

SAN DIEGO MIATA CLUB NEWS



NOVEMBER 2003

VOLUME 8 NUMBER 9

UPCOMING EVENTS



Sat. Nov. 1, 2003
9 AM Tech Day
Mike & Robin Faircloth's



2003 San Diego
Veterans Day Parade
11am, Tues, Nov 11, 2003



DeJa Vu "Fall Colors"
Idyllwild Run
9 am Sat, Nov 15, 2003



Monthly Meeting
6 PM Thurs.,
Nov. 20, 2003



LADIES ON THE LEFT
RUN
2:30 PM Nov 22 , 2003



DeJaVu "Bates Nut
Farm Harvest Festival"
9 am Fri. Nov 28, 2003



Safety Driving School
Saturday, Nov. 29th
All Day



Support Our Troops

PRESIDENT'S MESSAGE

In talking to a number of folks a while back the subject of why a Miata is called a Miata came up. Now the general consensus is that the name "Miata" was derived from an old obsolete High German word meaning reward or high/great reward. Although never completely substantiated the credit for coming up with the name belongs to Rod Bymaster, Mazda's head of product planning and marketing for the Miata project during the initial product development. Bob Hall, the "father" of the Miata, confirmed this story. So when is a Miata not a Miata? To answer my own question, when it's a Eunos Roadster or an MX-5. All Miata's and Eunos Roadsters are MX-5s but the reverse is not true. To clarify this somewhat the Eunos Roadster is a designation used in Japan for the MX-5 and Miata is the designation used in North America. So we all have MX-5s no matter what they are called in their respective markets.

To take this a step further we have further subdivided the Miata into various sub-model designations. Everybody is aware of the first generation of Miata's that were produced from 1989 through 1997. Also the second generation that was produced from 1999 through 2003 (and probably 2004). These models have been called various things such as, Mark I, Mk1 and M1 for the 89-97 and Mark II, Mk2 and M2 for the 99-2003/4 model years. Although most people understand this nomenclature, it can be confusing especially with the upcoming third generation Miata (2005?). That would end up becoming an M3 and BMW might not take kindly to use of their trademarked designation. To further complicate things most of the rest of the world doesn't use the North American convention.

So what do most motoring enthusiast's use, and better yet how does the Mazda organization define the different style cars? Most enthusiasts as well as manufacturers (not just Mazda) use the body type (model ID) as the car model designation. Mazda for example refers to the different models of RX-7's as FB, FC, and FD. The Miata is designated as NA for the 1989-1997 model years and NB for the 1999-2003/4 model years. The new third generation Miata is designated as NC. To determine what your Miata body type is you only have to look on your car's VIN number.

Let's take a look at a typical VIN number and see what it tells us. We will use JM1NB353320100001 as that example. The "J" stands for country of manufacture (in this case Japan) and the "M" designates the actual manufacturer (Mazda Japan). The 3rd digit is a 1 and this designates the type of vehicle as a car. Next is the model ID, which is NB and designates this car as a second generation Miata. Digits 6 and 7 tell us that the body style (35) defines this car as a convertible. At this point, we have a divergence between the NA cars and the NB's and things become a bit confused. The eighth digit is believed to be an engine designation (2 for 1.6L and 3 for 1.8L?) and the ninth digit is a check digit. The tenth digit indicates the

(Continued on page 2)



year of manufacture and for the NA is a letter (L='90, M=91, N=92, P=93, etc...). On the NB model the tenth digit is a number (in our example the 2 stands for 2002). The eleventh digit is 0, which designates the manufacturing plant as Hiroshima. The last 6 digits are the build number of the car. All this is a bit complicated and pretty trivial except for one important thing. You can call Mazda North American Operations (MNAO) and give them a VIN number; in return they can provide all the information about that car as it came from the factory. So if you are buying a used car you can determine exactly what package and options it came with from the factory. Also VINs can be used to determine if you have a clean title or a salvage title. This can be very useful in negotiating price.

To find out more about the various models of Miata's go to our SDMC site and click on "Miata Information" in the left-hand column. From there click on "Miata History" in the sub-menus. A PDF file will open that will tell you more about the Miata's history than you ever wanted to know. Also www.miata.net has a huge amount of information regarding this subject in the archives. You will have to use a search function to find exactly what you are looking for but it is there. On a more general level I highly recommend the 5 year anniversary book and the 10 year book on the Mazda MX-5 Miata.

No matter what Miata, Eunos Roadster or MX-5, M1, M2, NA or NB you currently own, you know that you have a reliable, great handling, fun car that provides a conduit for your driving pleasure. So let's all go for a ride!

Regards,

Steve "Nails" Kennison
President San Diego Miata Club

NEWSLETTER TEAM

Take the time to say "thank you!" to the new newsletter team!

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MISSION STATEMENT

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!

BOARD OF DIRECTORS

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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. When possible, please e-mail your submissions to the newsletter editor. Submissions may 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) 434-2007
P.O. Box 17253
San Diego CA 92177



NEW MEMBERS!

