



VOLUME 6 NUMBER 5

SAN DIEGO MIATA CLUB NEWS

MAY 2001

5TH ANNIVERSARY EDITION

UPCOMING EVENTS



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(Rocdonna) 2001**



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SOCALM/SDMC Joint Run



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Seminar**
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June 10 - Sunday
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Five Years of Friends, Food, and Fun

It hardly seems like that long ago, but it's true. We have been publishing the SAN DIEGO MIATA CLUB NEWS for five straight years! That means this is the 61st edition of the newsletter. Not bad for a car club!

In the intervening years we have witnessed, and subsequently documented, a number of changes in the Miata and in our club. In the early days of the club, and the newsletter, we actually listed the names of *every* member who attended an event! Not such a hard job when a dozen or so cars show up for a run. I will not try to do that now; I'll let the Mileage Awards Tallymaster tackle that job.

The one thing that everyone who has worked on the newsletter since the beginning has tried to do is provide the very best possible newsletter to the membership. There are some limiting factors, as there always must be, in what we can do. Color is always one of the ideas that is discussed. We would all love to do a full-color newsletter. The problem, cost. It just is not a practical option for us yet. We could offset these costs by taking advertising, but most everyone agrees that would be more headache than any of us would be willing to deal with. Sponsorship of the newsletter, usually by a Mazda dealership, has been used by other Miata clubs with success. Should we try that? It's something we should discuss as we move forward. One way we deal with the color issue is by providing a color PDF version of each newsletter on the club Web site. Anyone can download the file and view it, or print it on a color printer, at his leisure. The only difference in this version is we delete the Local Business Discounts page. This information is solely for use by SAN DIEGO MIATA CLUB members.

Postage costs are always a factor. We mail the newsletter first class so it arrives quickly in your mailbox, usually the next day in San Diego County. Bulk rate mailing would slow the delivery of the newsletter. Methods of sending the newsletter directly or indirectly by e-mail might be in the future.

This newsletter, and each one that has preceded it, is the end result of many hours of work by volunteers. Everyone puts his heart and enthusiasm into every issue. Countless hours are spent agonizing over each word, sentence, punctuation, and picture. Why do we do it? Who knows? Speaking for myself, it is the best way I can give something back to the club. I have grown, in more ways than I care to say, since this club began. The friendships I have made as a result of this club, this newsletter, and this Miata, are priceless to me.

It is the sincere hope of everyone who works on and contributes to this newsletter that it is read with enjoyment and fervor. As with all things Miata, we should remember that the whole point is to HAVE FUN!

— ANTHONY WILDE



Miata Owners Club

April 11, 2001

Today, Mazda North American Operations is pleased to announce the formation of the Miata Owners Club. This new club will replace the Miata Club of America, which has ceased Miata Club operations.

We are pleased to announce that Barbara Beach will continue as publisher of *Miata Magazine*. Members have indicated their overwhelming satisfaction with this high quality publication, and we are happy that *Miata Magazine* will continue to be a key member benefit. In addition, Barbara Beach will play an active role in the new club, working in an advisory capacity. Further, Mazda has engaged the services of an experienced club management firm to help in developing benefits and member services.

What does this mean for you? Our principal goal is to serve as "facilitator" to enhance your member benefits and provide support to local Miata Clubs. We've heard from many of you that you'd like additional benefits as part of your membership. We're working hard to ensure that membership in the Miata Owners Club provides valuable benefits to all Miata owners and enthusiasts. More details will be released soon about our exciting plans.

We greatly value and seek your input. Accordingly, we are forming a member Leadership Council to provide advice and direction to the new Miata Owners Club. This committee will work with Mazda to build the value of Miata Owners Club and help us all achieve continued growth in national and local membership.

To contact us, please visit www.MiataOwnersClub.com or call 1-800-968-4980. Thank you for your loyal support of the Mazda Miata. We look forward to good things to come!

Sincerely,

— Stephen T. Odell

Executive Vice President & COO

The purpose of the club is to promote the enjoyment of, and enthusiasm for, one of the world's most exciting sports cars — the Mazda Miata.

Owning and driving a Miata is one of life's great pleasures, and adding the company and camaraderie of like-minded enthusiasts only enhances the experience. Won't you join the fun as we enjoy the beauty of San Diego County from the seat of a very special little roadster?

Let's have fun driving our Miatas!

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Direct Subscribers to Miata Magazine

If you paid \$19.95 directly to Media Source for a year's subscription to *Miata Magazine*, your subscription has been converted to a full club membership in Miata Owners Club (a \$29 value)...at no additional cost!

You will be receiving Issue #2, along with an insert letter of explanation and customer appreciation coupons valued at \$100. Your next copy of *Miata Magazine* (#3) will be mailed in your New Member Welcome Kit. The kit will include your personalized member ID card, club decal and "Zoom Zoom" sticker.

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NOTICES

The SAN DIEGO MIATA CLUB is a non-profit California corporation. The *SAN DIEGO MIATA CLUB NEWS* is the monthly newsletter of the SAN DIEGO MIATA CLUB. Use of articles or stories by other Miata clubs is hereby granted, provided proper credit is given. Submissions to the newsletter are welcomed and encouraged. Where possible, please e-mail your submissions to the newsletter editor. Submissions can also be mailed to the club's post office box.

Submission deadline is the 15th of each month.

Editor reserves the right to edit all submissions

The SAN DIEGO MIATA CLUB has established a dedicated World Wide Web Home Page at:

www.sandiegomiataclub.org

Dedicated 24-hour voice message line: (619) 582-2448

SAN DIEGO MIATA CLUB

P.O. Box 23081

San Diego CA 92193



Search for Madonna (Rocdonna) 2001

Departure Date: May 5

Meeting Time: 7 a.m.

Meeting Place: McDonald's at I-5 and Oceanside Blvd

Leaders: STEVE & LAURIE WAID

(760) 432-0727 or swaid@home.com

Parts of this run qualify towards Mileage Award

There is still time to participate, but you must act now. Call Steve or Laurie; otherwise this is what you will miss.

Searchers will leave the McDonald's in Oceanside at 7 a.m., Saturday, May 5th. The caravan will head north on Interstate 5 all the way to the Frazier Park turnoff near Gorman at the top of the Grapevine. Meeting the group at the Flying R truck stop will be the Searchers from SOCALM. After filling our gas tanks, we will head west through the mountains and twisties. Eventually, the group will intersect Highway 101 near Santa Maria and head north to our ultimate destination...the fabulous Madonna Inn in San Luis Obispo.

Lunch at the Madonna Inn will be followed by a late afternoon "get acquainted run." Leaving about 3 p.m., this run introduces the Searchers to the beauty and variety that is the Central California Coast. We will cruise through Morro Bay...on to Cuyucas...inland through the Mountains to Peachy Canyon for a stretch of unforgettable twisties. Then across Highway 101 to the wine country and farmlands...and more twisties...then returning to the Madonna Inn to clean up and prepare for our evening of room hopping and food sharing, and possibly an evening run to see...it's a secret.

Sunday morning will offer up a short back road run to Morro Bay for their annual Street Rod Show. The small beach town opens its streets to



hundreds of hot rods and street rods and proves to be a wonderful morning experience. At noon, we assemble back at the Madonna Inn for a lightening run led by Julie Stefanelli of VROOM to the Pozo Saloon in Pozo, California (clever name). A fun afternoon of impromptu run opportunities awaits...followed by the formal banquet back at the Madonna Inn. Dress is "Miata casual."

Monday morning, after breakfast, we will gas up and head south. With a likely stop in Solvang for a little food and shopping, we then travel some more twisties as we head further south and home. We plan to be in San Diego County before dark. We will have driven and eaten our way through some of the best roads and restaurants in the state...not to mention the Madonna Inn.

Planes of Fame Run

Joint SOCALM / SDMC Run

Date: Saturday, May 12

Meeting Time: 9:45ish for brunch, 11:00 a.m. for the run

Meeting Place: Baker's Square, 23515 El Toro Rd, El Toro, (949) 770-8131

Contact: Victoria Bakker,

(626) 392-6399, raspberrymford@aol.com

Cost: museum prices are \$8.95 adults, \$1.95 kids 5 - 12, free under 5.

