

SAN DIEGO MIATA CLUB NEWS



JUNE 2004

VOLUME 10 NUMBER 5



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Download Instructions SDMC Membership List

Currently approximately 94% of our members have access to the Internet. 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 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. Voila! you now have 17 (or so) pages of the SDMC Membership Roster.

NEWSLETTER TEAM

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

EUNICE BAUMAN, Editor-in-Chief
newsletter@sandiegomiataclub.org

LAURIE WAID, Layout Editor
BRENDA KAY, Features Editor
MARY MARTIN, Membership Info
TOM SPRAGUE, Member Profiles
SCOTT LEWIS, Tech Editor
STEVE WAID, Events Editor
DYANNA SMITH
Mailing Coordinator
BARRY BILLINGSLEY, Ads Editor
TOM SPRAGUE, TED KESSLER &
ROBIN FAIRCLOTH, Proof Readers

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858-486-6771

13000 Danielson St., Suite G Poway, CA 92064
Fax 858-486-6779 signup7@aol.com

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

Executive Board

President

STEVE KENNISON
(858) 271-8498

president@sandiegomiataclub.org

Vice President

BRUCE LEWIS
(619) 447-0930

vicepresident@sandiegomiataclub.org

Secretary

SUE HINKLE
(760) 735-9456

secretary@sandiegomiataclub.org

Treasurer

ROZ SCOTT
(760) 789-3872

treasurer@sandiegomiataclub.org

Administrative Board

Membership

JUDY RYAN & MARY MARTIN
(619) 434-2007

membership@sandiegomiataclub.org

Events Coordinator

STEVE WAID
(760) 432-0727

events@sandiegomiataclub.org

Club E-mail Postmaster/Webmaster

ROBERT "JTBOB" HOLLAND
(858) 549-4011

webmaster@sandiegomiataclub.org

Club Regalia

VERONICA DIDIER
(regalia@sandiegomiataclub.org)

Newsletter

EUNICE BAUMAN
(619) 449-4535

newsletter@sandiegomiataclub.org

To send e-mail
to all members of the board:
board@sandiegomiataclub.org

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 421506

San Diego CA 92142-1506



JUNE EVENTS: SEE PG 5 & 6 FOR COMPLETE DETAILS!

	Event	Date	Time?	Where to Meet?
	Cruisin' Grand Escondido	Friday, June 4th	6 pm eat 7 pm cruise	Toms #23 Escondido (see inside for directions)
	Auto Show on the Lawn	Saturday, June 5th	10 am to 3 pm	Balboa Park, on the grass behind the Hall of Champions
	Miatas at the Fair	Multiple Dates in June	Depends on date	See complete details on Page 5
	Train Races	Saturday, June 19th	5 pm	Cajon Speedway
	SDMC Monthly Meeting	Thursday, June 24th	6:00 pm	Boll Weevil Restaurant, Clairemont Mesa Blvd.

FROM THE SURF 'N SAFARI '04 HOME FRONT...—BY LES SMITH

There's good news ... and even better news ... as the countdown to the October 14-17 regional event approaches the 135-day mark as of June 1.

First, the good news. Westcott Mazda would like to put one or two MazdaSpeed MX5s at our event for test drives. A fabulous vehicle (and some fabulous roads very near by)!

And the even better news? The Cat-illacs, one of San Diego's premiere rock-and-roll, surf music bands, has been signed to headline the "show" for Saturday evening's festivities. A group of Surf 'N Safari Committee members, along with SNS '04 groupie Barb Shev, "tried out" the Cat-illacs during a junket to the Chula Vista Marina in early May.

The consensus: an overwhelming thumbs up – way, way up -- for this dynamic group.

(And word has it that Jack and Sue Hinkle were so taken by the Cat-illacs that they plan to sell all their earthly possessions, with the exception of their red Miata, and follow this band from performance to performance throughout San Diego County.)

The Cat-illacs will play a four-hour, Saturday evening set that will combine nonstop music, awards, presentations, door prizes and other festivities.

Surf 'N Safari '04 promises to be a spectacular four-day, getaway weekend at Pala Mesa Resort in Fallbrook – an event continuing the tradition of the inaugural Surf 'N Safari of five years ago.

ARE YOU REGISTERED?

If not, go to the club web site, click on the SNS link, and sign-up.

Next, click on the Pala Mesa Resort link and reserve your room.

Hurry. The registration fee increases July 1.

See you at Pala Mesa Resort October 14-17 for Surf 'N Safari '04.

IT WON'T BE THE SAME WITHOUT YOU.



PRESIDENT'S MESSAGE—CARS, CAR MODELS & MODEL CARS

One of the Presidential duties (and privileges) is to plan the Annual Meeting. This meeting is not just to elect officers but it also is a time to honor those that have served the club in a volunteer capacity. Part of what I get to do is select the awards for our volunteers. This is actually a pretty difficult thing to do as we have a limited budget and a great group of volunteers. I really feel that the volunteers really deserve a lot for their service to the club but money just doesn't allow it. This year I decided that instead of giving a certificate to those that worked on the Fun Team and Newsletter Staff I would find a small gift that was unique and in keeping with the spirit of the San Diego Miata Club. To this end I searched the Internet looking for something that met that criteria.