Welcome to our newest members (since last newsletter):

Marla Anderson
La Mesa
2001 SE (British Racing Green)

Donald & Barbara Douglas
San Marcos
2003 Shinsen (Titanium)

Gordon Eggum
La Jolla
1992 Red

Frank Haggard
San Diego
1993 Black LE

Maggie Johnson
San Diego
1996 Black

Bill & Tammy Kellerman
San Diego
1997 M (Marina Green)

Scott & Erin Pike
Ramona
1994 Black

Glenn & Amy Roger
Vista
1997 Black

Akemi & Ray Rogers
San Diego
1997 M (Marina Green)

Ron & Frances Rowe
Bonita
1990 Red

John Tellev
La Jolla
1999 Emerald Green Leather

MEMBERSHIP STATISTICS

As of October 19, 2003, there are 350 memberships (135 single, 215 dual) and a total of 565 members.

Memberships by Miata Color:

84 Red
49 White
36 Black
31 Silver
22 Emerald Green
15 BRG
14 Montego Blue
12 Twilight Blue
12 Yellow
11 Sapphire Blue
11 Mahogany
9 Crystal Blue
9 Mariner Blue
7 Laguna Blue
7 Marina Green
6 Garnet
6 Titanium
5 Midnight Blue
4 Starlight Blue
3 Merlot
3 Strato Blue
1 Splash Green
1 Evolution Orange
1 Laser Blue
1 Teal (custom)
1 Viper Pearl Blue (custom)
11 Unreported

ZOOM....ZOOM....ZOOM.... GOT REGALIA?

We have T-shirts, hats, hooded zip sweatshirts, pins, pens, hat chums, carabineer key chains, and window clings. Pick up your SDMC Regalia at the monthly meeting or e-mail the Regalia Gals for special requests. Something new is coming: details to follow. Watch your e-mail!

Contact the Regalia Gals
Veronica DIDIER &
KATHY ROBERTS
(858) 578-5727,
regalia@sandiegomiataclub.org.



BADGES?

Have you wondered how to get those nifty engraved plastic name badges that have been turning up on members at the latest events? They are available for a mere \$6.50 each, including shipping to your home, from VICKY KRUEGER. You will need to give her cash up front, as the badges need to be paid for in advance. Lots of colors are available to match your Miata. See Vicky at a monthly meeting or e-mail her at vicky@teamvoodoo.com.

RENEWING MEMBERS (SINCE LAST NEWSLETTER):

Kyoichi Abe
Ricardo Da Rosa
Ed Dittman
Alice Erikson
Justin Fitzgerald
Gordon "GT" Frost, Jr.
Scott Fulmer
Jack Gosney
Jack & Sue Hinkle
Bobbi & Ron King
Kathie McClelland
David Milne

Louis Misko
Amy Del Nagro
Ed & Marky Pitts
Jim & Karen Power
Jim Schmedake
David & Stephanie Shabestari
Elliot Shev
Barbara Shev
Scott Sims
Paul Moore
Ken & Carla Jean Tooker
Robin Walker-Faircloth
Michael Faircloth
Melissa & Garret Williams



UPCOMING EVENTS

TECH DAY IN RAMONA

Saturday, November 1, 2003

9 AM to 4 PM

MIKE AND ROBIN FAIRCLOTH'S
16203 Oakley Rd

Ramona, CA

(760) 789-5171

MIKE FAIRCLOTH has impact wrenches and most tools available in a five car garage. Space will not be the issue. What would you like to see done? Want to install some new toy? Some basic maintenance? Email Mike with your wishes at fairfalcon@cox.net

MIKE HEINITZ will be available to install windshields at \$144.54 +Tax, \$5 more for shade (tint across the top) includes a new moulding and expert installation. Please email him at mpheinitz@hotmail.com to reserve a time.

TED KESLER will have his products available. Email him in advance at RNNAWAY@aol.com if you know what you want.

TOM THOMPSON will have his relocation kits available. Email him in advance at tomiata@cox.net.

SCOTT LEWIS has arranged for Kenny Key to be there—from Key Floor Care. For \$20.00 per car he will clean your interior, including the cloth seats, floormats, and carpeted foot area only. It will be a hot shampoo treatment.

SWAP MEET: Bring that Miata toy that you didn't use or a spare part. Swap or sell some of those kinds of things.

FOOD will be on a "feed the kitty" basis. Simple food and drink.



DIRECTIONS: Take your favorite route to Ramona. 10th / San Vicente Road (traffic light) - go east. RT turn if coming north on Hwy 67. (An AM/PM gas station is on the left corner. Continue on San Vicente through the light at 'Wildcat Canyon'. When the road becomes a "divided" 4 - lane roadway, stay in the LEFT lane. At the first available LFT turn onto Arena Drive. Take the next immediate LFT (Glenn Ellen); and then take the next immediate RT (Oakley Rd). If you miss Arena, go to the light at Gunn Stage and make a U-Turn and return to Arena.