Run Rating: Passenger-Friendly!

Plan to arrive around 9:45 a.m. for brunch (a little earlier or later is OK since we don't want to overwhelm the restaurant with a huge group all at once). Brunch is a first-come, first-served thing and we will NOT all be at one big table. So, try to "buddy up" in groups of around four to make it easier for the restaurant. The drivers meeting will be at 11:15 a.m. The run will take us northbound on some scenic, mildly-twisty roads. We'll have about three hours of driving before we get to the amazing "Planes of Fame" Air Museum in Chino. If you drive a



yellow car (Steve Waid), there is a prison across the street for your enjoyment, too. This will be a great day of eating, driving, and cool planes, so you don't want to miss out.

Directions to Meeting Place: Exit the 5 freeway at El Toro Road and go northeast (inland). If you're coming from the 5 south, you have an extra left off the freeway to get to El Toro Road. Turn left at the light onto Raymond Way. Baker's Square is in the shopping center on the left.

McKeever High Performance Driving School

Willow Springs Raceway

Date: May 19 - 21



This high-performance driving school is open to drivers of *all* skill levels, from the novice who just wants to learn how to be a safer driver to the weekend racer who wants to shave a few ticks off his lap times. You will be grouped according to your comfort level and track experience for maximum safety. A short *Driving Clinic* on the wet skid pad will be open to non-participants on Saturday.

Entry fee includes:

- High-performance driving manual
- 5x7 group picture
- Lunch each day
- Classroom instruction
- Individual ride-along instruction
- Approximately 150 - 175 track miles per day
- Certificate of completion

Saturday and/or Sunday on the "Streets of Willow" track.

\$175 for 1-day school

\$350 for 2-day school

Limited to a maximum of 30 drivers each day (two 15-car run groups). No roll bar or racing belts required. Helmets and driving suits available for use. Teenagers are welcome with

Upcoming Events (Continued on page 4)



Upcoming Events (Continued from page 3)

signed parental consent form.

Monday on the 2½-mile "Willow Springs International Raceway" track.

\$200 for the day

You must have completed the 2-day "Streets of Willow" school. Cars MUST have rollover bars and racing belts to participate on the big track.

If you don't want to use your Miata for the school, McKeever race-prepared Toyota Celicas are available for \$450 per day plus your entry fee.

Make check payable to SAN DIEGO MIATA CLUB and send to:

JON MARTINEZ
155 Avenida Adobe
San Clemente CA 92672

Questions: (949) 361-0838 or
jontronics@home.com

Willow Springs Web site:
www.willowsspringsraceway.com

Danny McKeever's Web site:
www.raceschool.com

Allen's Wrench 6th Annual Rock & Blues Festival



Date: Saturday, May 19

Time: 1 p.m. - 9 p.m.

Place: Allen's Wrench

1620 Grand Ave., San Marcos

Contact: Dennis Allen (760) 744-1192

A Mazda Master Technician, Dennis has again invited SDMC to attend this event, where he invites several 60's and 70's rock and blues bands to come play in the lot at his shop. The band line up at this time is as follows:

No Last Call - 1 p.m.

Blue Knights - 2

Silent Partners - 3

The Hitmen - 4

Blue Fish - 5

Bill Magee - 6

Aunt Kizzy Boyz - 7

Hi 5 - 8

Come and go as they please...no cost other than food. Bring your own lawn chair.

Mid-Week Run

Date: Wednesday, May 23rd

Meeting Time: 9:30 a.m.

drivers meeting: 9:45

Meeting Place: Park & Ride, Deer Springs Road exit, west side of I-15.

Run Leaders: CATH & JIM PHILLIPS
(909) 767-0494 or

pupsnjumps@aol.com

This run qualifies toward Mileage Award

Mid-week run for those of us that work weekends and anyone else that can join us!

This run will take us on a loop through Valley Center, then through Rainbow Canyon, Temecula, Agunga, Anza, Sage, and then into the horse country of Temecula and the wineries of that area. There are enough twisties and turns to keep us all very happy and hopefully there will be roads you have not been on before!

The run should take about two hours and will be a leisurely pace. This is the first run we have led so we are very excited about it. The run will end at the park by the duck pond in Temecula, where we will have birthday cake and drinks (non-alcoholic) to celebrate Cath's birthday!

Monthly Meeting

Date: Thursday, May 24

Time: 6 p.m.

Place: Boll Weevil

9330 Clairemont Mesa Blvd.

(at Ruffin Road), San Diego

(858) 571-6225

This event is the single best way to meet your fellow club members, ask questions, share stories, etc.

This month is the five year anniversary of the monthly event at the Boll Weevil. Come by and say THANK YOU to Rick and his crew!

Don't miss the fun!



FUTURE EVENTS

Track Driving Techniques Seminar

Date: Saturday, June 9

Time: 9 a.m. - 1 p.m.

Place: Mazda North America Operations Headquarters

7755 Irvine Center Drive

Irvine, CA

Event coordinators:

STEF GOULD & Robert Arance
This classroom seminar is for members who have driven on a track (or are considering it). Aaron Tachibana and his lead instructor, Rick Weldon, will be covering apexes, turn-in, driving performance techniques, reading the lines, braking, shifting, etc.— all of the things they try to cover at a track day but, because of time constraints, can only skim the surface of at the track. Aaron has been producing track days at Laguna Seca, Thunderhill, Sears Point for the past five years and this year he will add the Pahrump Raceway in Nevada to these venues.

After the seminar you have the option to adjourn to a local restaurant for lunch and continued camaraderie.

Please RSVP to Stef Gould at stef@miata.net or (619) 298-8605. We need an accurate count for Mazda Corporate.

Directions: Exit I-5 at Alton Parkway. Head West (toward the Irvine Spectrum). Turn Right onto Gateway. Turn Right into the Mazda parking lot.

Kanazawa Roadster Club

Date: Sunday, June 10

We will be hosting a contingent from the KANAZAWA ROADSTER Club, from Kanazawa, Japan. They will be visiting our city for a few days and wanted to enjoy Miatas the way we do. In addition, some of our visitors might like to stay with SAN DIEGO MIATA CLUB members in their



homes. If you would like to host a visiting Roadster fanatic, contact ELLIOT SHEV, president@sandiegomiataclub.org or (858) 679-0777.



Run to the Getty IV

Date: Sunday, June 17

Departure Time: San Diego 7:15 a.m.
SOCALM - 8:30 a.m.

Meeting Place: McDonald's at I-5 and Oceanside Blvd.

SOCALM: Sport Mart at Magnolia Street/Warner Avenue.

Coordinators: ELLIOT & BARB SHEV
(858) 679-0777 or

kingfish@teamvoodoo.com

Reservations a must as space is limited.

Please mark your calendars for June 17 for a special trip to see one of the great masterpieces of art right here in our own back yard. Not only are the contents of this museum a treasure, the setting, the building, the landscape and the view are equally amazing and a treasure as well. If you missed this trip in the past, here is your chance to experience this phenomenal place, and if you did participate before, plan to join us again.

We will be leaving from McDonald's, located at I-5 and Oceanside Blvd., in San Diego County, at 7:15 a.m. sharp. From here we will be traveling north to meet up with our friends in SOCALM. We would like to meet at the Sport Mart parking lot located on the west side of 405 at the Magnolia Street/Warner Avenue exit in Fountain Valley/Huntington Beach at 8:15 departing at 8:30. This should put us at the museum at 10 a.m. to enter as a group. If you were there last year, you can remember how cool this was!

We have been given 50 automobile reservations by the Getty Museum. The normal parking fee of \$5 will be waived as we are a nonprofit organization. These reservations were made a year ago—they are hard to get! Also, we have reserved five picnic tables for

lunch at 1 p.m. You can pack a lunch and enjoy some friendly Miata talk or eat in one of the restaurants. They have a few. There is a really nice one that requires reservations.