What should I find but a small model of the Miata. These little car caricatures are made by Takara Co., LTD and called the Choro-Q. I could only find this car in two colors. The blue was a top up NA (1st generation Mark I) and the green one was a top down NB (2nd generation, Mark II). So I purchased enough of these cute little cars to hand out to the Fun Team and Newsletter Staff. To my very pleasant surprise the Executive Board got together and created a model that looked exactly like my 2002 Titanium Special Edition. I would like to say thanks to the entire board and especially to Bruce (with help from Dustin) for doing the painting (by hand) of the model to exactly match my car. While this should have been the end of the story it is turning out to be the introduction to an interesting hobby.

I know that there are a number of folks in the club who collect model Miata's. Up to this point in time I have had two models, one made by Gates (won at an

Holiday Party) and the Takara Choro-Q that I bought from Eric Abad upon his return from Japan a number of months ago. While researching the Internet for the Choro-Q cars I came upon a person who has an amazing collection of Miata's. This gentleman's name is Eric and he owns and operates "Miatae in Miniature" (URL - <http://www.miatae.com>). Eric also has a site on the web (URL - <http://www.toymiata.com>) that shows off his collection. Turns out there are almost 450 different Miata (MX-5) toy models on the market. Some are extremely rare. Eric has what is believed to be the largest collection in the world. You really have to see his site!

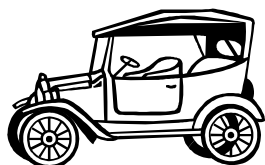
I did order the Choro-Q models and handed them out to the volunteers at our Annual Meeting. I also ordered a very special Miata model for my wonderful wife Paula. As some of you know Paula is an avid Disney fan and collector of Mickey Mouse memorabilia. The very special model I found was a Mickey Mouse Sportscar. More precisely a silver one! So now I am on my way to starting a collection of model Miata's. We (if I say we then I can include Paula's Mickey Mouse Sportscar in our collection) have a very small collection at this point in time but it is extremely unique. The single most unique model is the custom NB that was modified to exactly look like my 2002 TiSE (thanks Bruce, Sue, and Roz). The Mickey Mouse Sportscar in silver is also very rare. My third car is the Choro-Q model that I got from Eric Abad. Why is this so unique? I'm never going to hear the end of this but it is yellow. Yes the yellow is pretty rare. I also have two "Hot Wheels" Miata's. Lately whenever I see a "Hot Wheels" display I search through for any Miata's I can find. So far I have scored on the X-treme Speed Series Miata and the Radical Wrestlers Miata. And last I have a classic red NA Gate Miata. Although not unique this is the color and car that started it all. This is the definitive example of a Miata and should be the first model for any collection.

Well I've told you of my very small collection of Miata models. Although I don't have a lot of time I do intend to expand my collection in the immediate future and at a regular rate. Some of the members in our club probably have a terrific collection. I would like to invite you to take pictures and share your collection with the rest of the club. In the meantime check out the collections on the web and check out "Miatae in Miniature" to start (or complete) your collection.

Regards,
Steve Kennison
President San Diego Miata Club



JUNE EVENTS



Cruisin' Grand

Friday, June 4, 2004

6PM eat, 7 PM Cruise

Steve and Laurie Waid

760-432-0727 or swaid@cox.net

Every Friday night from April through September, Escondido opens up Grand Avenue for cruising. On the first Friday of every month, San Diego Miata Club members meet at Tom's #23 at 6 pm to eat before leaving at 7 pm to cruise Grand. After taking Grand a couple of times we park and then walk Grand. You will see Hot Rods, Street Rods, Muscle Cars, Restorations, Motorcycles and more. A fun "Blast from the Past."

Tom's #23 is located on the Southwest corner of Centre City Parkway and 5th Street. Exit on Centre City Parkway from Interstate 15.



Miatas at the Del Mar Fair Wednesday, June 16th , and Saturday, June 26th

For the 2nd year, club members will display their cars at the Del Mar Fair as part of "the best family entertainment of any car show in the world." Members who show their cars on these days will have their cars displayed in a roped off area with "ambassadors" enforcing the "no-touch" policy which allows them to enjoy the fair. Exhibit vehicles enter the grounds between 8:30 and 9:00 am and 3:15 pm. If you wish to stay longer, parking will be provided. Up to four people are admitted without charge with each exhibit vehicle. If you would like to display your car, contact Steve Waid, swaid@cox.net or 760-432-0727.

Cruise In to the Del Mar Fair Sundays during the fair run June 13th, 20th, 27th and July 4th

Meet in the Albertson's Parking Lot (on Via de la Valle, just east of I-5) between 10:00 and 10:15 am. At 10:20, we caravan into the Fairgrounds with a police escort. Parking will be in a special viewing area on the famed Del Mar Racetrack. All passengers in the club cars are admitted to the Fair at no charge, and cars may leave at any time.

This privilege is offered because of the members who display their cars on the 16th and 26th



Fifth Annual Auto Show on the Lawn

Saturday, June 5th 10 am to 3 pm

(vehicles may begin to arrive at 8:30 am)

Balboa Park, grassy areas behind Hall of Champions

Cost: \$15 (pre-registration) \$20 (day of show)

The San Diego Auto Museum puts on this show each year. It is open to all cars and motorcycles. This year the Car Club Council of the Auto Museum (SDMC is a member) has created an all Miata class in the show. All club members who want to come and share your car with the public will be in the competition to win one of two trophies. However, the real reason for participating is to be able to share our love of the Miata with the public and other car hobbyists.

