in early November. Would you like to be included in the Business Directory section of the Roster —free of charge? E-mail, [stef@miata.net](mailto:stef@miata.net), or phone Stef at (619) 297-4272. Please use the following format:

category of listing  
business name  
brief description of your business  
your name, title  
street address  
phone, fax  
E-mail and Web page address



## Quick Escape

**W**e have a favorite mini-vacation we like to take as often as time permits. Very short-term—like 2 hours! We just love to hop into the Miata with sweatshirts and a blanket and buzz



down to the Coronado Ferry Landing for a quick supper and a stroll along the waterfront. If you have the time

and inclination, park at the Embarcadero and take the Ferry over (\$3 per person, plus parking fee or parking meter money). If you don't have the time, just drive straight over to the Landing. The far right lane at the Coronado-end of the bridge is the commuter lane. If there are two of you, it's FREE, or pay a dollar toll.

The Ferry Landing is on the bay side of Coronado, facing downtown San Diego across the harbor. As the sun sets behind Point Loma, the windows of the skyscrapers light up and the view is fantastic! We once watched a professional photographer wait 3 hours for just the right shot! If you walk past the shops and restaurants to the waterfront, there is a grassy area with tables and chairs, and lots of space to spread a blanket out.

For dining, there are two legitimate restaurants at the Ferry Landing. Peohe's (pricey but very nice) and the Bay Café. There is also a deli, an ice cream store, and an espresso cart. If you don't mind fast food, there's Burger King and across the street is a single building that houses Kentucky Fried Chicken, Pizza Hut and Taco Bell—fast food heaven! We frequently get our boxed chicken and carry it up to the grassy area (next to Peohe's) and enjoy the same view as those eating their \$40 dinners on the patio next to us.

A bicycle rental stand is nearby if you are interested in strenuous exercise, or want to explore Coronado more. We love to stroll along the walkway gazing at the million-dollar condos on the waterfront, as well as watch the sunset over Americas' Finest City.

—LAURIE AND STEVE WAID

*This is the first of a new series of articles to be featured in the SDMC News. Please help us! Do you have a QUICK ESCAPE you like to take in your Miata? When it's just you (with or without someone special) where do you like to go for an evening, a day or a weekend, just to escape? —Editor*



August 28 and September 7, 1998

**W**hen you think of Labor Day, an American tradition recognizing hard work, the end of summer, and the MUSCULAR DYSTROPHY—JERRY LEWIS TELETHON, you must now add "Miles of Miatas for MDA" as SDMC celebrated its second annual participation in the MDA Telethon, coordinated by SUE and JACK HINKLE.

On Thursday, August 28<sup>th</sup>, 121 members in 75 Miatas met at the Boll Weevil for the second annual Muscular Dystrophy Association fund-raiser "opportunity drawing" and Monthly Meeting. Rick at Boll Weevil, expecting a big crowd, arranged for out-

door tent seating so that he could comfortably accommodate a large, raucous group. Not one to disappoint, *El Presidente* RAINER MUELLER emceed the proceedings.

We would like to thank the following organizations for their generous dona-



tions to the drawing: BRAINSTORM, BUTTERFLY LUGGAGE, BLUE RIBBON SHEEPSKIN, BOLL WEEVIL, CUSH MAZDA, DISCOUNT TIRE, ED HANSEN MUFFLER, JIM FINNEY



**Top—** Members assembled in Mission Valley on Labor Day morning.  
**Middle—** SDMC members break (brake?) for donuts, bagles and orange juice at Spanish Landing.  
**Left—** Miatas at the MDA fishbowl.



MAZDA, JOHN HINE MAZDA, JONTRONICS, JUST DINGS, KESLER CUSTOMS, MM MARKETING, MAZDA CORPORATION OF AMERICA, MIATA MAGAZINE, MEGUIARS', NORTH COAST TARPULIN, POINT LOMA EMBROIDERY, ROEBUCK MAZDA, SMOG SQUAD and TEAM VODOO. Several SDMC members also donated items for the drawing.