DEJA VU FALL COLORS IDYLLWILD RUN

Saturday, November 15, 2003

9 AM

Run Leaders:

Jack & Sue diLustro 858-484-2427

Enjoy Southern

California's variety of Fall colors as we drive on some of our most enjoyable roads and wind our way to the mountain community of Idyllwild. We will meet at 9:00 AM in the Springhill Suites/Wendy's parking lot at I-15 and Scripps Poway Parkway. Exit I-15 and go East to the first driveway on the left. Scripps Poway Parkway is North of Miramar Road and South of Poway Road.



We will have plenty of time to eat at any number of restaurants, sample the ice cream shops and walk around the village in this scenic mountain setting before heading back to San Diego and a dinner stop at Dalton's Roadhouse Restaurant at Route 78/Nordahl Road in Escondido.

This will be a rain or shine event, so dress accordingly as it may be quite cool in the mountains.

MONTHLY MEETING

Thursday, Nov. 20, 2003

6 PM at Boll Weevil

9330 Clairemont Mesa

Blvd. SD (858)571-6225



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

LADIES ON THE LEFT RUN

November 22

2:30 PM til ???

Run Leader:

BRENDA KAY

(858) 715-0013



Join us for a run with Ladies on the Left (DRIVING!) We'll leave from Grossmont Center at 2:30 pm, stop for a half hour at Summers Past Farms for a tour of their gift shop, pastries and coffee. Then we'll drive to the Viejas Outlet Center for shopping. We'll have reserved parking. Dinner is YoYo (You're On Your Own). And finally, we'll have reserved seats for the Holiday Water Show at 7:30 pm.

Ladies are encouraged to be the driver, but men are welcome.

DEJAVU "BATES NUT FARM HARVEST FESTIVAL"

Friday, November 28, 2003 9:00 AM

Run Leaders: Jack and Sue diLustro

858-484-2427

Every year, Bates Nut Farm, affectionately known to the Miata Club as Nate Butt Farm, holds their annual Harvest Festival consisting of almost one hundred vendors selling holiday crafts and gifts at their Valley Center farm. A variety of foods can be enjoyed in the picnic areas and there are even a few goats and other animals to feed or just watch their antics. This is a great way to work off the after effects of Thanksgiving dinner. Make room in your trunk for all your purchases and enjoy the Harvest Festival San Diego style.

We will meet in the Springhill Suites/Wendy's parking lot at I-15 and Scripps Poway Parkway. Exit I-15 and go East on Scripps Poway Pkwy to the 1st driveway on the left. Scripps Poway Pkwy is North of Miramar Rd and South of Poway Rd.



NOVICE SAFETY DRIVING SCHOOL

Saturday, November 29th (Thanksgiving Weekend) – All Day
Qualcomm Stadium – West Lot

WHO? San Diego Miata Club & Southern California
Auto cross Team (SCAT)

COST? \$45 EACH participant



Sanctioned by: San Diego Region of the Sports Car Club of America (SCCA)

Hosted by: Southern California Autocross Team (SCAT)

Coordinated by: The San Diego Miata Club

Registration opens October 20, 2003. Only envelopes postmarked on and after that date will be accepted.

Registration required no later than November 17, 2003
(Registration closes. No refunds after that time)

SCCA Safety Rules Enforced;

- Tech Inspection required (car must be street legal)
- OTM ok but no high center of gravity (i.e. SUVs, trucks etc.) vehicles. No motorcycles. We reserve the right to refuse entry to any vehicles not meeting our requirements.
- Helmet Required! (Some loaners available. Must be Snell 90 or newer.).
- Valid drivers license required

Insurance on car (must sign waiver)

70 Students Maximum. A standby list will be provided if the 70-student limit is exceeded. If you are on standby and we don't have a spot for you we will refund your money.

Registration fees include insurance for each participant.

Spectators welcome to attend and watch for free.

SCCA Instructors will focus on the skills and techniques of accident avoidance and learning what you and your Miata can do. The more comfortable you become with your Miata, the safer you become.

The morning will be spent learning several driving elements at training stations spread out in the Qualcomm parking lot. Students will move from station to station learning each of the safety elements. After a lunch break, a closed course will be constructed using each of the elements learned, and students will have driving time to practice all of the elements placed together. Instructors will be available to ride along, and students will be able to ride with instructors during the afternoon. Improvement of driving skills is an important aspect of what the San Diego Miata Club believes elevates the Fun Factor of driving.

Soft drinks, water, and breakfast goodies (rolls, bagels etc.) will be provided for all participants and staff.

LUNCH – Catered by Geno's West Coast Style Barbecue and includes:
BBQ Beef Sandwich, Baked Beans, Cole Slaw, Potato Salad and Cookies
Beverages will be supplied by SDMC

Participants, spectators, and staff are welcome to attend this lunch, all for the low, low price of \$8.00.

Pre-registration required for catered lunch with a cut off date of Nov. 17, 2003.

2003 SAN DIEGO VETERANS DAY PARADE

Tuesday, November 11th, 2003

11:00 A.M.,

Harbor Drive in downtown San Diego from Grape Street to Seaport Village

"Everybody loves a Parade!"

Each year, San Diegans pause to honor our Nations' Veterans by participating in or observing the Parade downtown along Harbor Drive. This Parade includes entries from across San Diego County, composed of Honor and Color Guards, Military and High School Marching Bands, Military units and vehicles, Veterans Organizations, and of course, Dignitaries.