To pre-register go to the Auto Museum website and print the Registration form that is in PDF format. www.sdautomuseum.org. Be sure to say that you are in the Miata Class, and you would like to be located with the club. Let's show the Car Club Council that they didn't make a mistake in creating the Miata Class.

Monthly Meeting

Thursday, June 24, 2004

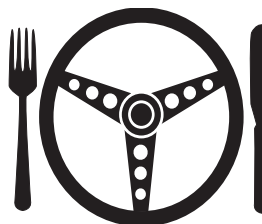
6 PM at Boll Weevil

9330 Clairemont Mesa Blvd. SD

(858)571-6225

(meeting starts at 7 PM)

This event is the single best way to meet your fellow club members, ask questions, and share stories. Come eat and chat with your Miata friends, then get the scoop on what's happening with the Club at 7 PM Don't miss the fun!!





Train Races at Cajon Speedway Saturday, June 19th 5 PM meet in stands

Meet in the West Grand Stands. If you have never been to the local race track and experienced some of the fun of a "short track," this is your opportunity. Featured on this Saturday is late model sportsman, Street stock, Bomber stock, Factory stock, and then Train races. Ticket prices are \$9 for adults when sitting in the west stands.



Hummmm—Miata?

Photo by Tom Wood

Gilroy Garlic Festival Date: July 23–25, 2004 (Fri–Sun)

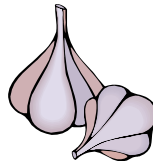
Time: All Day (every day)
Place: Somewhere around
Simi Valley
Host: Dean Rudenauer
secretary@socalm.org

Enjoy a full day Friday of driving up the coast as we travel PCH on our way north to Gilroy and the 2004 Garlic Festival. We'll have dinner together on Friday night and stay at the Hilton Garden Inn in the middle of the action.

We'll hit the streets on Saturday for a full day of fun at the festival. On Saturday evening, we will meet for dinner again for show and tell on what we saw and bought. On Sunday we'll drive more great Miata roads on our way back home.

Accommodations: I have reserved a block of 10 rooms for Friday and Saturday night at the Hilton Garden Inn, the destination of choice for this event.

To make a reservation, call 408-840-7000



Yosemite by Moonlight Date: August 27 –29, 2004 Meeting Time: 11:00am

Place: Flying J, Frazier Park
Host: Marna Wood
miatafun@earthlink.net
909-864-6271 h
909-732-5487 c

RSVP required as soon as possible. Hotel deadline is 7-27-04.

Description: Seeing El Capitan and Half Dome glowing in the light from a full moon is like seeing them for the first time. And being up on Glacier Point, looking down on Yosemite Valley and the twinkling campfires, this is what we will experience when we travel up to Oakhurst and enter Yosemite late at night.

We will drive up on Friday, have a leisurely day Saturday exploring the local hills, and then Saturday night we will drive into Yosemite after dinner.

The details for all of the activities are still being worked out. But if you want to join us, make your hotel reservations now. August is a popular time of the year at Yosemite and rooms will go fast.

Accommodations: The Shilo Inn. 40644 Highway 41, Oakhurst. Call 800-222-2244 and ask for the Miata Fun group booking. Room rates are \$95 per night. All rooms in the group booking are non-smoking rooms.

Directions: Take I-5 north, past Magic Mountain. Take the first exit past Gorman and turn left. Go under the freeway, you will see the Flying J on your left.

Make sure you eat lunch before we continue north.



MEMBER'S PROFILE: BRENDA KAY—BY TOM SPRAGUE

If you would like to see Brenda Kay get excited, just ask about her Miata.

The Mariner Blue beauty has become an integral part of her life since she bought it new in '92, and she enjoys the fun and freedom that comes with owning and driving a Miata. In fact, last November she bought a Camry to use as her daily driver so she would not use up the miles on her fun car, which now is at 140,000.

But it is a lot more than just fun. She also has worked at becoming a better driver and more knowledgeable about what the Miata can do. She was really stoked at the club's driving school last November, and had "the most fun I have ever had in one day." She learned a bunch about herself and the car.

"The instructor kept telling me to go a little faster around the circle, and I figured I would lose it. But little by little we went faster and faster until I became confident that I could handle the car and myself and nothing bad was going to happen."

She obviously was a good student. Brenda treasures an e-mail she received from club guru Larry Dennstedt after one run. Larry told Brenda he was two cars behind her on the run, and congratulated her on the way she stayed focused, handled the car and took the corners—better than some SCAT drivers in the same group.

Brenda had wanted a sports car since she was 16 and looked at an MG, which her dad vetoed because he was concerned about high maintenance costs. But she had vicarious sports car thrills when dating guys driving a Corvette, Austin Healy or Sunbeam. When she was married with two daughters to raise, her family had to be content with an eight-passenger Buick station wagon.

After the kids were grown and the wagon gave out and it was time for a

new car, Brenda figured she didn't have to be boring any longer. She remembered that Click and Clack had raved about the Miata on their PBS radio show—the most fun for the least money, is the way they put it.

So she bought the Miata. The dealer gave her a copy of Miata magazine, and she read about SOCALM. She attended a meeting at the Boll Weevil, "where about four guys were sitting at a table eating hamburgers and Mark and Cathy Booth were graciously serving as greeters."

Brenda didn't join then, but two years ago went online, learned about SDMC, and went to the Boll Weevil again. This time the outside tent was jammed with excited owner/drivers, and Brenda was immediately hooked.