Check it out on the Web at:

www.getty.edu/museum and then RSVP, as space is limited to the first 50 cars.

Tech Day at Wheel Store

Date: Sunday, July 15

Time: 9 a.m. to noon

Place: Wheel Store

208 S. Coast Hwy, Oceanside
(760) 967-1336

Tech morning extravaganza at the Wheel Store. Joe Jordan has invited the SAN DIEGO MIATA CLUB to join him for an education on tires, suspensions, and alignment. He will have industry experts available to discuss these elements in detail. This education should help us in choosing the correct tires for our cars and deciding what type of alignment we want.

Now for the important part, Joe will be providing continental breakfast for all of us. Food and information; what more could one ask for? We will be there from 9 a.m. 'til noon.

In the meantime, if you need tires, or an alignment, please call Joe for advice and a quote. He has truly given our club great prices on Toyo tires.

See More Club Discounts on page 8

Online Resources

New SDMC member FRANK DICOSIMO has a flashy Web site dedicated to Miatas.

Go to www.miatatude.com You will find articles about the 2001 Miata show cars we viewed at the San Diego International Auto Show back in February, including an interview with the designer of one of the cars. Miata-dedicated forums are also to be found.

Frank and wife YVONNE own a 1999 Emerald Green.



UPCOMING NATIONAL AND REGIONAL EVENTS

Cool Weekend On The Coast

Date: June 16 - 17

Contact: Austin Dach,
calife@creality.com

On the weekend of June 15-17, 2001, Cool Weekend On The Coast will be hosted by the REDWOOD COAST MIATA CLUB in Eureka, California. Full details and registration are available on the club's Web site at:

<http://rcmiataclub.tripod.com>

Registration is limited. Check-in opens 6 p.m. Friday evening. Events include the Great Drive to the Lost Coast, poker rally, Prairie Creek Redwoods run, "Miata Madness" autocross, coolest Miata competition, best Miata story, awards banquet with trophies for all winners, drawings for prizes, and more. Hotel accommodations at Best Western Bayshore Inn. Set in the natural beauty of the redwoods, rivers, and coastline of the north coast of California...Miata style.

Northwest Miatafest, the Gathering 2001

Kent, Washington

PUGET SOUND MIATA CLUB

Date: August 10 - 12

Contact: John Hewitt info@nwmatafest.com
The largest annual event in the Pacific Northwest!

West Coast Tour

Seattle, WA to Monterey, CA

Date: August 12 - 19

Event Coordinator: John Hewitt,
(360) 659-4248 or

John.Hewitt@mssl.wednet.edu

Starting at the conclusion of the Northwest Miatafest, the tour will meander down the highways and byways of the Western United States. We will link up with the best of the past while in Monterey. The dream-like weekend offers the Concorso Italiano, 28th annual Historic Automobile Races, and the famed Pebble Beach Concours d'Elegance.



March 17-18, 2001 SCCA Solo2 National Tour Autocross Results

Congratulations to the following SAN DIEGO MIATA CLUB members on their performance at the SCCA Solo2 National Tour event. The event was sponsored by the San Diego Region of SCCA, and held at Qualcomm Stadium.

Class	Driver	Car	Place
CSP	RON CHAPMAN	Honda CRX	9th
CSPL	MARA CALER	Honda CRX	1st
EM	HOWARD KUZMINSKI	Miata	2nd

Shootout at the "Q"

It was a day like any other at the local autocross, but the atmosphere was different. An unusual electricity filled the brisk, but sunny, April morning. There was a buzz floating through the paddock and grid. An abnormally high number of entrants were registered for the days' event, but that was merely a sidelight to the main event. A "shootout" was going to take place in the afternoon.

Not to worry, there was no gun play to be had. The "shootout" was serious though. It involved the honor of both the SAN DIEGO MIATA CLUB and SDMC member MIKE SCHWARTZ.

A fairly new member of SDMC, Mike also has been active in the Camaro Club of San Diego and had been taking some ribbing from his Camaro-driving buddies ever since he had acquired one of those "little cars." Mike attempted to explain the virtues of a lightweight sports car with a high-revving motor and agile handling, but



Mike waits his turn on the grid

PHOTO: ANTHONY WILDE

his words fell on deaf ears. The gauntlet was cast, and Mike picked it up. The combatants would meet on the autocross course on Sunday, April 8. The prize, "Pizza!"

Now, I'm sure Mike was confident in the abilities of his Miata, and himself as well, but it never hurts to have support. With that in mind, Mike sent a message to the SDMC e-mail list a few days before the "shootout" to let other SDMC members know of the impending battle. It was a good move, to be sure.

Saturday was cold and rainy. Would it last until Sunday and spoil the event? Not so; you forget this is San Diego. Beautiful weather always appears for special events. Sunday was cool, but dry, and the stage was set.

A number of SDMC members who rarely, if ever, come to the autocross were there. Over the course of the day, nearly 50 SDMC members made an appearance to see what was about to transpire. As luck would have it, neither of the combatants were to run in the morning groups, both were in the afternoon. The Camaro (black, of course), would run right after lunch in the fourth run group, since he was running in the Street Modified (SM) category. Mike and his Miata would follow two groups later in the sixth and last run group, which was where the Improved Street 2 (IS2) category was slated.

The Camaro was a 1997 Z28. It was black with silver racing stripes, which gave it the air of a gunslinger with spurs jingling. You could almost hear the whistle from a "spaghetti western" in the background as he drove past the assembled SDMC members toward the grid.

Everyone who was not running in the group, or working the course, grouped along the rope that separated the paddock from the grid area. Discussion was held about the proper response to the gunslinger as he came by. Everyone agreed that the best thing to do was smile and wave. I'm sure that was more frightening to him than anything!

The Camaro driver was good. He didn't move too quickly through the tight and technical sections of the course, but he did use the power of his Chevy V8 to pick up time in the faster sections of the course. After he completed his four runs, of which he almost forgot the last one and had to be turned around toward the grid, the Camaro had posted the time to beat at 76.663 seconds. A respectable time for the course. This did not look easy.



PHOTO: MARK BOOTH

As the sixth run group made it's way to the grid, Mike drove past the assembled mass of SDMC members cheering him on his way. Such a display of club enthusiasm had not been present at the autocross for quite a while; it was nice to see it again.

Mike was running in the same group as ROBERT "JT" HOLLAND, STEVE WAID, ELLIOT SHEV, and STEVE KENNISON. The grid was



packed and somewhat hectic, since there were a large number of Novice class participants running as well. As Mike made his way around the course for his first run, he did well, but not quite well enough. Time for the first run was 79.961 seconds. Mike was still cheered as he drove past the now slightly nervous throng; hope springs eternal.

As Mike and the other drivers waited in the grid for their next run, everyone tried to keep it light. "OK, that was your sandbag run. Right?", I said to Mike. SDMC member LARRY DENNSTEDT calmly talked to Mike about visualizing the course and relaxing. It must have worked, because Mike ended the "shootout" on the next run with a blazing 74.357 seconds. Point made!

The cheers from the SDMC members caused nearly everyone on the grid and track to turn and see what the commotion was about. Mike quickly flashed a number one and tooted his Miata's air horn as he made his way back to the grid for another shot. Mike still had two more bullets in his gun, he wasn't finished yet. The third run was 73.850 seconds and the fourth was 73.104 seconds, well over

April 8, 2001 Autocross Results

Congratulations to the following SAN DIEGO MIATA CLUB members on their performance at the Solo2 championship event. The event was sponsored by the San Diego Asebring Drivers (SDAD), and held at Qualcomm Stadium.