On Tuesday, November 11th, at 11:00 A.M., we will again hold the 2003 San Diego Veteran's Day Parade on Harbor Drive, especially honoring our community's "Citizen Soldiers", those individuals in the Guard and Reserve who have been called up to serve in our Nations' War on Terrorism, both at home and abroad, in defense of freedom.

We receive much of our support from this area's automobile Clubs, and the 2003 San Diego Veterans Day Parade Committee would like to extend an invitation to our members to demonstrate their community spirit and respect for all Veterans by volunteering to transport a Dignitary in this year's Parade!

The San Diego Miata Club has been a key supporter of this event for several years, and we greatly appreciate your continued support, with heartfelt thanks for your past efforts.

Registration begins at 9:00 A.M. up until 11:00 A.M. at the corner of Harbor Drive and Ash Street. Volunteers are asked to reply to Scott Langhoff at slanghoff@cox.net, or (Day) 619) 400-5323, (Night) (619) 470-7860 for specific details. Volunteers have final decision on placement of Dignitaries in their vehicles, and are encouraged to decorate their vehicles in patriotic themes should they desire to do so."



FUTURE EVENTS

DEJAVU "HOLIDAY TOY DRIVE"

Saturday, December 6, 2003

10:00 AM

Run Leaders: Jack and Sue diLustro
858-484-2427

This will be the second annual Holiday Toy Drive where SDMC members can enjoy the Holiday Spirit by donating new, unwrapped toys for the kids staying at the Ronald McDonald House, while undergoing treatment at Children's Hospital. Gifts for all ages are greatly appreciated, especially for young teenagers.

We will meet at 10:00 AM in the Target Shopping Center at Pomerado Road/Ted Williams Parkway. Take I-15 to Ted Williams Parkway (Route 52), go East approximately 4 miles to Pomerado Road, turn left on Pomerado and then right into the Target Shopping Center.

After hitting a few of the local twisties, we will deliver the toys to the Ronald McDonald House and then head to Giovanni's Pizza on Ruffin Road/Clairement Mesa Blvd for lunch. If you prefer, you could bring a new, unwrapped gift to our Holiday Party on Friday, December 5 and we will deliver them for you. Happy Holidays.

DEJAVU "JULIAN PIE RUN AND CHRISTMAS CARD LANE TOUR"

Saturday, December 20, 2003

3:00 PM

Run Leaders: Jack & Sue diLustro
858-484-2427

This "dessert first" run will leave from the Springhill Suites/Wendy's parking lot at I-15 and Scripps Poway Parkway at 3:00 PM. Take I-15 to Scripps Poway Parkway, exit East and turn left into the first driveway. We will drive to Julian for some Holiday Apple Pie, ice cream or whatever. Then it's off to Rancho Penasquitos to tour the Christmas Card Lane display of more than 100 homes decorated in various Holiday Themes. We have done this run several times and there is always something new to see. Following the drive thru tour, we will go to the Penasquitos Town Center for dinner at Jose O'Reilly's restaurant. There is also a sports deli, Japanese and Chinese restaurants as well as other fast food restaurants if Mexican isn't for you. This drive and tour is guaranteed to keep your holiday

SAVE THE DATE! ANNUAL HOLIDAY PARTY



Friday, December 12th
TBA around 7 - 7:30 PM

San Vicente Inn

San Diego Country Estates-
Ramona, CA

Hosts: Robin & Mike Faircloth

Space IS limited so please RSVP!

Special room rates are available again this year at the San Vicente Inn (760-789-8290) if you're interested in staying

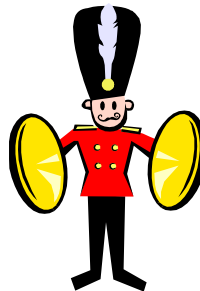
Friday night. The banquet Mgr has informed me that this a busy season for them so you might want to call and reserve your room soon.

Please feel free to contact Robin at if you have any inquiries.

Hawkinlady@cox.net

8TH ANNUAL SAN MARCOS HOLIDAY PARADE

December 7th
Starts at Palomar
College, ends at
San Marcos City
Hall.



Come join the Kiwanis Club of San Marcos and the area banks for a fun time. This small parade with decorated cars has come to be a favorite of Miata owners. Get into the holiday spirit by decorating your car and showing it off to the community.

DEJAVU "PICNIC AT THE CIRCLE IN BORREGO SPRINGS"

Saturday, January 17, 2004

10:00 AM

Run Leaders: Jack & Sue diLustro
858-484-2427

We will queue up at Westfield's North County Fair at 10:00 AM for a rain-or-shine drive to Borrego Springs and picnic at Borrego's Christmas Circle in the center of town. Leaving San Diego we will drive on some of our favorite roads up and over the mountains and then drop down into the Borrego Desert for a leisurely lunch and some relaxation. Borrego Springs has several local restaurants which serve some very good and inexpensive foods to eat-in our take to the Circle. Then it's off to the hills with a pie and ice cream stop at Dudley's Bakery/Julian Pie Shop in Santa Ysabel before heading back.