By volunteering for club activities, she soon knew many of the members. She is now chairman of the volunteer group for the upcoming Surf N Safari, and encourages everyone to sign up for a short shift at that event. "If everybody will take a turn for a couple of hours, nobody will miss out on any event they want to take part in," she says.

Brenda earned her magnetics by leading a "déjà vu" run, originally put together by Laurie Waid. "It was really so easy—and fun," she recalls. Brenda also had a chance to meet Laurie's mother, who it turns out was her daughter's first grade teacher in Temple City (LA County). Small world.

"The Miata is really a lot more versatile than most people think," Brenda says. "My daughter and I use it for shopping, and can put \$200 worth of groceries plus both of us in it with ease. We learned to pack."

When not Miata-ing, Brenda works as a paralegal for a downtown law firm. She also teaches folks how to dramatically and artistically put together photos and other memorabilia into a family treasure album. She also enjoys kayaking on Mission Bay, and takes ballroom dance lessons.

The big item for Brenda right now is enlisting folks to help out for a few hours at Surf N Safari. If you would like more info on that activity, she'd be happy to talk with you (call her at 858/715-0013, or brendakaycmc@hotmail.com). You'll be glad you did.

Photo by Mark Booth



FIRST WE GO EAST—BY STEVE WAID



When Cactus Cruisin', the first Regional event by the Sahuaro Miata Club, had to be cancelled, Laurie and I were extremely disappointed. We had been looking forward to going to Arizona and playing with our friends in the Phoenix area.

As disappointed as we were, we were thrilled when the opportunity to go and play in Prescott was resurrected by Ben Cleaves of Sahuaro. What happened then was an example of what happens when like-minded people who are determined to have fun, work together. Tom Wood organized a caravan from the L.A., Orange County areas to meet up with a San Diego group, and about 20 cars crossed the border into Arizona on Friday, April 23rd, heading towards Prescott. A car from Las Vegas met us along the way and when we reached Yarnell, we were greeted by several Miatas from Arizona. The fun gauge just began climbing.

Ben and Faith Cleaves, Rook and Debbie Younger, and Sahuaro President, Billie Hyde and Richard Watson put together an Arizona weekend that was so well planned and executed, that we had nothing to do, but drive, eat, and have a great time.

Dinner choices for Friday night were almost limitless. The Hampton Inn, which was our home for the weekend, also had a hospitality room hosted by our Sahuaro friends. The hospitality room seemed to be open all of the time, but most certainly whenever we weren't eating, sleeping, or driving our Miatas.

Saturday featured some of the most beautiful places on earth for a car lover to drive. The red rocks and landscape of Sedona was viewed from several angles, including the top of Oak Creek Canyon. Even though the run took us for about 180 miles, several people (Maryanne Garon) took time to shop in Sedona, while the main group passed back through the mining town of Jerome that has some of the narrowest streets anywhere. A big rig had tried to make the trek through town and

Photo by Tom Wood



couldn't make a turn, so the local constable had to stop traffic on a one way street to allow the truck to go the "wrong way" (the driver was NOT John Templeton) to get through.

Saturday night was a great BBQ buffet at Big Daddy's (what a great name for a BBQ place). Laurie ended up winning a T-Shirt that said "I got my pork pulled at Big Daddy's." She's not sure what it means, but she is sure that it's not good.

Sunday gave people a chance to say their good-bye's...until next time. And, there will be a next time. Most got an early start for home, but the Garons and Waids couldn't stand to miss another great eating opportunity. A Sunday Brunch, arranged at the Prescott Ranch Resort with a reserved balcony seating area overlooking the entire valley was too good to pass up. After all, we wouldn't have another opportunity like this for almost a week.

The Search for Madonna loomed on the horizon as two yellow Miatas headed back to Escondido.

Photo by Laurie Waid



The Search for Madonna 2004 was different than any of the previous Searches. At least it was for me.

In 2003, we had torrential rain on the way up to the Madonna Inn that featured the crossing of flooded streams and river beds. 2004 was HOT. The real change for me was...I was sick. It became very apparent, very early, when....if you can believe this....I was not hungry. I could not eat all of my Monte Cristo at lunch, and I ate nothing at the Saturday night banquet. I did save some money, but that is NOT why I go to the Madonna Inn. The heat took a lot out of everyone on Saturday, but not the enthusiasm, as everybody jumped from room to room looking at the selections made.

Sunday morning greeted us with clear skies and an expected warm afternoon. But that didn't hamper our morning run to Morro Rock and the Morro Bay Car Show. Over 400 hot rods and street rods on display in the downtown area, allowed for browsing, drooling (over the cars), and shopping.

A special treat was that former SDMC president Sal "the Assassin" and his gal Geri Causarano came all the way from South Carolina to spend time with their old buddies at Madonna. We were all glad to get to spend time with them.

I was still under the weather and begged off of the afternoon run that was led by Bill Findley of VROOM. Bill led the bunch south into Santa Barbara County and on some roads that most of the group had never seen before.