Class	Driver	Car	Place
CSP	RON CHAPMAN	Honda CRX	2nd
CSP	MARA CALER	Honda CRX	3rd
FM	LARRY DENNSTEDT	Formula Vee	4th
IS2	ROBERT HOLLAND	Miata	1st
IS2	STEVE WAID	Miata	3rd
IS2	MIKE SCHWARTZ	Miata	4th
IS2	ELLIOT SHEV	Miata	5th
IS2	STEVE KENNISON	Miata	6th
IS2L	BARBARA SHEV	Miata	2nd
SM	HOWARD KUZMINSKI	Miata	2nd
Novice	TOM VINT	Miata	23rd
Novice	SCOTT PIKE	Miata	26th

3 seconds faster than the Camaro. Interestingly, both Mike and the Camaro driver finished fourth in their respective classes.

The day was won, the challenger bested. That free pizza would have tasted great, but instead Mike ordered shrimp and STEAK!

— ANTHONY WILDE

AUTOCROSS AT THE "Q"



The following autocross events are *tentatively scheduled* to take place in the parking lot of Qualcomm Stadium:

Sunday, June 10.....race day
 Saturday, June 23.....practice day
 Sunday, June 24.....CANCELLED
 Saturday, July 28.....practice day
 Sunday, July 29.....race day

To confirm autocross information, call:
 San Diego SCCA Hotlines (619) 441-1333
 (800) 360-4454

Web page www.sdr-solo2.com

Come participate or watch our club members race at the autocross (timed event). To participate you need to register for a Solo2 card and number (\$15) and have a DOT approved helmet. Loaner helmets are available at the autocross.



PHOTO: ANTHONY WILDE

Above and Right— Mike raises a number 1 to some of the cheering crowd as he makes his way to the grid for another run.



PHOTO: MARK BOOTH





JERI JONES & SEAN O'CONNER

Frequently when you do something nice for another person, the nifty karma reverts back to you as well.

That's what happened to JERI JONES seven years ago when she decided to surprise her companion of the past 20 years, SEAN O'CONNER, by picking him up in a special car on the last day of his job with Xerox, when he had to turn in his company car. She looked at a Corvette to rent, but decided that was a bit much. She opted instead to rent a Miata for the special occasion, and Sean was both surprised and delighted.

But Jeri found out she not only loved Sean, but she also fell in love with the Miata. That is how she came to own the white '90 that can be seen at SDMC events. It was stock when she purchased it from a private party, but she quickly tricked it up. She put in (by herself) the Jackson headers and air induction system and also completed the headlight conversion, added a CD player, and exchanged the stock wheels for chrome ones.

Jeri and Sean also carpeted the garage so the car would have a happier home. The white '90 had 49,000 miles on it when purchased, and now has 76,000. They use the Miata mostly for fun times, as their job requires them to have a large van, about which more later.

Jeri's initial exposure to Miata was not all that happy. She found what she thought was the car of her dreams at a local dealer, bought it and took it home to give it the usual new owner sprucing up. She found mud in the trunk and throughout, evidence of repaired damage in the front fender and apparently a mishandled registration. She phoned the dealer to complain, and he hung up on her. So she drove the car back to the dealer and insisted the deal be canceled and the check returned, which it was.

It took diligent effort for Jeri to become a part of our club. She found a Miata magazine in the seatback pouch of the earlier Miata, became fascinated with it, and tracked down SOCALM. While attending her first event in August of 1996 (the Dog Day Run, a

joint SOCALM/SDMC run), Jeri met MARK BOOTH and subsequently our august group.

The publication you are now reading is possible thanks to Jeri and Sean. They have been printing the newsletter at a reduced cost for the past several years. They also produced the club banners and the coveted SDMC magnetics at no charge or at their cost.

Their OTM is a minivan, which is necessary for the business. And also necessary for Zack, their 108-pound golden retriever, who needs room to roam and finds the Miata a tad confining. The business is called Sign Up (858) 486-6771.

So, go out and be extra nice to someone. You never know what it might bring.

— TOM SPRAGUE

To be included in our ongoing series of Member Profiles, write a short (200-300 word) introduction and e-mail it to: newsletter@sandiegomiataclub.org. You can also mail it to the Club P.O. Box. Please include a photo, we want to be able see your face. — Your photo will be returned.

More Club Discounts

Our Local Business Discounts section keeps getting bigger, thanks to efforts of enthusiastic Club members. SDMC member GENE STANLEY has arranged a discount for San Diego Miata Club members with Porterfield Enterprises Ltd. For those who do not know, Porterfield is a manufacturer of carbon/kevlar brake pads that are quite popular with Miata autocrossers and racers.

Through Gene's efforts, Porterfield will offer discounts to SDMC members. See the Local Business Discounts on the back page for the details.

Gene uses the R4S street/track version of the Porterfield pads on his black '94 R package Miata, while JON

MARTINEZ uses the higher performance R4 pads on his supercharged white '91.

Wheel Store

Former SAN DIEGO MIATA CLUB member Joe Jordan is now the general manager of the Wheel Store in Oceanside. Joe, with his brother Jim, previously campaigned a pair of Mazda Miatas as Protomotive Racing.

ELLIOT SHEV negotiated some discounts for SAN DIEGO MIATA CLUB members with Joe. SDMC members will get a competitive tire discount, which varies depending on the tire chosen. Current discounts on the ever popular Toyo T1-S tires range from \$17 to \$20, per tire, depending on size. Discounts on other services, such as alignment, are also available to club members.

Check the Local Business Discounts section on the back page for details.

Renewing Members

(since last newsletter):

RAY ACEVEDO & NANCY ACEVEDO
DAVID & LORI BRYAN
MARA CALER & RON CHAPMAN
VICKIE & DAN CLEMONS
VICKI & VINCE FRANANO
JOHN & DEE HORSMAN
JULIE & TED HOYT
DEE & WAYNE JOHNSON
RICH KARPP
BOB KLEEMANN & NATALIE GUARING
WEN KULIK
DIANE LONG
GORDON A. LONG
ANNE S. MARSHALL
MARLO & RON MILLER
ROBERT OLSSON
DONNA & RICK RAMSEY
RANDY & SUSAN RHODES
MARK & DIANNA SORTINO
TOM & DONA THOMPSON
STEVE & LAURIE WAID
KEVIN WOMACK
JEREMY WONG

MEMBERSHIP INFORMATION

New Members!

**WELCOME to our newest members
(since last newsletter):**

BRIAN ANDERSON
San Diego
1992 SE (Black & Tan)
BARRY & SHIRLEY BILLINGSLEY
San Diego
1995 Black
HAVEN BLEVINS
San Diego
1995 Red
JERRY & JAYNE BURGESS
Chula Vista
1995 Red
DEBORAH DITTMAN-LEWIS &
BRUCE LEWIS
Jamul
1996 Montego Blue
MICHAEL HEINITZ
San Diego
1990 Red B
ROBERT LOPEZ & JUDITH SULLIVAN
Chula Vista
2000 Black Leather
ALLEN & VALERIE POLLARD
Poway
1995 M (Merlot)

Membership Statistics

As of April 29, 2001, there are 346 memberships (137 single, 209 dual) for a total of 555 members.

Memberships by Miata Color:

93	Red
52	White
43	Black
33	Emerald Green
27	Silver
15	Montego Blue
15	Sapphire Blue
10	Marina Green
9	Starlight Blue
9	Twilight Blue
8	Mariner Blue
7	Laguna Blue
7	Mahogany
7	Merlot
6	BRG
6	Yellow
5	Crystal Blue
2	Evolution Orange
1	Midnight Blue
1	Eggplant (custom)
1	Teal (custom)
9	Unreported*

* Unreported means a member does not have a Miata at this time.

5 Years Ago This Month

May 1, 1996

The first issue of the SAN DIEGO MIATA CLUB NEWS is published. Volume 1, Number 1 is six pages and contains the basic style that is in use today.

May 7, 1996

The first WHEELS'N'MEALS event is held at Stuff Pizza in Carmel Mountain Ranch. The brainchild of VOODOO BOB and VICKY KRUEGER, this combination of Miatas and food proved to be popular.

May 23, 1996

The WHEELS'N'MEALS event is moved to the Boll Weevil on Clairemont Mesa Blvd. Rick reserves "part" of the patio dining area for us.