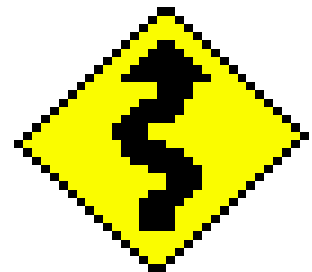
SEARCH FOR MADONNA 2004

May 1-3, 2004

Madonna Inn, San Luis Obispo
(800) 543-9666

Saturday through Monday

In order to be a 2004 Searcher there is little to do. If you want to be able to get the room you want at the Madonna Inn, go to www.madonnainn.com and look through the rooms. Make your selection(s) and call Barbara in group reservations. and she will see that you are included in the group. Be prepared with more than one room choice, just in case your first choice is taken.





You've heard about a marriage made in heaven. How about a marriage made at autocross? That's the story of Bob (J.T.) Holland and Carol Schwartz, who met at autocross and were married last April 6. You might say it was love at first sight—love of each other, love of autos and specifically a love of the Miata.

Although both have life-long interests in autos, neither came from a family of car buffs. "We figure we were both adopted," is the way JT smilingly puts it.

JT drives a '92 Red A package with slightly more than 100,000 miles. Carol's car is a '95 White R package with a tad over 60,000. Both have other vehicles as well, and use the Miata for fun and racing. JT has a Mazda truck that can carry things his Miata cannot, while Carol's other car is a 5-liter 1989 Mustang which she used to race.

Asked what modifications he has made to his car, JT responded it might be easier to list what he has not done. Even with all the improvements, he quickly adds there will be more coming.

He has added a sport intake, flywheel and clutch, springs and shocks, swaybars, differential, racing seat, roll bar, steering wheel, shift knob, brake handle, CD player and changer, 2 amp sound system with eight speakers—and most recently the Thompson Automotive remote oil changing system. The main idea is to make the car do better in autocross, but also to be more fun when driving and working on it.

The car—and JT—have done quite well in the racing arena, topping his autocross class in points the past two years and currently leading for year three.

JT has been part of SDMC since it began eight years ago as one of the founding members. A bunch of locals who had been communicating through a Miataville chat group on Compuserve figured there was sufficient interest to form a San Diego Miata Club, for fun runs on Couser Canyon and other County twisties. From that handful came the current impressive roster of members and events.

There is another side of JT that most people don't see but should appreciate. He has always been the Club's Webmaster, and for the last few years the Postmaster as well. So you can thank him for the keeping up the Web site and the e-mail activity. This chore fits neatly with his day job as a computer specialist with a government research laboratory.

Carol is a newcomer to the club but not to autocross. She is now in her 13th year of autocrossing, and says the fun and excitement get better each time around. She races her Miata in the stock class, as the only mods she has made are on the shocks and springs. You regularly see her name among the leaders in the autocross results of this newsletter.

Carol was introduced to speed events at a race track in Arizona a few years ago, "and I was hooked." She began with a '69 Mustang and still likes both the Mustang and Miata. The Double M girl.

She drives the Miata to work, but that's just a half mile away from home so she needs the track work to blow out the engine. At work, Carol is a software tester, and thus there is plenty of computer talk as well as auto talk around the dinner table.

What they both like about the Miata is fun and reliability. "I was looking to buy a Spitfire about the time the Miata came out in 1990, but decided I needed a car that would start every time I turned the key. Surely glad I went the Miata way," says JT. And SDMC is glad he did too.

Editor's note: To be included in our ongoing series of Member Profiles, write a short (200-400 word) summary 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 to see your face. Your photo will be returned.





SURF n' SAFARI '04 October 14-17, 2004

Surf 'n Safari is a regional event created and organized entirely by volunteers from the [San Diego Miata Club](#). It will be held October 14-17, 2004, the 5th anniversary of our wildly successful Surf 'n Safari 1999 event.

We hope to see your Miata
(and you) there!

**Watch for
registration information
Coming soon!**

Presented by the



*Pam and Dave Hunt, John Templeton, and Sue and Jack Hinkle
had a wonderful Round About Trip to Vegas—
see article on facing page.*



ROUND ABOUT WAY TO VEGAS

On Thursday, October 25th, the Hinkle's, Hunt's and Wrong Way John Templeton loaded up the Miatas and headed for one of the best road trips in our Miata memoirs. Jack had been planning the route since May and kept lodging locations a secret until we arrived.

After a night in Bakersfield, we headed for our first national park destination, Yosemite. The group spent the day meandering throughout the park, stopping at vistas and lookouts to admire the incredible scenery of Yosemite National Park. Late afternoon, time to head out and make our way north to Folsom, CA to meet up with Miata friends who had registered for Scrabble Scramble.