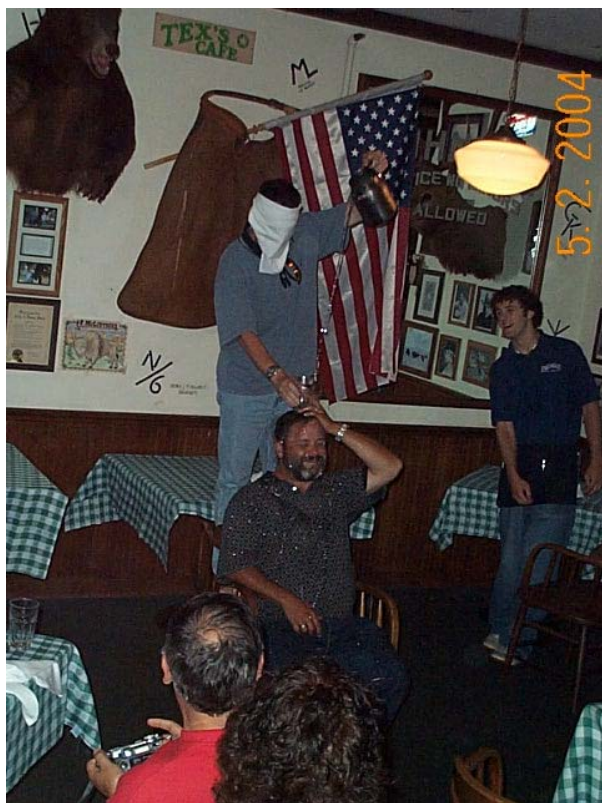


He timed the run so that the group arrived at McClintock's for dinner at precisely the time when we were expected.

One of the other differences between the 2004 Search and the previous 6, was I had time to do a little shopping. When I shop, it is not for key chains or refrigerator magnets. Laurie and I came home with a 2001 Corvette Coupe...yellow of course. One can never have too many yellow sports cars. I probably won't be doing any shopping next year.

Monday, everyone headed home. Most went to Solvang for breakfast and a little more shopping. Frankly, by then, I had done all of the shopping that I was going to do. I went home and went to bed. Two weekends of almost too much fun...what a problem! Maybe next year, we'll put an extra week between the two events.





FIRST TIME SEARCHER
DEAN RUDENAUR
EXPERIENCES MCCLINTOCK'S

PHOTO BY LAURIE WAID

PHOTO BY TOM WOOD

LOTS OF SWEEPING CURVES
TO RUIN YOUR TUMMY
ON THE WAY TO PRESCOTT!



MAJESTIC ROCK TOWERS IN SEDONA—
PHOTO BY MARYANN GARON



BEN CLEAVES OF
SAHAURO MIATA CLUB POSES WITH
TOM AND SOCALM PRES MARNA WOOD
AND SDMC'S STEVE AND LAURIE WAID



ARE YOU M1 OR M2? - BY BARRY BILLINGSLEY

I have enjoyed SDMC ever since becoming a member, and learning how important color is to everyone (after all, it is what separates us, since Miatas bind us together) at meetings and events.

For some time, I have wondered about the real important thing: how many of us have headlights that merely turn on, and how many of us have real Miatas where excitement happens when we twist our headlight stalks: the magic of the entire front end of the car changing shape when the headlights flip up. Being one of the humble M1 owners, I feel that M2 owners should be relegated to the back of the pack at the annual July 4th

parade, so that the show could have its full impact. If you haven't been there, you just can't imagine the drama of those headlights flipping up and down. Why, it's enough to make an M2 owner want to trade down, in order that they might be able to fully participate in the majesty.

Well, we M1 owners are still in the majority, but unfortunately as the years pass, just barely. If you've ever been curious about it, here are the current stats of ownership by year and generation of Miata.