May 26, 1996

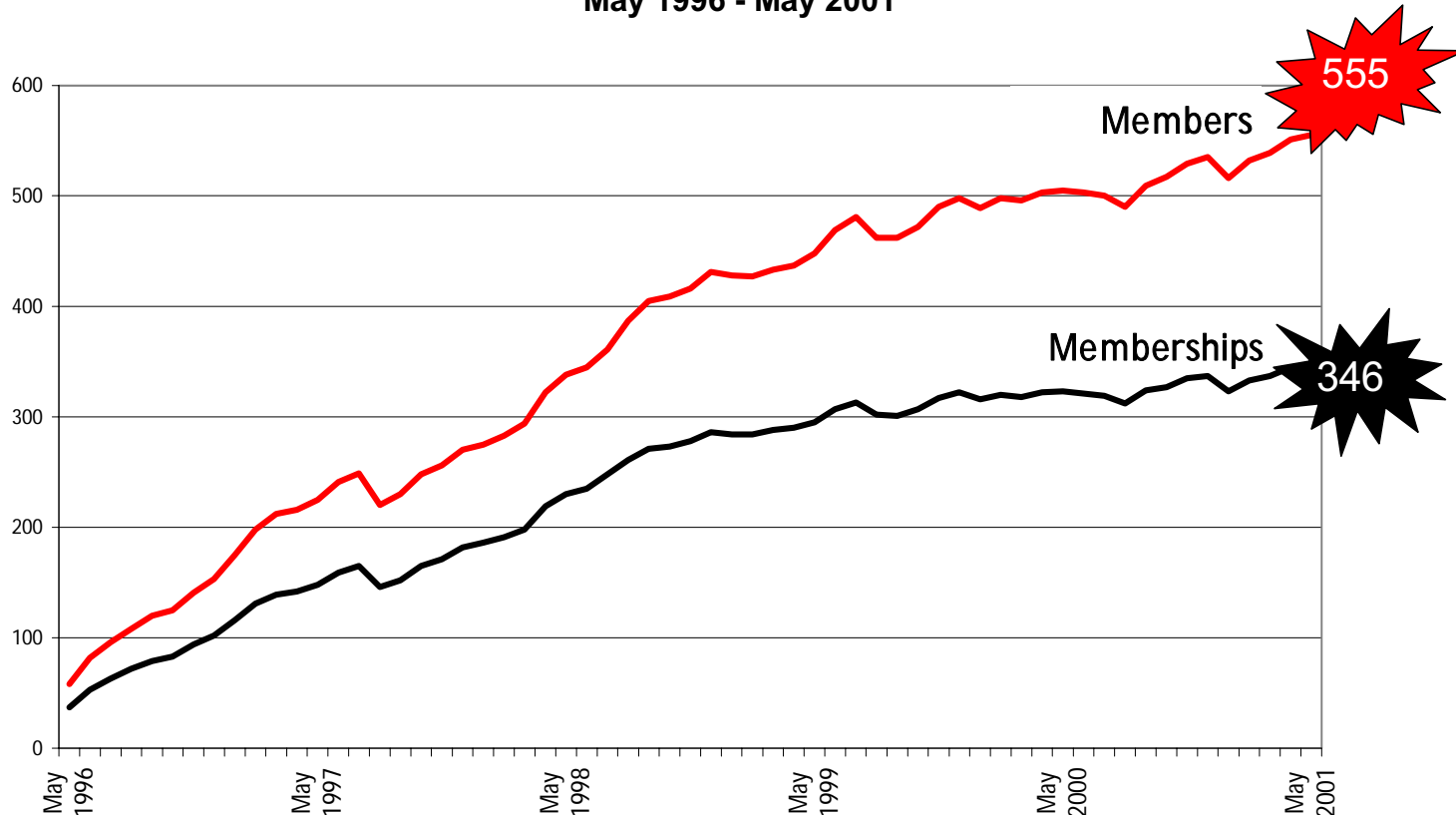
RAINER MUELLER leads the Couser Canyon Fun Run. Couser Canyon is but one small part of the run through the north county twisties enjoyed that day.

Club Membership:

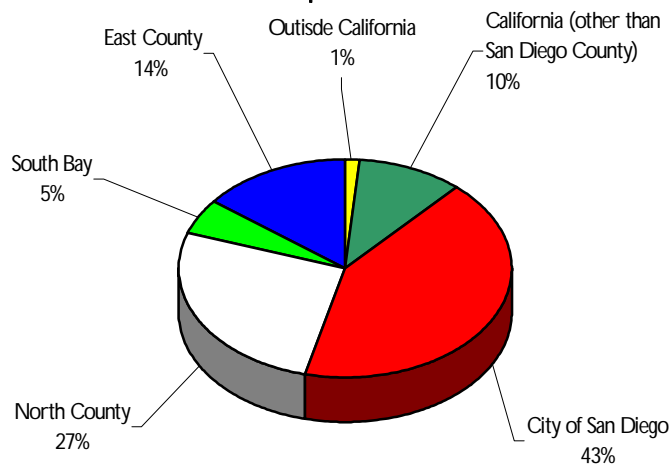
37 memberships and a total of 58 members.



San Diego Miata Club Membership May 1996 - May 2001



San Diego Miata Club Member Distribution
April 2001



SDMC Member Miatas
by Model Year
May 2001

1990	43
1991	29
1992	31
1993	27
1994	35
1995	23
1996	25
1997	29
1999	72
2000	30
2001	14

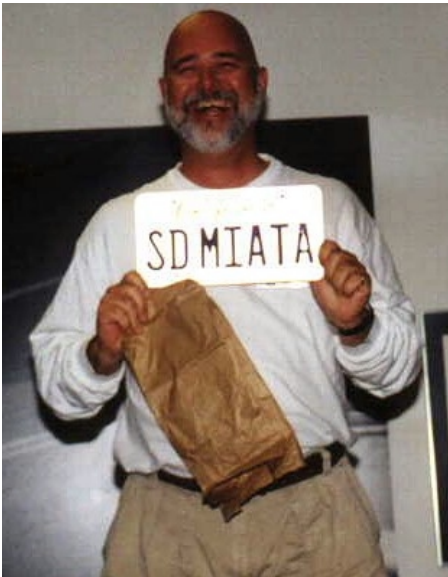
We would like to thank the benefactor who provided the color copies for the front & back covers of this commemorative issue. There was no cost to the SAN DIEGO MIATA CLUB for this splash of color. The donor would like to remain anonymous.



5 Years of Presidents and Cake



Mark Booth— First president of the San Diego Miata Club 1996 - 1998.



Rainer Mueller— president of the San Diego Miata Club 1998 - 1999.



Steve Waid— president of the San Diego Miata Club 1999 - 2000.



Elliot Shev— president of the San Diego Miata Club 2000 - 2002



PHOTO: BARB SHEV



Puke-O-Rama 2001 Regurgitation

March 25, 2001 brought us the first "Interactive" Miata run in the history of the SAN DIEGO MIATA CLUB. We had the first group out being passed by the second group out...we had a group sweep car become the leader and the leader become a follower...one run leader pulled a "Wrong Way" and his name wasn't Templeton. Members of group one dropped back to group three, and one participant decided to change the run route and headed for the Palomar Observatory...unobserved.

All of this interactivity created another successful and fun-filled Puke-O-Rama. Remember that a successful event is any event that fills up my Fun Card...and this one did.

After enjoying the Sunday Brunch at Marie Callender's, drivers and passengers of the 73 Miatas and one Boxster assembled for the obligatory drivers meeting. Puke Leader (me) broke the multitudes into five driving groups after allowing the independent drivers to leave. Seven cars left the lot in a disorganized, anti-social, and independent manner as the organization of the five run groups progressed.



March 25 - Sunday
Puke-O-Rama 2001

The first group to leave was the *Iron Bellies*, led by STEVE WAID with SAL "THE ASSASSIN" CAUSARANO driving sweep. As the Iron Bellies crested the top of Mount Palomar late in the run, KATHIE MCCLELLAND decided it had been awhile since she had seen the observatory, so she ventured in that direction...followed by three others. As the lead car barreled down the mountain, Sal was in hot pursuit of Kathie and out of commu-



The lovely Laurie Waid is all smiles as "Iron Belly" Steve conducts the drivers meeting before the run.