At the Saturday morning drivers' meeting location, we were greeted by Miata folks from SOMOA, BAMA, SOCALM, SAN JAUQUIN VALLEY and even Ontario, Canada. Approximately 50 Miatas had registered for Scrabble Scramble. Registrants were given an event packet along with an event T-Shirt and their first Scrabble tile. "Time to scramble", someone announced and Miatas began to exit the parking lot for a fun day of driving and collecting Scrabble tiles. The 165 mile run took us on the beautiful twisty country roads of Folsom, Auburn, Sutter Creek and Placerville. At the end of the day Miata folks gathered in the Historic area of Folsom for an awards Banquet and raffle. Our own Dave and Pam Hunt won second place with the word PUSH.

Sunday morning the group ventured east driving the loneliest highway, Route 50. It was definitely a Miata driving day, miles and miles on a great road with little to no traffic. With minimal stops along the way we ended the day in Ely, Nevada where just the week prior the Silver Classic "Flat Out Open Road Race" was staged. After hearing this news, I believe Ely, Nevada will be on the road trip calendar for next year. Drivers from all over the world show up with an array of high performance cars to run the Flat Open, "A race not to be

missed" quoted by the manager of the hotel.

We made it through the desert scenery of Nevada and now it was time to continue the great National Park Tour, next destination: Great Basin National Park. As we climbed the mountain, fall was in the air. The Aspens were turning bright yellow and orange and sparkled like golden dollars. The leaves on the road stirred like confetti behind the Miata's. At 13,000 feet the air was brisk and you could still see snow in the crevasse of the mountain.

Next state Utah, so we continued south. The drive took us through many small towns in Southern Utah. Wrong Way pointed out the cloud formations and small towns with airports. We guessed he was hinting that he could live there as long as he could go soaring. Soon we were nearing Bryce Canyon National Park; but, we blew quickly past the entrance for Buffalo Sage a Bed & Breakfast just a few miles away. After meeting the owner and unloading our gear it was back to Bryce Canyon. It was the perfect time of day for photos; the color pallet of Bryce Canyon was luminous in the late afternoon sun. As dusk was upon us we drove back to Buffalo Sage for a look at the spectacular night sky thickly populated with thousands of stars and Mars shining brightly above.

Next morning we bid farewell to Buffalo Sage and drove to Bryce Canyon for another look before venturing to our next destination, Zion National Park. The drive was the shortest of the week and within a few hours we entered Zion National Park. As the Miata's meandered through the park you could hear ooohs and ahaas over the CB's. We were pleased as the best had been left for the last. Just outside of the park entrance was Novel Inn, a quaint Bed & Breakfast nestled in the red rock of Zion and our home away from home for the next two days.

We were all in for a big surprise! During the last 6 days, Jack, aka Mr.

"A" had been jabbering about, "Walking the Narrows". Soon we found ourselves at Adventure Outfitting Co. renting river boots (the latest in fall fashion attire) and poles along with backpacks so that we would be equipped for this surprise adventure. Next morning bright and early the group drove to the park, jumped on a shuttle that would take us to River Walk and the entrance to the Narrows. So what is the Narrows? A narrow canyon of 2,000 – 3,000 foot rock walls where the Virgin River runs through the canyon. Adventurous hikers zigzag the river dodging current and rocks making stops along the way to take in the beauty of this spectacular place.

Needless to say this high energy group was out of steam after spending a full day in the Narrows. Next morning we bid farewell to Novell Inn. As we drove away, looking back at the red rock and majestic mountains of Zion National Park this was certainly the highlight of our Round About Way to Vegas.

Vegas was only a few hours away and Wrong Way took a detour that added more twisties and a visit to Hoover Dam. After our Round About Drive and nearly 2,700 miles later we pulled into Las Vegas. The previous week was one of the best road trips we've ever been on. Dr. Dave kept us on track, Ms. Pam kept us organized, Wrong Way kept us off the freeways, Jack kept us in constant surprise and I played tourist for the most part. It may have been a ton of driving but every mile in our Miata's with sun and wind on our faces was worth it. There's talk among the group that the Northwest and Canada have great Miata roads. Can you guess where we will venture next year?



Viva Mazda, Viva Las Vegas was intended to be a national get-together and celebration of Mazda automobiles and the people who enjoy them. The event was a huge success and a reminder of why it makes sense to get an automobile that has an active associated club.

Viva Mazda, Viva Las Vegas combined banquets, live entertainment, a full track day at the new road course of Las Vegas Motor Speedway, an autocross, a Poker Run rally, a con-course, a ride and drive featuring the new Mazda Rx-8, and more. It was an extremely ambitious undertaking. Those of you who are into cars will probably know that Porsche has its annual Porsche Parade and BMW its Oktoberfest. Corvette owners gather and I'm sure many more automobile clubs have their own versions, too. Mazda, on the other hand, is relatively new to this. It takes a lot of hard work and sound organizational skills to successfully pull something like this off. Participants were expected from across the nation and beyond, so failure was not a viable option. It had to work and that it did.

For months individuals planned their trips. Clubs set up caravans. People made reservations in Las Vegas for their free night on the town. Some set up side trips before and after the gathering. This was going to be a really big deal – something to look forward to with eager anticipation.

Coming from San Diego, a bunch of my fellow Mazda Miata owners met up in Temecula at a fifties diner for breakfast, bright and early on Thursday morning. Every nook and cranny in our small Miatas' trunks and interiors was utilized. It's amazing how much they can hold with a little creative packing.