The evening was but the beginning of the MDA festivities. On Monday morning, Labor Day, 45 Miatas and their respective owners met in Mission Valley for a quick run to Spanish Landing and then to the Sheraton Harbor Island for the telethon. After proceeding past the KUSI television cameras and the fish bowl with horns blaring, Rainer proudly deposited the total amount raised by at Thursday's drawing, over \$3200. The generous spirit of the SAN DIEGO MIATA CLUB will provide enough money to assist in the purchase of two wheelchairs or send eight kids to camp. Rainer later was interviewed with Sue Hinkle and son Jason on KUSI as the phone



banks were staffed by SDMC members.

After the phone duty, the group took a spirited run to lunch, then jumped back into the Miatas to take a run up the coast to LOU and RUTH STARK'S wonderful home in Carlsbad, where we feasted, this time on a complete assortment of desserts.

Thanks to all who planned, participated, and gave generously to MDA. We all look forward to the third annual MDA Labor Day Telethon next year!

—LAURIE WAID



PHOTO: CATHY BOOTH

Top—  
Jason Hinkle  
is SDMC's  
inspiration for  
supporting MDA.

SDMC members  
staffed the  
phones at the  
MDA Telethon  
and relaxed at  
the Stark's home  
at the end of a  
long, rewarding  
day.



PHOTO: STEVE WAID

## Upcoming: Holiday Party

As many of you are aware, the SAN DIEGO MIATA CLUB has grown considerably in the past year. In previous years holiday parties have been held in very generous members' homes. We could take our shoes off and relax, eat, drink, talk, and enjoy each other's company.

This year we thought we would try something a little different. GERI AND SAL



CAUSARANO were asked by President RAINER MUELLER to plan and organize a holiday party. ED LANGMAID, who works at GDE in Rancho Bernardo, recommended their café named *The View*.

Not only will their chefs prepare all the food but we will also have lots of room to enjoy each other's company. There is a large screen available for us to show the videos some of our members have taken of club runs and other fun things. Please bring videos to share.

Geri and Sal would like to encourage members to bring their musical instruments. They will bring their laser disc player/karaoke machine for everyone's enjoyment. Please feel free to bring any karaoke discs you may have or your favorite CDs. Hopefully, we will be able to get our members to sing. Geri and Sal will also provide a holiday tree to hang your favorite pictures or ornaments on. Let's start a SDMC holiday tree and add to it each year. Why not also bring table decorations to show off and share for the evening?

As in years past there will also be an optional \$25 gift exchange— gifts should be Miata-related. So let's be creative, relax, and enjoy a carefree (we don't have to cook or do the dishes this year!) holiday dinner together.

### Party Details:

Saturday, December 12, 1998

7 p.m.–Midnight at The View café

Price will be \$16.00 per person, which will include dinner and soft drinks. Please bring your own wine or beer.

**Reservations must be paid for by November 11, 1998.** Send checks made out to SAN DIEGO MIATA CLUB to:

Sal and Geri Causarano  
24308 Ysidro Drive  
Ramona, CA. 92065

Questions: Phone (760) 787-0624, or  
E-mail: wooddust@aol.com





## Member Profile

VALARIE GOODKIN, O.M.D.

I was raised in the San Fernando Valley in L.A. County and graduated from Torrey Pines High School in Del Mar. I then attended U.C. Santa Barbara and majored in music (I was going to be an opera singer) and minored in psychology.

After becoming disillusioned with those majors, I decided to move back to the San Fernando Valley with my mom and majored in nutrition at Cal State University, Northridge. Then my mom heard about an acupuncture college on the radio which she told me about and wanted me to call. I was really disgusted with the thought of sticking needles into people to heal them until I finally called the school (after much "encouragement" from my mom) and became really intrigued. I attended California Acupuncture College in West Los Angeles for three years studying acupuncture, herbology, and homeopathy. I was fortunate enough to go to Beijing, China as part of my internship. After obtaining my state and national acupuncture licenses, I attended South Baylo University in Garden Grove for an additional year to become a Doctor of Oriental Medicine.