A total of 73 Miatas gathered at the Marie Callender's in Escondido. The restaurant opened early so the run participants could load up prior to taking on the twisties.



nication range. After a stop in a turn-out the lost group finally appeared.

Meanwhile, the *Porcelain Kings* left second and were not far behind throughout the day. The Kings, led by STEVE "NAILS" KENNISON, were swept by JACK and SUE DiLUSTO. Even with one of its members having an unpleasant brush with a sign post, the Porcelain Kings still passed the Iron Bellies and actually arrived at Dalton's Roadhouse first.

DENNIS GARON led the *No Ralphs* out of the lot next, but it didn't take long for him to realize that his CB radio had become merely a prop



in his hand. Signaling to his sweep car, Dennis had MARK and CATHY BOOTH take over the lead while he dropped back in the pack. DAVE and PAM HUNT then assumed the role of sweep car.

Just telling this tale is leaving me breathless.

Flush Twice left shortly after Dennis. Led by ELLIOT SHEV and swept by RICH "FISHY RUN" BEST, the Flushers were the only group to take the "high road" instead of the "low road" and therefore became the first Wrong Way team of 2001.

And then there were the *Daffodils* LAURIE WAID and MARYANNE GARON teamed up in Daffodil One to lead the fun lovers of Puke-O-Rama 2001. The only inexplicable phase of Puke-O-Rama 2001 is how the Daffodil group sweep car, driven by BARB SHEV and navigated by GERI CAUSARANO, arrived at Dalton's Roadhouse before *Flush Twice* AND the *Daffodils*. And Barb & Geri had driven more miles! The only thing that can be said of them is that they were both wearing big smiles. So what's new!

Great weather...great roads...great food...great friends. What more could you ask for? Puke-O-Rama 2002 of course!

— STEVE WAID



PHOTOS: CHARLENE & JIM BROKAW



A Day at Laguna Seca

We're going to go along the inside, leaving the main entry free for the ambulance- we'll enter the track at the bottom of the Andretti Hairpin." It's my first time on a big track and Aaron Tachibana has taken me under his wing. What followed was one of the most exciting days of my life, a dream that came true— to drive on the world-famous Laguna Seca Raceway in Monterey, California (recently renamed Mazda Raceway Laguna Seca).

Aaron is a Miata enthusiast who has put together events on the racetracks of Northern California for the past five years. I was the passenger in his '94 Red R-package Miata as the instructors took their first laps around the track. I frantically tried to memorize the track, note where he was braking, accelerating, and turning in. He cautioned: "Look for the cone on the wall as you turn down into the Corkscrew; they've moved the tree." I've been a spectator at the Monterey Historic Races for the past six years; I knew that the Corkscrew was a tight lefthander followed by a blind downhill twisty. I'd heard racers say they aimed for the oak tree coming out of the lefthander (because you can't see the track over the hood of the car!). The tree had been moved 50 feet since I was there last August. A cone on the wall is a lot lower than an oak tree. I silently note that this "improvement" to the track will give me almost no time to get the right line through the Corkscrew—pretty scary!

After the few laps as Aaron's passenger it was time for SDMC members BRIAN GOODWIN, JON MARTINEZ, and the rest of the guys in A Class to be on the track. Aaron had divided us up into three classes. A Class drivers have the most experience on a track. C Class drivers, which I am, have little or no experience on a track. I hung out with the drivers in B and C classes, watching the track, keeping my ears open for any tips they could offer. Each class was given rotating 20-minute sessions on



March 26 - Monday
Laguna Seca Track Event

the track. The first time out we were in groups of three cars behind an instructor. Aaron was looking out for me—he placed me directly behind SCCA racer Dana Keen— I tried to stick to her like glue. Our 20 minutes were over too soon. We were back in the paddock, Dana leaned out and gave me a "thumbs up" before going back onto the track with A Class. I was so excited and happy! I was wearing a big grin as I wandered over to join the small group from Southern California (some of us caravanned to Monterey, others drove up early and met the whole group for the pre-track day dinner—we all stayed in the same motel complex) Brian Goodwin, Chris and Vani Knudson, Jon Martinez, John Matson, Jim Neforos, MIKE SIMMONS, GENE STANLEY and myself, (six SDMC members + three). Vani became our official photographer and volunteered to time a few of the guys with the stopwatch feature of Chris' phone.



Gene Stanley in Black Bird leads the pack!

It was C Class' turn! I went out by myself and must have been crawling around the track, because a couple of guys lapped me. Jon Martinez said "You have to be going pretty darn slow to be lapped on a two mile track!" My next time out, Aaron jumped into my Miata and talked me around the track—"You want to take this one in second gear, so you'll be able to accelerate with more power when you come out of it...now squeeze on the gas—use all the track." "Go slower into this one, there is no banking—it's flat as a pancake." Toward the end of the session I was almost



PHOTO: VONI KNUDSON

to the point where I could remember each turn.

I was feeling a little confident now, I wanted on the track again... "Is it time for C Class to go out?" "No, Stef, they just called B Class to the grid!" Time was so slow unless I was on the track, then it went way too fast. Finally, it's C Class' turn—I went out by myself. I thought I took the turns right more than 50% of the time, didn't scare myself too much, and I went faster!

Next time out I asked Jon to be my passenger. I was feeling pretty cocky until I ran over both sets of rumble strips in the Corkscrew—Jon screamed: "Alright, Stef! You did the 'Zanardi line'— You did GREAT!" (Well, okay Jon, but I sure scared myself). I'm thinking—These guys are great. They're prisoners in the car of a novice who is making lots of mistakes and they don't seem to be scared. Not only that—They're giving me nothing but encouragement and praise, and they actually seem to be having as much fun as I am. This is way too cool!

Oops, they're waving the checkered flag, C Class' session is over. I drive into the paddock and we both hop into Jon's Miata; now it's my turn to be a passenger. Jon drives "slow" and talks the whole time, explaining what he is doing and why. I'm strapped in tight



PHOTO: JON MARTINEZ

The driver's eye view of Laguna Seca



with a 5-point harness and holding on for dear life!

The next time C Class goes out Jon rides along with me one more time. He gives me even more encouragement as talks me through the turns. "Concentrate on getting the turns right, don't worry about your speed. When you get the turns right, you'll be faster." It's now 4:40, late afternoon, we've been at the track since 7 a.m. C Class has the last session of the day. I position myself to be the last driver out, so I won't have to worry about anyone passing me in the straights. I'm driving by myself, snaking through the turns, hitting the 'lines' just right, into the Corkscrew, coming out of it through a set of sexy, lazy turns. Speed up for a short straight, stomp on the brakes—into second gear for turn 11 and jam into the big straight. I glance in the mirror—Darn, there's a Miata behind me! I signal them to pass, as I pull to the right. Hey, it's Jon and Gene—They decided to take one last session with my Class! In the paddock Gene says, "We didn't know it was you until we were right on top of you—you were really cookin'!"

To all the guys (and Dana!), thank you for giving me so much encouragement—You made a dream come true!
—STEF GOULD

A Note About Aaron Tachibana's Track Events

Aaron's events are open to Miata drivers and their friends. If you have a convertible you must have a roll bar. The event I attended had less than 50% Miatas. There were RX-7s, Toyota MR2s, Mitsubishi's, BMW M3s and Z3s, Porsche Boxsters, and even all-wheel drive Carreras. The events that Aaron puts together are not really schools. Yes, there are some guest instructors, and there is a short instructional drivers' meeting. However, I recommend that before you even think about attending an event on a big track that you enroll in a high-performance driving school. I wholeheartedly recommend the upcoming school at Willow Springs (See Page 3), taught by Danny



Looking back up the Corkscrew from the Miata of Jon Martinez

PHOTO: JON MARTINEZ

McKeever and a staff of professional race car drivers who will give you the basics you will need to know before you drive out onto a big track (they are the very same instructors who teach the celebrities how to drive in the Long Beach Grand Prix!).