Usually the drive to Vegas takes less time, but remember that this was a sportscar club caravan. Rather than take the direct, boring route, our caravan organizers planned a route that would take us east towards Palm

Springs and then continue north through the desert – probably utilizing every curvy road known to man between there and Las Vegas. It sure seemed that way.

There is a lot of desert between here and there. My daughter and I really wished that my car had air conditioning but by selecting my model of Miata (the Club Sport), I had chosen to save the weight to get a competitive autocrossing edge. It seemed like a good idea at the time and it still does, based on how it is doing in competition.

When we finally arrived in Las Vegas our hotel was a welcome sight indeed. The Best Western Tuscany featured spacious suites at a reasonable price, and it was within easy walking distance of Bally's and the Bellagio on the Las Vegas strip. It's not fancy but it is comfortable.

Our welcome party was a good way to unwind. We called it an early night so that we could get up early the next morning for track day on the road course of the Las Vegas Motor Speedway.

Track day on Friday was very capably organized and run by a company called "Flyin' Miata" (www.flyinmiata.com and www.fmprotege.com). They specialize in making Miatas go fast. They also know their way around a race track. After a drivers' meeting that stressed safety, safety and more safety, we took to the track and enjoyed a day of safe fun. I must confess to having started the day with a fair share of apprehension. Would I fall victim to the "red mist" and do something stupid, damaging my car or that of someone else? Would someone do likewise and hit me? I was fully prepared to take a couple of runs just to have done it and then leave. Well, it didn't work out that way at all. I flat-out loved the I gained a little (but not too much) confidence. By the end of the day I wanted more track time!

SAN DIEGO MIATA CLUB NEWS

As a big bonus while we waited for our time on the track, we were treated to an impromptu air show. Also, there were some new Mazdas – including an Rx-8, for us to try out on a low speed road course. The Rx-8 has great acceleration.

In our bench racing sessions after the day's runs I learned that whereas I reached 85 or 90 MPH near the end of the longest straight, others went considerably faster in their supercharged Miatas. One person said he reached 115 MPH and another claimed to have hit 140! I could keep up just fine in the curves but they left me in their dust on the straights. I came away from the day wanting to add a supercharger to my Miata, but I may settle for a different muffler and competition air filter. At least that will make my car sound racy.

After our early evening social – with enough appetizers to call it dinner, the rest of Friday night was ours to spend as we wished. My daughter and I had reserved seats to see Cirque du Soleil's "O" at the Bellagio. The show was an incredibly complex and, no doubt, expensive production but it did not elicit much of an emotional response from either me or my daughter. Perhaps we were still overwhelmed by our day's highs on the track. I really feel sorry for those in our Mazda group who were in the Sigfried & Roy audience and witnessed Roy's tragic on-stage mauling by a tiger.

Saturday was another busy day. First up was a drive to Nevada's beautiful Valley of Fire State Park for a "Poker Run." It was basically a casual, drive-at-your-own-pace rally, with the checkpoints designed so as to enable us all to see the splendor of the park. At each checkpoint we drew a playing card from a bag. The cards were recorded on our score sheets. The person with the best poker hand would win a set of new Toyo tires. I started off great with a seven at each of the first three (of five) checkpoints. Unfortunately, my last two cards were garbage. However the drive through the park was breathtaking.

Afterwards we drove to Lake Mead to see the Hoover Dam. We only could



stay there a few minutes so as to allow ourselves enough time for a quick lunch, followed by a drive back to Las Vegas Motor Speedway for the autocross.

The autocross was a blast. I had driven all the way up from San Diego on my autocross tires, in an effort to wear off some of the excess rubber that I'd mistakenly neglected to have shaved off of those tires when I'd bought them. The theory for wanting to have them shaved is that the full tread depth that the tires come with allows unwanted squirm, and also results in reduced contact patch with the road – due to the spaces between the raised tread blocks. Between our very long drive and a hard day on the track's road course, I would say I accomplished my goal of belatedly shaving my tires.

We had six autocross runs and over those six runs I improved (reduced) my best run time over my slowest by about two seconds. It was a classic run-what-you-brung event. For the purposes of our competition, everyone was basically lumped in two broad classes – one for men and one for women. It did not matter whether your car was showroom stock or totally modified. Your best time was compared to everyone else's best time, period, end of subject.

A couple of other drivers and I bounced back and forth for the overall lead. Finally it was time for my last run. At that point I was behind by

about two tenths of a second and didn't know if I had anything else left to throw at the competition. Somehow for my sixth and final run, with my daughter cheering me on, I managed to put together the run of my life and knocked a whopping six tenths of a second off of my fifth run's time. All I could do at that point was wait for my competitors' final runs and hope. Just imagine my elation when my final run's time held up. It made opting for a car without air conditioning worth every bit of discomfort I'd endured.

For our last night in Vegas as a group, we met in the hotel for a concert. Two bands—San Diego's own "Radio One," followed by Al Jardine's (of "The Beach Boys") "Beach Band" entertained us. We also entertained each other by lobbing big, yellow, smiley-faced beach balls back, forth and across the ballroom.