I have been practicing acupuncture in Arcadia and Laguna Beach for eight years. Finally, since graduating from high school many years ago, I decided to move back down south a year and a half ago to Oceanside. I now practice acupuncture at Carlsbad Chiropractic Clinic.

I have always been into cars and loved convertibles. My dad has owned convertible Mercedes-Benz sedans since I've been a little kid and I fondly remember myself, my parents and two younger sisters cruising to Baskin Robbins with the top down on Sundays. When I was 16, I remember pointing out eight-cylinder Trans Ams and Camaros to my dad with subtle hints like—Dad, that's the car I want. He'd always say

that's too fast, but you can get the six-cylinder—yuk! My first car was a used Dodge Colt—I was thrilled to have my own car. After having that from age 17 to 20, my dad decided to give me a choice of a six-cylinder Camaro or a 1980 convertible Toyota Celica. Wow, what a cool car! It was the first year they came out. That's what I got. I loved it and had it for 10 years. After that I got another Celica—a beautiful car, but not a convertible. Boy, did I miss that convertible!

Well, after driving my second Celica for eight years and having nearly 168,000 miles on it; it was finally time for another car. After hours of research on reliability and the best cars new and old to get; I bought my first Miata! The only regret I have is that it doesn't have air conditioning. I've been really lucky this summer so far, but I'm really dreading the extreme heat days—especially when I have to go up to the L.A. area.

Besides having a beautiful convertible again that also happens to be quicker than any of the other cars I've owned, I get the wonderful benefits of the SAN DIEGO MIATA CLUB—the great supportive friendly members and fun, informative events and, the recognition and camaraderie of many other Miata drivers who are just out cruising around. I made a great decision buying my Miata and look forward to many other SDMC events and meeting many more members!

—VALARIE

## New Members!

The following are the new members since the last newsletter:

### Arun Bedi

Solana Beach  
1999 Silver PEP

### Dustin Blair

San Diego  
1996 Red Base

### Steve & Rosie Cushman

Lemon Grove  
1995 Black PEP

### Dale A. Del Fierro

San Diego  
1993 Black C

### Ed & Marie Gross

Bonsall  
1992 Red

### Michael J. Keller

Carlsbad  
1991 Red A

### Marie McIntire & Ken Corn

San Marcos  
1996 Montego Blue

### Robert & Lynn Parrish

San Diego  
1994 White

### Geoffrey R. Sharples

Venice  
1990 White A

The following members have renewed since the last newsletter:

### Hanni Andersen & R. Dale Rymas

### William Brock

### Dick & PJ Carlson

### Fred Lerner

### Louis Misko

There are now 273 memberships consisting of 409 members.

93	Red
57	White
34	Black
15	Montego Blue
14	Silver
11	Mariner Blue
11	Laguna Blue
8	BRG
7	Merlot
5	Emerald Green
5	Marina Green
5	Starlight Blue
5	Twilight Blue
2	Yellow
1	Cranberry Mica
1	Hunter Green
4	Unreported



## Rainer's Ramblings

**A**s we enter the fall season and the rest of the nation begins to ponder snow shovels and tire chains, we here in San Diego County are beginning to enter what I consider the finest time of the year to own and drive a Miata.

Some folks complain that we don't have seasons here in Southern California. Phooey, I say, just drive through the mountains in East County and you'll experience the fall colors and cooler temperatures. The pumpkin patches are beginning to show activity, the kids are all back in the school routine, and many of the tourists have headed home. We've got the roads to ourselves.

And things are really beginning to heat up for the club!

We've got four events planned for Sunday, October 4<sup>th</sup>. BARB and ELLIOT SHEV have planned a trip to the Getty Museum; PHIL DAOUST has once again gotten the Miata as the marque of the day at the car show at Qualcomm Stadium; we can visit our British heritage in Fallbrook at the British Car Day and Picnic sponsored by the San Diego British Car Club Council; and last but certainly not least, there will be an SCCA autocross practice at the old Naval Training Center off Rosecrans in San Diego.