Aaron's 2001 schedule of track events can be found at <http://members.aol.com/leanangle1/auto/> or contact him via e-mail at: tach9@pacbell.net or phone:

Willow Springs - May 19-21

I attended Danny McKeever's Fast Lane Driving School with the SAN DIEGO MIATA CLUB last December, where I learned the basics for everyday driving. Danny and his team met their match with me—they had to teach me how to steer, how to set up for and enter a turn, how to exit a turn, when to slow down, and when to squeeze on the gas. You see, I taught myself how to drive over 35 years ago. I have thirty-five years of bad habits to overcome.

The "Streets of Willow," where the driving school will take place, is a small, beautifully laid out, technical track in the Willow Springs International Raceway complex, three hours North of San Diego. The instruction is top-notch; all the instructors are professional race car drivers. The school is a true value—only \$175 for one day or \$350 for two days (compared to thousands at other high-performance driving schools). Unlike



PHOTO: CHUCKE WALKDEN

many schools, you may drive your own Miata. And unlike any other school, this session of the school will be ALL Miatas! No roll bar required, helmets and racing suits supplied! I recommend the two-day session, that's what I've signed up for again. This May will be my third time driving on the "Streets of Willow." There is always more to learn and "The Streets" is a safe place to learn it—not only are all the Miatas traveling in the same direction, there are no walls or guard rails to hit if you push too hard, just dirt to slide into. There is passing, but only on one designated straight area and a Miata may pass on the left only after you've signaled him to do so.

I haven't heard of anyone hurting his Miata (or himself) at the "Streets." Everyone learns a lot and has a good time in the process, and SDMC camaraderie sure adds to the fun! I can't describe the rush I feel when going through the curves just right, I know you will feel it too! As DIANE LONG says with a big grin—there is nothing like the feeling you get "when it just clicks!" [Read the comments of a few of the members who attended the school last December in January 2001's SDMC News.]

For details, see Page 3

Go Fast!

Want to drive at the redline, flat out in all gears? Sign up for all three days of Danny McKeever's Fast Lane Driving School. On the third day you will have the privilege of driving on the Willow Springs International Raceway's big track—the fastest track in North America! To do this you must have a roll bar and have completed the two-day school. (Driving suits and helmets are also required, but they're supplied.) This is a fantastic opportunity for speed demons—in December only five Miatas took to the big track. Imagine, a whole racetrack on which to play with only four other Miatas! Of course there may be more than five Miatas in May, but probably not too many more. A chance like this doesn't come around too often. Go for it!



San Diego Miata Club Display at the San Diego Automotive Museum

March 31 and April 8, 2001 - The San Diego Automotive Museum has recently dedicated an area in the museum for use by the various Car Club Council member organizations. The idea is for local Car Clubs to use the area to display vehicles of their marque and promote membership in their respective clubs. The SAN DIEGO MIATA CLUB was allocated the area for the month of April.

Use of the area required a Miata that could remain in place for the entire month. Fortunately, the San Diego Automotive Museum already owns just such a vehicle... a prototype Miata that Mazda donated to the museum back in 1992. Having sat in storage, on and off, over the last nine years, the car was in need of a thorough detailing. Hard-working and dedicated SDMC volunteers to the rescue!
— MARK BOOTH



Volunteers show off their hard work. (left to right) Sal Causarano, David "Woody" Woodhouse, Jack DiLustro, and Elliot Shev pose next to Miata number 18 after it has been detailed.



The San Diego Miata Club display included the prototype Miata, a continuous running version of the "Miata, Line Sketch to Love Affair" video, SDMC club banners, club photos, club mission statement and a Zoom Zoom banner.

The San Diego Automotive Museum

The San Diego Automotive Museum is open every day 10 a.m. - 4:30 p.m., with the last admission at 4 p.m. The museum is currently running a featured exhibition on the Family Car. Visit their Web site at:

www.sdautomuseum.org

Adults \$7.00

Seniors \$6.00 (65 & over)

Military \$6.00 (active w/ID)

Children \$3.00 (ages 6 -15)

Children Free (ages 6 & under)

Admission to the San Diego Automotive Museum is **free** the fourth Tuesday of each month. This is the same day the Aerospace Museum and the San Diego Hall of Champions Sports Museum offer free admission. For those who have the opportunity to go on a free Tuesday, this would be a great economical way to spend a day in Balboa Park. Please consider a small donation to the museum anyway.

In addition, the SAN DIEGO MIATA CLUB is a member of the San Diego Automotive Museum Car Club Council. As a result, SDMC members can join the San Diego Automotive Museum for annual fee of \$25 for a single or \$40 for a dual membership. This is a \$5 discount on each membership from the regular fee. You get unlimited admission to the museum during the year and two guest passes for a single membership (four with the dual).

Please consider supporting the San Diego Automotive Museum by becoming a member.

— ANTHONY WILDE

Special Note: By special arrangement, SAN DIEGO MIATA CLUB members who join the San Diego Automotive Museum during the month of May, will receive two years for the price of one! New memberships only, please. Be sure to indicate you are an SDMC member and are taking advantage of the 2-for-1 offer.

PHOTOS: MARK BOOTH





April 28 - Saturday
**Annual Membership
 Meeting & Board Elections**
 San Diego Automotive Museum



PHOTO: DIANE LONG

Nearly 100 SDMC members showed up to share the fun and help steer the course of the club for the next year.

San Diego Miata Club Executive Board 2001 - 2002

president - ELLIOT SHEV
 vice-president - SAL CAUSARANO
 treasurer - JIM BROKAW
 secretary - JACK DiLUSTRO



PHOTO: BARB SHEV



PHOTO: BARB SHEV



PHOTO: BARB SHEV

Left— Elliot Shev presents a plaque to Anthony Wilde for “tenacity in producing the best club newsletter in the Miata world.” In turn, Anthony presented certificates of appreciation to the members of the newsletter team for their hard work and dedication over the last year.

Right— Members listen intently to the discussion.



Steve Waid & Barb Shev conducted the goodie raffle.



PHOTO: ANTHONY WILDE



PHOTO: ANTHONY WILDE

Left and Below— The 3 presidents in attendance prepare to cut the club birthday cake. Mark Booth takes the first whack, after deflating Steve's yellow balloon.



PHOTO: CHARLENE BROKAW

After the meeting Scott Langhoff led a group to the Navajo community parade and Jack DiLustro led others on an impromptu run. Look for details of the fun in the June issue of the San Diego Miata Club News.



Alphabet Soup

A, B, C, LE, SE, M, M1, M2, STO, LSD, PEP... what does it all mean? In the decade plus that the Miata has been around, a number of acronyms and terms have become a regular part of "Miata speak." These get tossed about in conversation, and so, in an effort to define this ever-evolving language, here is a glossary of *some* Miata-related terms.

— ANTHONY WILDE

A Package - For 1990 to 1994 model years, the first option package above the base package car was called the A Package. In 1990 to 1992, A Package cars included a leather steering wheel, alloy wheels, cassette stereo, and power steering. In 1993 this list was expanded to include power door mirrors. 1994 model year A Package cars included leather steering wheel, alloy wheels, wheel locks, Torsen limited slip differential, power steering, and headrest speakers.

B Package - The second option package level for 1990 to 1994 cars included all of the items for the A package plus the following for each model year: 1990 to 1991 cars added headrest speakers, power windows, and cruise control. 1992-1994 added a power antenna to the list from '90-'91.

BRG - British Racing Green. This color was used on the 1991 SE and reappears on the 2001 Special Edition.

C Package - First introduced for 1993, the C Package included all of the B Package items plus the following: In 1993 tan leather interior and a tan soft top. This was only available on red, white, and black cars. In 1994 the tan leather interior and tan soft top was available with any body color.