The next morning at the breakfast banquet the awards, as well as the last of the raffle prizes, were given out. Then most of us headed back to our rooms to get our stuff and check out. The fun was over far, far too soon. I could easily have stayed there a week. Viva Mazda, Viva Las Vegas!

Until next time...

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Editor's Note:

The author of this article, Jan Wagner, is an SDMC member and professional writer for the Del Mar Times. He has graciously given us permission to use his article and his photos. Enjoy!

2003 All-Mazda National



ALL MAZDA NATIONAL—VIVA MAZDA VIVA LAS VEGAS!



Miatas wind through Valley of Fire State Park, Nevada—Photo by Jan Wagner

2003 CHRYSLER SPEED FESTIVAL—CORONADO



VIVA LAS VEGAS!



Above: Fully loaded Miatas ready to roll
Top Right: Mazdas staging for a track session
Bottom Right: Three Miatas mixing it up on track
Below: Lake Mead and Hoover Dam—
Photos by Jan Wagner



Recently, I have had issues with the height of the brake pedal on my Miata following a track day or spirited driving. I frequently change the rotors and pads due to the different types of driving I encounter. Actually, I have it down to (almost) a science now after the numerous times I have done the procedure.

The Miata's four wheel disc brake system is self adjusting in the front, but requires periodic caliper adjustment in the rear for proper pedal height and parking brake function.

If possible, always set the rear calipers when doing oil changes. Here goes.

There is a bolt with a 14mm head on the back of each rear caliper. Really, there are two bolts of this size, one holds the bracket for the handbrake, one unscrews to gain access to the caliper adjuster. Pull the one covering the adjuster and DONT lose the copper washer (don't worry, no fluid should come out!). You will find an allen type adjusting screw. It takes a 4mm wrench to turn it. The technique is to (**with the handbrake off**) turn the adjuster in (clockwise) while rotating the brake rotor by hand, making sure the rotor is flush against the axle. As soon as it stops or you feel a heavy drag, stop and back the adjuster off 1/3 turn. Use caution when removing the 4mm allen wrench because the adjuster may come out with the wrench. Just slide it back in, teeth first after you apply a bit of grease to it.

Make sure that the rotor now turns freely. Reinstall the 14mm bolt and repeat the procedure on the other side.

If your allen bolt strips.....Don't panic! You can use a magnet or a snap ring pliers (stick the points in the socket of the allen bolt and expand to grab the adjuster) to get the damaged adjuster out. When you get it out you will see that the teeth on the adjuster are ground up. Either file or grind the damaged end til its cleaned up, grease it up, and

and reinstall. A little spray grease whenever you're adjusting is always a good idea and will help prevent this problem in the first place.

If in fact the rear brakes were slightly out of adjustment, you should notice the brake pedal height being closer to you than before you completed this adjustment.

Whatever tech tips I offer are based on my own experience with, and study of Miatas. Please feel free to seek an experienced mechanic at your local Miata repair shop to have this procedure done properly if you have concerns

- Scott Lewis

DOWNLOAD INSTRUCTIONS FOR SDMC MEMBERSHIP LIST

Currently we have 343 memberships of which 23 did NOT have an e-mail account listed. This means that ~94% have access to the Internet. Part of this capability allows you, as a club member, access to Yahoo groups. What's so special about Yahoo Groups? This gives us access to all the SDMC email, photo catalogs, and list information. On this site we offer club members a membership list that includes, name (both member and SO), phone number (this field is blank if you request it), car year, car color, license plate, and home city (NOT address or zip). This information is available to SDMC members ONLY! To access this information you MUST acquire (FREE!) a Yahoo Group account. Once you have this account setup do this:

1. Go to <http://groups.yahoo.com/> (on left, top of screen you will see sign in section, logon here with name and password) note; most browsers will allow you to save this

location with your password and login name. Bookmark this location and everything will be automatic after this point in time.

2. In the upper left corner you will see a section that says "My Groups." Put your cursor on SDMC-LIST and single click the left mouse button.

3. You are now on our group site. You can get to email, photos and other sources. In this case, look in the upper left section and place your cursor over "Database" and single click.

4. You are now in the Database section and you will see a list of available club databases. Single click on the desired database (most current as of this instruction is "July 2003 SDMC Membership Roster.")

5. You are now in the database and you will see a list of all club members. To sort (alphabetize by last name), single click on the field labeled "Last Name." You can sort on any other field you desire.

6. To print; single click on "Printable Report." On your browser go to "File" (upper left corner) and single click. This will drop a pull down menu of file functions. Near the bottom of the drop down menu you will see "Print." Single click this command.

7. A print menu will pop up giving you access to your printer controls (this presupposes that you have a printer hooked up to your computer).

Once your printer is configured to your liking, single click on the "OK" or "Print" button.

8. WALA! Peanut Butter and Jelly Sandwich! (you have to know Sesame Street to get this joke) you now have 17 (or so) pages of the SDMC Membership Roster.

-STEVEN KENNISON
President