The next weekend PHIL DAOUST will be leading a run to the Living Desert Museum just outside of Palm Springs on Sunday, October 11<sup>th</sup>. The road to Palm Springs is a real Miata road, and you'll get to experience a wide variety of fauna on the excursion.

On Saturday, October 17<sup>th</sup> will be an SCCA autocross championship at Qualcomm Stadium. This event may be moved to the Naval Training Center if it interferes with the Padres and their quest for the World Series. *Go Padres!*

The next day, Sunday, October 18<sup>th</sup> will be the Torrey Pines Concours d'Elegance at the Torrey Pines Golf Course at La Jolla. Alfa Romeo is the featured marque, but you'll find all sorts of beautiful cars at a beautiful location for this event. Many SDMC members are helping out this year at the Concours which will benefit research for the cures

of childhood diseases this year. We're still looking for volunteers to help out; for information on taking a part at the Concours, see page 5.

Our regular Monthly Meeting, still called the Wheels'n'Meals by many members, will be Thursday, October 22<sup>nd</sup> at the Boll Weevil. Here's a chance for you to meet old and new friends, and see what folks have added to their cars since the last time you saw them.

Saturday, October 24<sup>th</sup> is the date for the "Antiques and Calliope Music Run" led by DAN AND JACKIE BREE. If you enjoyed our earlier "Rusty Truck Run," you'll love this one, too.

And there will be another SCCA autocross championship at Qualcomm Stadium on Saturday, October 31<sup>st</sup>. And as with the autocross event on the 17<sup>th</sup>, if the Padres are still in the World Series, this event will also be moved to the Naval Training Center. *Go Padres!*

And if you think I forgot about Halloween, ED and MICHELLE LANGMAID along with SAL and GERI CAUSARANO have put together a "Kooky, Spooky Trick or Treat Rally" on November 1<sup>st</sup>—in my mind this will be October 32<sup>nd</sup>! This will be the first gimmick rally or any type of rally put on by our club. If you've never been on a gimmick rally, I promise you that you'll have a great time. Those of us that have done this before can't wait!

As you can see, we have a full complement of events in October, but we're looking for folks to put together events for December and into next year. Hey, you've got plenty of time to put something together, so don't be bashful—plus, as a first-time run leader, you'll receive a nice gift from the club for putting it together. (It's the *only* way to get a set of club magnetics for your car.) It's not hard and you'll end up having tons of fun with some great people and cars! So please, seriously think about hosting a run. Just let me know you're interested and I'll point you in the right direction to get started.

The Fall air (or something in the water) must be doing something to several of our club members. ANDREA PULIDO and MICHAEL CARILLO recently

have exchanged wedding vows... no wonder we haven't seen them at any functions lately! And members SHEILA CANNON and O.D. SMITH recently announced their engagement. Last year's club secretary, NATALIA RISSOLO, and member, JASON MOORHEAD, will be tying the knot early in October. *Congratulations to all of you!*

SAL and GERI CAUSARANO have informed me that we've got one great Holiday Party coming up in December. In previous years we've had our Holiday Party at a member's home, but we've grown too big to continue to do this. See the article on page 13 of this newsletter for more information on what they have in store for you. (*Hint: can you say karaoke?*)

And last but not least, LOU STARK is doing a great job heading up the club's biggest event ever, *Surf'N'Safari*, in October 1999. We've signed a contract with the Doubletree Carmel Highland Resort to be the event's headquarters. We'll be inviting Miata lovers from throughout the country and the world to attend this affair. More information about this will be forthcoming as things become finalized. I guarantee you it will be one phenomenal extended weekend.

One last thing, many people have been concerned about me as *El Presidente* of this organization. Allow me to calm your fears...driving a Miata may give you right turns and left turns, but no interns...

Keep smilin' and keep that top down!  
—RAINER MUELLER, *El Presidente*