— Barry Billingsley

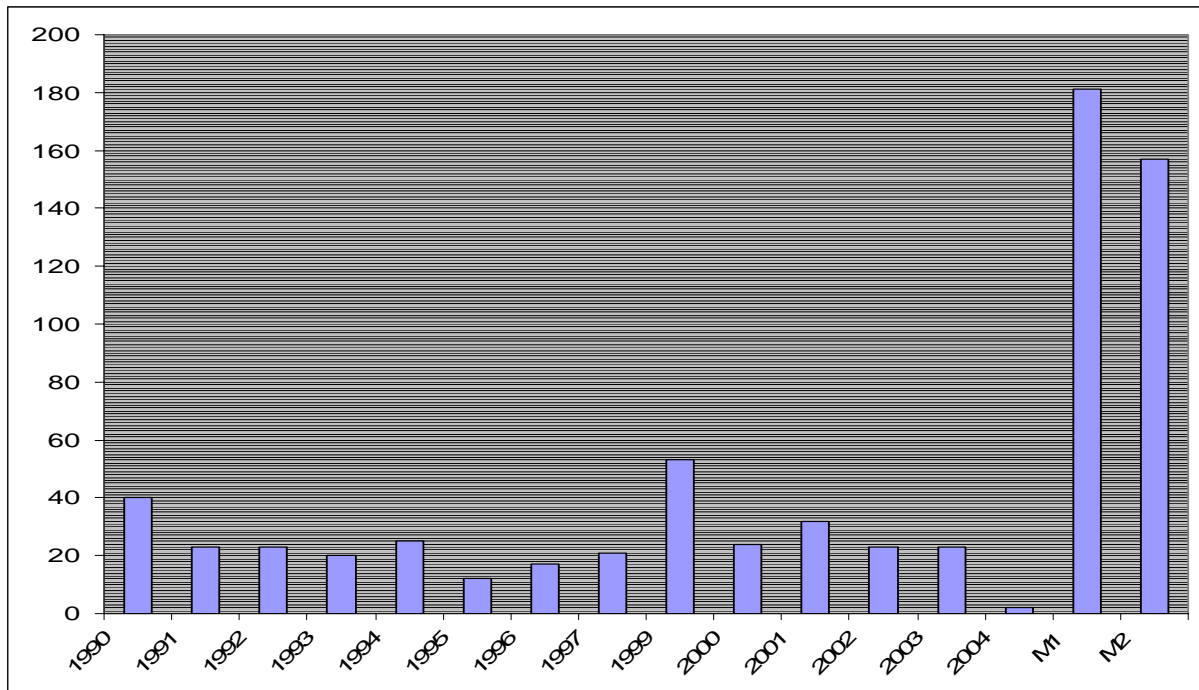


PHOTO BY TOM WOOD



Master Cylinder

The master cylinder displaces hydraulic pressure to the rest of the brake system. It holds THE most important fluid in your car, the brake fluid. It actually controls two separate subsystems which are jointly activated by the brake pedal. This is done so that in case a major leak occurs in one system, the other will still function. The two systems may be supplied by separate fluid reservoirs, or they may be supplied by a common reservoir. Some brake subsystems are divided front/rear and some are diagonally separated. When you press the brake pedal, a push rod connected to the pedal moves the "primary piston" forward inside the master cylinder. The primary piston activates one of the two subsystems. The hydraulic pressure created, and the force of the primary piston spring, moves the secondary piston forward. When the forward movement of the pistons causes their primary cups to cover the bypass holes, hydraulic pressure builds up and is transmitted to the wheel cylinders. When the brake pedal retracts, the pistons allow fluid from the reservoir(s) to refill the chamber if needed.

Electronic sensors within the master cylinder are used to monitor the level of the fluid in the reservoirs, and to alert the driver if a pressure imbalance develops between the two systems. If the brake light comes on, the fluid level in the reservoir(s) should be checked. If the level is low, more fluid should be added, and the leak should be found and repaired as soon as possible. **BE SURE TO USE THE RIGHT BRAKE FLUID FOR YOUR VEHICLE.** Use of improper brake fluid can "contaminate the system". If this occurs, ALL of the seals in the brake system will need replacement, and that is usually a VERY expensive operation.

Brake Warning System

The brake warning system has been required standard equipment since 1970, and is connected to the master cylinder. It monitors differences in pressure in the brake lines of the two hydraulic sub-systems, and alerts the driver with a light if an imbalance occurs. When you turn the key to the Ignition position, the brake warning light on the dash comes on during a "self-test". You should not drive a car if the warning light does not come on during the startup self test.

The brake system is divided into two sub-systems to increase safety. A pressure differential switch, connected to the warning light, is positioned between the two. If a major leak occurs, and therefore pressure in one of the lines is sharply reduced, pressure from the other side forces a piston to move, activating the pressure differential switch and turns on the dashboard warning light.

There are two types of pressure differential switches; mechanical or hydraulic. Mechanical switches are activated by excessive brake travel. Hydraulic switches are activated by a difference in pressure between the front and rear system. When pressure in one of the lines is sharply reduced, pressure from the other side forces a piston to move. A plunger pin then drops into a groove in the piston, activating a switch that turns on a dashboard warning light.

The brake warning light is also connected to the brake fluid level sensors in the master cylinder reservoir(s). If the brake warning light comes on, the fluid level should be checked. If the level is low, more fluid should be added, and the leak should be found and repaired as soon as possible. **BE SURE TO USE THE RIGHT FLUID. NEVER IGNORE THE BRAKE WARNING LAMP, AND ALWAYS NOTE WHETHER IT WORKS DURING THE STARTING SELF-TEST.**

Power Brakes

Power brakes (also called "power assisted" brakes) are designed to use the power of the engine and/or battery to enhance braking power. The four most common types of power brakes are: vacuum suspended, air suspended; hydraulic booster, and electro-hydraulic booster. Most cars use vacuum suspended units (vacuum boosters), which employ a vacuum-powered booster device to provide added thrust to the foot pressure applied.

In a vacuum booster type system, pressure on the brake pedal pushes forward a pushrod connected to the pistons within the master cylinder. At the same time, the pushrod opens the vacuum-control valve so that it closes the vacuum port and seals off the forward half of the booster unit. The engine vacuum line then creates a low-pressure vacuum chamber. Atmospheric pressure in the control chamber then pushes against the diaphragm. The pressure on the diaphragm forces it forward, supplying pressure on the master cylinder pistons.

Hydraulic booster systems usually tap into the power steering pump's pressure, and use this power to augment pressure to the master cylinder. Electro-hydraulic booster systems use an electric motor to pressurize a hydraulic system which augments pressure to the master cylinder. This allows the vehicle to have power assisted brakes even if the engine quits.





You may wish to compare the difference between power and non-assisted braking in a safe area; while driving slowly, turn the ignition key off (don't turn it into the locked position, because the steering wheel will lock, which is highly unsafe.) As the car coasts along, press the brakes hard. The force of your foot is now the only thing stopping the car. The safe driver is always ready to apply the total force needed to stop their vehicle, even if the engine quits (thereby removing the power assist).