LE - Limited Edition. To date, the only Limited Edition Miata in the U.S. was the 1992 black/red model.

Brilliant black exterior with red leather (actually more burgundy) interior, 14-inch BBS wheels, and the MSSS.

LSD - Limited Slip Differential. Miatas have three kinds of differentials. Open, viscous limited slip, and Torsen. The open differential has no ability to transfer power to one wheel if the other wheel is slipping. The viscous limited slip, which was available on 1990-93 Miatas, used a silicone fluid and metal discs to generate about 25% energy transfer from a slipping wheel to the opposite wheel. These units wear over time and cannot be rebuilt. Eventually, no energy is transferred and you have an open differential. In 1994, the Miata was offered with the Torsen limited slip differential. This unit uses ring and worm gears to transfer up to 85% of the driving energy to the non-slipping wheel.

M1 - All 1990 to 1997 Miatas are considered the first generation and are commonly referred to as M1 Miatas. These cars all share the same body and the pop-up headlamps.

M2 - 1999 is the first year for the M2 Miata. The new body with exposed headlamps and a hump back are the defining features. 2000 and 2001 model years are also considered M2 Miatas.

M Edition - First introduced in 1994, the M Edition Miatas were limited editions of specific color and trim for each model year. In 1994 the M Edition included all of the C Package items plus a wooden shift knob and brake handle, chromed wheels, M Edition keyring and lapel pin, and Montego blue paint. In 1995 the M Edition was characterized by the merlot mica paint and tan leather low-back seats with adjustable headrests. The package also included all of the items from the 1995 PEP and Leather Packages, 15-inch BBS wheels, Nardi black leather shift knob, air conditioning, and ABS. The 1996 package con-

sisted of starlight blue mica paint, 15-inch five-spoke Enkei alloy wheels, tan leather interior, tan vinyl top, remote keyless entry system with alarm, and various M Edition logo items. The last M Edition to date was the 1997 model year. The '97 package included the items from that year's leather package plus 15-inch, six-spoke chrome wheels and marina green paint.

MSSS - Mazda Sensory Sound System. Introduced in the '93 LE, the "Silver Stereo" was a Pioneer AM/FM tuner, cassette, CD player with an amplifier. It included separate midrange and tweeter speakers in the doors, headrest speakers, and "sonic transducers" in the seat backs to let you "feel" the bass. A black cover was included to hide the system when not in use or parked. The MSSS was available as an option from 1993 through 1995.

OTM - The universal designation when one is occasionally required to drive an auto "Other Than Miata."

PEP - Popular Equipment Package. Introduced in 1995, this option package was the compromise between the stark R package and the more luxurious leather package. The previous year B Package car was similarly equipped. PEP was included as an option package through the 1999 model year.

PPF - Power Plant Frame is the name for the aluminum truss frame that ties the power unit (engine and transmission) with the final drive unit. This direct connection is one of the reasons for the Miatas responsiveness to changes in acceleration and deceleration.

R Package - With the introduction of the 1.8-liter engine in 1994, the R Package Miata first appeared. This package is as much about what was excluded as much as what was included. Power steering was not available with the R Package, since this option package was aimed at the auto-



cross and racer market. The R Package included the Torsen LSD, alloy wheels, wheel locks, Bilstein shocks, recalibrated rear springs and sway bars, front spoiler and rear skirt, rear decklid spoiler, stripe kit (dealer installed). This package also required a manual transmission.

SE - Special Edition. The first Special Edition Miata was the 1991 British Racing Green (BRG). There were 4000 of these produced in numbered sequence. For 2000 the SE badge was used on the mahogany mica edition. The 2001 SE is, once again, BRG.

STO - Special Touring Option was the Mazda designation, but Miata fanatics quickly dubbed this 1997 trim package "Still The One". At first glance, the STO's twilight blue paint and tan leather interior looks the same as the 1996 starlight blue M Edition. The M Edition's 15-inch five-spoke Enkei wheels are carried over. What is not carried over is the Torsen LSD. STO badging and the addition of an R Package rear decklid spoiler are the distinguishing features.

Aftermarket Goodies

A Quick Stop, For The Right Price

If you've been thinking about adding a little color to your brake calipers, or perhaps adding a little firmness to your brake pedal, please read on. There are many paints available to paint your calipers. Some are epoxies, a two part paint that you apply with a brush. While these are really good, tough, and fairly chemical resistant, not to mention heat-tolerant, they are expensive. They typically cost about \$50.

There are other paints available. They are the spray variety. These usually only offer heat-resistant characteristics. They do not normally provide

chemical resistance to brake cleaning fluid or brake fluid. This means that after all your hard work, the paint could disappear after bleeding your brakes.

Next point; adding stainless steel brake lines. This will add a little bit to the sensitivity of your brake pedal by offering a firmer pedal. These brake lines are available from most Miata after market suppliers for about \$140.

Now for the good news! Dave Turner Motorsports can supply you with brake caliper spray paint for \$6.99 a can. This paint comes in red, blue, silver, black, orange and, yes, the dreaded yellow. I have used it and it works well.

If you are thinking about stainless steel brake lines and don't want to part with \$140 plus tax, you can purchase a set from Dave Turner's for \$99. I have installed a set of these on my car and they are excellent.

Time to Clean Out The Garage!

If you've been saving the oil drained out of your Miata (or OTM), now is a good time to recycle it. The City of San Diego has the following recycling event coming up:

Saturday, May 19

Montgomery High School
3250 Palm Ave. @ Hawaii Ave.
San Diego 92154

Collection events are from 9 a.m. - 1 p.m.

They will accept a maximum of 10 gallons of used oil (Please transport in a sealable container), antifreeze, oil filters, and automotive batteries.

This event, sponsored by the City of San Diego, is open **ONLY** to residents of the city. For more information, call (619) 235-2105. If you are not in the city of San Diego, please contact your city's environmental affairs department or the county agency for similar events in your area. Most auto parts stores and repair shops will also accept used oil for recycling.



CLASSIFIED ADS

Classified ad space is provided free of charge to **members only**. Please include your name, telephone number, and e-mail address (if applicable) with each submission.

For Sale: '97 Chrysler Sebring LX. Polo green/gray interior. 68K miles, new brakes. All power, auto trans, CD/cassette, cruise, 60/40 rear split seat. Meticulously maintained. Excellent Miata Support Vehicle. \$13K OBO. Anita (858) 496-1101 or anita.rosin@juno.com

For Sale: 1993 Miata, Red, 116K miles, base model, A/C, excellent condition, very well cared for, aftermarket extras too numerous to mention here. \$5900. Sal (760) 787-0624 or wooddust@aol.com

For Sale: Jackson Racing header, like new, \$325, off a 1990 (new is \$489 plus shipping). I also have a starter, Tokico shocks, and misc. mechanical and body parts including windshield, doors, mirrors, rear fenders, and bumper. All recently repainted (red), in good condition. Wally (619) 232-2801 ext 313, 234-2858 or wallymiata@juno.com

Buying or selling your Miata or Miata accessories? You can do it for **free** on Miatamart—the MIATA FOR SALE Web site, run by SDMC member RAINER MUELLER. Check it out at www.miatamart.com

For Sale: I have to clear out the garage. Set of 15" Fittipaldi chrome 5-spoke star wheels, includes center caps, \$250 for the set. Stock 1990 exhaust in great condition, \$25. J&S Knock Sensor, \$250. MSD Boost Control, \$85. Alpine 7525 AM/FM/Cassette & remote control. Detachable face, CD changer controls, superb tape playback quality, super tuner with 24 presets & auto volume adjust. Installation available if needed (Free - but, you pay for parts). \$225. Also, matching 6 CD changer available for additional \$175. 3 additional disc cartridges. Jeremy (858) 651-8509 (w) (760) 632-7848 (h) or jeremyw@qualcomm.com

Vacation Getaways: Includes one week accommodations at a 5-star resort in places like, Grand Caymans, Orlando, Kona Hawaii, Aruba, and the list goes on. Michael (760) 436-8311 or mik_lyn@prodigy.net