Filler Cap (Brake Fluid Reservoir Cover)

The cap on the brake fluid reservoir has a hole for air, or is vented, to allow the fluid to expand and contract without creating a vacuum or causing pressure. A rubber diaphragm goes up and down with the fluid level's pressure, and keeps out any dust or moisture. If

the cap's seal becomes distorted, it usually indicates a brake fluid contamination problem.

Vacuum From The Engine

Engine intake manifold vacuum is used for augmenting the foot's braking power in vacuum assisted power brakes. This vacuum is created by the pistons as they draw downward, sucking air into the cylinders. When you push the brake pedal down, the vacuum control valve lets the engine draw a vacuum in the front section of the booster unit. The atmospheric pressure on the other side of the diaphragm provides significant additional braking force.

Brake Fluid

Brake fluid is a special liquid for use in hydraulic brake systems, which must meet highly exact performance specifications. It is designed to be impervious to wide temperature changes and to not suffer any significant changes in important physical characteristics such as compressibility over the operating temperature range. The fluid is designed to not boil, even when exposed to the extreme temperatures of the brakes. Different types of brake fluid are used in different systems, and should NEVER be mixed. Most cars use "DOT 3" or "DOT 4" brake fluid. Some newer cars use silicone brake fluids. These should NEVER be mixed together, because the seals in each car are designed to work with only their specific fluid types. For example, the mixing of "Silicone" brake fluid and conventional glycol based DOT 3 or DOT 4 fluids should be avoided, as the two fluid types are not miscible (they will not mix together). DOT 3 brake fluids and DOT 4 brake fluids can be mixed. One of the WORST things that can happen to your car is if the brake fluid becomes contaminated, because the seals are designed to work with only pure brake fluid. "System contamination" means that all of the piston seals and hoses are deteriorating, and therefore must be replaced, a MAJOR expense. So, be VERY careful what you put in the master cylinder reservoir!

It should be noted that brake fluid is highly corrosive to paint, and care should be used not to get it on your car's finish.

The brake fluid in your car should be changed every (See Owners Manual) to prevent corrosion of the braking system components.



NEW MEMBER

Welcome to our newest members
(since last newsletter): (1)

Judith Zarevich
San Diego
2003 Silver

Renewing members (since last newsletter):

David T. & Lori Bryan

Jerry Cisinsky

Gloyd & Alice Crandall

Beverly & Jack Dostal

Craig J. Dunne

Geoff Fähring
Xavier Castillo

James Grundy

Michael Heinitz

Mary & Greg Herd

Jim Horvath

Dee & Wayne Johnson

Bob Kleemann
Natalie Guaring

John & Toni Laurence

Dustin Lewis
Andrew Locke

David Messick

Lolita Noga

Ralph & Karen Roner, Jr

MEMBERSHIP STATISTICS

As of May 16, 2004, there
are 327 memberships
(122 single, 205 dual) and a
total of 532 members.

79 Red
53 White
34 Black
27 Silver
19 Emerald Green
12 BRG
11 Montego Blue
11 Yellow
11 Twilight Blue
11 Sapphire Blue
8 Mahogany
9 Mariner Blue
6 Marina Green
7 Titanium
8 Crystal Blue
5 Laguna Blue
5 Garnet
5 Midnight Blue
4 Starlight Blue
5 Strato Blue
2 Merlot
1 Splash Green
1 Evolution Orange
1 Laser Blue
1 Teal (custom)



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mail her at vicky@teamwoodoo.com.



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Send to: newsletter@sandiegomiataclub.org

For Sale--Silver 90, original owner, loving care. Good top with glass window. New engine at 93,165. Just smogged. Ready to roll. Body smooth. 152,000 miles. \$2950. Tom Sprague, 858/566-2254, tspraguepr@aol.com.

For Sale: New and unused Blue and Black B&I Carbon fiber dash kit applicable to model years '90-'93. This kit is brand new, in the box, and is the best quality on the market. It's blue and black woven together, and it looks just insane in the light. Make a reasonable offer, and it is yours. Was \$370 new. I will take any reasonable offer, so come and get it. Email me for detailed pics. I would prefer a local buyer, yet if you want it shipped, I will do so, as long as you pay for the shipping costs, and it is expensive to ship a flat item like this one, at least \$30, so keep that in mind. Location: Cardiff. Michael Adcock (760) 436-8311, machmx5@adelphia.net

For Sale: 1992 Viscous Limited Slip Differential. Includes half-shafts and drive-shaft, \$100. Racing Beat original 2-point Style Bar, \$40. Reclining Sofa and Love-seat, tan/brown color, excellent condition, \$400. For details, call Robert Holland at 858-229-226 or email at jtbob@teamvoodoo.com

For Sale: 1990 Miata aluminum wheels very good condition - \$20 each. Leather steering with air bag in excellent condition, make offer. Tom Tratar 619 501-2785 tratar@cox.net

For Sale: 2003 Miata Shinsen 5-spd, titanium body, blue top, 5-yr/50kmile warranty; cruise, alloys, AC, CD, PW, PL, Karr Alarm, Lojack; 6300miles. Beautiful car, like brand new. Job transfer, must sell. \$20k/obo. Judy Zarevich 619-282-2251 Mon-Fri 8am-6pm/858-484-6183 evenings and weekends JZarevich@moderncontinental.com

For Sale: M1 Custom Rear Bumper, Hood, Tokico Adjustable Shocks, Tower Strut Bar. Custom Rear Bumper White—one of a kind with molded in OEM r-lower rear spoiler and OEM rear mud flaps. Set up for dual exhaust, however one side could be filled in. Stripes are tape and could be removed. White M1 hood with removable black tape stripes, in perfect condition. \$300. 2 front To-

kico gas Illumina 5-way adjustable shocks for M1. One shock is new and unused, the other one is like new, just installed. The Illumina Shock is 5-way adjustable, allowing you to fine-tune your car's handling setup. Cost was \$115. each, plus tax and shipping, from Moss Motors. Sell individually for \$80. each. Show quality, chrome tower strut bar. I went supercharged and this bar will not work. I felt this bar did a great job to improve handling; the look under the hood is super also. \$330 invested, sell for \$150. Outstanding look and workmanship. \$800 invested, sell for \$300 Dean King ldking@juno.com (858)536-8764

WARNING....THE FOLLOWING AD IS NOT FOR THE FAINT OF HEART!!

In a parts search across the southwest I ran across 2 SALVAGE late model Miatas. They are in need of foster homes as the former "parents" are no longer deemed fit to drive them.

For Sale: 1) 2001 BRG "special edition", 6 speed, both hard and soft top, Left front damage above the frame rail. Air bags have been used...but only once. \$4850 as is. 2) 2003 Black, 5speed, with "custom paint" This poor Miata found a full can of white paint somewhere on the twisties. It makes that new color "splash" seem more appropriate. It also has left rear damage and left side suspension damage. \$ 6874 as is. I have located many of the parts for repair of either. If you ever wanted to build a Miata on "the cheap" now's your chance. Bill Knepper 619-670-4430 cell: 619 733-7455 e-mail: yk707@aol.com

For Sale: Scott Mountain Bike -- perfect condition - ridden less than 6 times. \$200 OBO; 2 Phillips Portable CD Players with battery pack and chargers, never used, in original box. \$100.00 each; Recumbent Exercise Bike - like new, rarely used. For more information contact Sue Hinkle - sportscarr@cox.net (760) 735-9456.

For Sale: 2002 Miata, xlnt cond, 5 speed manual, sunlight silver metallic, black interior with cloth sport seating. Extended Warranty: 84 months or 100,000 miles Car was purchased May 2002 Currently has 10k miles on it Paint & Interior Protection Warranty. Includes Sport Suspension Package: 16 inch alloy wheel w/locks 205/45R16 Radial Tires, Bilstein Shock Absorbers, Strut Tower Brace' Torsen Limited-Slip Differential. Such a fun car. Sad to see it go but we are moving so we have to sell it. \$16k/obo For more information call Dallas @ 619-528-0114 or theklasenz@cox.net

For Sale: 1997 MAZDA MIATA - 5SPD, loaded, alarm, 35K Miles, All Original, Always garaged, Super Clean in & out. Great top & window, newer tires, \$7900.00, 858-689-2884 or speedbolt@netzero.com.

For Sale: Jackson header for a 94 and Hi flow cat, also have 94 1.8 liter engine, transmission, body and mechanical parts from '90, '92, '94, 96 and a complete interior and top from a 99 10AE and various parts. Wally, (619) 232-2801 ext 313, 234-2858, or wallymiata@juno.com

For Sale: Parts from my '91 with 125K Miles, Strong Engine, 5-Speed Gear Box & Differential (With Prop Shaft & Axles) - Call for Details-Rick 619-702-8077 or e-mail maigaberzins@aol.com

For Sale: 2003 Miata LS, 5K mi, xlnt cond, garnet exterior, tan interior and top, wood trim dash kit added. Job changes for sale. \$18K/obo. Dale Thompson (858) 481-5088 dthompson1@san.rr.com

For Sale: 1999 and newer Like-New items -- Brainstorm -muffler mellow sound /not loud, make offer. --slotted and cross drilled REAR rotors for '94- 2002 and "sport suspension" / --H&R springs front and rear fits '99-2002. Dennstedt, Mon-Fri 8am-5pm 619-284-4911 larrydennstedt@hotmail.com

For Sale: Set of 16-inch, 5-spoke alloy wheels for (Miata MX-5 2001) In very good shape, not perfect. Set for \$100. Blane, (760) 739-5423

For Sale: Road Bike 25 inch (63.5 cm)—700 25C tires. Helmet, 2 pair shoes, clothing, bike stand, cyclo computer. \$250 OBO. Len Garth, (760) 726-3814

For Sale: Acrylic TC Windblocker—"rated best value, extremely effective, looks good" on Miata.net. For M2 Miatas. Worked great in my 2001 Miata for two months until I added a real rollbar, now it doesn't fit. Blocker, storage bag, mounts, installation instructions, \$75. Bud, (760) 439-8491

For Sale: '92 Honda VFR750F motorcycle. One step down from a Miata. It's fast and it's black. With low miles it looks almost new and runs like new. \$2300 is all I'm asking since it has a salvage title due to a lay down. Can send photos via e-mail as well answer all questions. I've owned this bike since '92. Tom (619) 303-3062 or rodneyt56@cox.net

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.



LOCAL BUSINESS DISCOUNTS

MIATA CLUB members receive a substantial discount on parts and labor. The club does not endorse any vendors. To receive your discount, simply present a current SDMC membership card at the time of your purchase or service.

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Good-Win Racing LLC, Miata performance products including shocks, springs, exhausts, light alloy wheels & everything from Racing Beat, Moss Motors, & Jackson Racing. www.good-win-racing.com
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