

SAN DIEGO MIATA CLUB NEWS



SEPTEMBER 2005 VOLUME 9 NUMBER 11

PRESIDENT'S MESSAGE: A SNIPPET OF MIATA HISTORY

*A*s I pondered on what to write for this month's newsletter I thought it may be interesting to write a snippet on the history of our favorite roadster the "Mazda Miata" and how it has changed over the years. There has been a lot of hype surrounding the new Third Generation MX-5. Year 2006 marks the 16th year for a car that enthusiasts still refer to as the Miata. Frank Aukofer of the Washington Times stated, "Sweet 16 and its been kissed by more than 700,000 people."

As a Miata owner for the past 12 years I've had the opportunity to hear numerous stories about the Miata from some of the original design team, Mazda representatives, SDMC members and members of other Miata clubs. There is an abundance of Miata history available on the internet, in published books and periodicals but I believe one can find most of this information in one place on the Miata.net.

The seed for this two seat roadster was planted by Bob Hall in 1979. At the time Bob Hall was a journalist for Automotive News and was ask by Mazda what type of cars should they be manufacturing? His response "a small open two-seater", thus the seed was planted for the creation of a small open two-seat roadster. Although it took some time the small open two-seater roadster made its debut on February 9, 1989 at the Chicago Auto Show and the Miata was born. It was introduced in the summer of 1989 as an early 1990 model had a base price of \$13,800.

The 1990 Miata was a tiny two-seat roadster with an 89.2-inch wheelbase and stretching out just 155.2 inches overall. The biggest advantage of the Miata's small size was its weight, just 2,116. 35,944 Miatas were sold during 1990.

In 1992 not much changed for the Miata although antilock brakes and a four-speed automatic transmission were added to the option list. Mazda did begin to introduce what has become a tradition – the Special Edition.

The first "Special Edition Miata" was introduced in British Racing Green with tan leather, wood shift knob, air conditioning, stainless sill plates, limited-slip differential and a compact disc player. Only 4,000 of the first "Special Edition Miata" were sold.

1992 brought to the Miata enthusiasts a very different color, Sunburst Yellow, and also introduced another Special Edition, Brilliant Black, that offered leather seating and BBS wheels. A few other changes included a rear suspension cross brace,

(Continued on page 4)

SEPTEMBER EVENTS: See inside for complete details!

	Event	Date	Time?	Where to Meet?
	Cruisin' Grand Escondido	Friday, Sept. 2	6 pm eat 7 pm cruise 8:30 pm dessert	Toms #23 Escondido (See inside for directions)
	Miatas at the Getty	Saturday, Sept. 10	7:15 am	McDonald's Oceanside
	Zonies Infestation	Friday, Saturday & Sunday, Sept. 16-18	Various	See inside for multiple weekend event details!
	SDMC Monthly Meeting	Thursday, Sept. 22	6 pm	Boll Weevil Restaurant, Clairemont Mesa Blvd.



NEW MEMBERS

As of August 19, 2005 there are 277 memberships comprised of 101 single and 176 dual, and a total of 453 members.

Welcome to our newest members (since last newsletter): (3)

Hernan & Meredith Hooker
La Jolla
2000 Green

Richard Staude
San Diego
2000 Green

Kurt Swartz & Leslie Monchak
San Diego
2000 Red



MEMBERSHIP STATISTICS

Memberships by Miata Color:

72 Red
44 White
26 Black
17 Silver
13 Titanium
13 Montego Blue
9 Yellow
11 Sapphire Blue
7 Mariner Blue
7 Mahogany
7 Emerald Green
7 Twilight Blue
7 Crystal Blue
4 BRG
3 Midnight Blue
5 Starlight Blue
2 Laguna Blue
5 Garnet
3 Marina Green
2 Strato Blue
2 Merlot
1 Splash Green
1 Laser Blue
1 Black Cherry
2 Unreported

RENEWING MEMBERS (SINCE LAST NEWSLETTER):

Jerry Standefer
Bob & LeNita Hague
G.B Heinemann & C. E. Wengenroth
Louis Misko & Amy Del Nagro
Ian M. Morris & M. Ann
Laurie & Jim Patton
Nick & Sharon Ponce
Alex & Lulette Sarko
Gary & Rosalind Scott
Greg Willis



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.

Monthly Meeting

Thursday, Sept. 22

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 get a burger or ice cream or ??? 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!!



Cruisin' Grand Friday, Sept. 2 6 pm



Contact: Steve and Laurie Waid
760-432-0727 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."

After cruisin' and walkin' Grand, we will drive the short distance to find ice cream. This will be a full evening of car fun for car people. 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 Getty Saturday, September 10 7:15 am

Caravan hits the road at 7:30 am sharp

Oceanside McDonald's parking lot on the south side of Oceanside Blvd. and just east of I-5

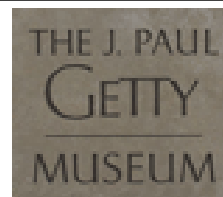
Contact: Randy & Sue Patterson, (760) 630-0109,

[E-mail Randy & Sue](mailto:swaid@cox.net)

Randy and Sue have arranged for us to visit the fabulous J. Paul Getty Museum in Los Angeles. They will lead a caravan of Miatas from Oceanside to the Getty with a stop in Fountain Valley along the way (see below). Admission to the museum is free and the museum does not charge for parking when you arrive with the group.

Important Note: Attendance for this event is limited to 50 CARS total. You MUST RSVP for this event. Please contact Randy and Sue to RSVP. Reserve your spot ASAP!

Fountain Valley Stop: The caravan will stop at the Sportmart parking lot, at the corner of Warner Ave. and Magnolia St. in Fountain Valley. The caravan will resume (leave Sportmart) at approximately 9:00 a.m. to continue on directly to the Getty, arriving at the Getty at approximately 10:00 am



A Zonies Infestation Friday, Sept 16th through Sunday, Sept 18th.

The Sahuaro Miata Club from Arizona is planning to come and "play" in North San Diego for a long weekend.

They will be staying at the Holiday Inn Express in Escondido. If you are interested in staying there with them, call for the details. Very reasonable rates...\$60 for a room, \$90 for a suite plus continental breakfast.

Friday, Sept. 16 Tour, Dinner & Cruisin' Grand

2:00 p.m. - Meet the Zonies in Temecula at Richies Real American Diner and escort them to the Holiday Inn Express on Valley Parkway just west of Interstate 15.

3:45 p.m. - Leave the Hotel to caravan to Dalton's Roadhouse. Leave Dalton's at 4:00 p.m. to caravan to AMCI Wangers' Warehouse in Oceanside. The AMCI car collection has been assembled by AMCI founder Jim Wangers and current CEO, Gordon Wangers. Jim will share a shortened version of his Muscle Car presentation that he recently gave at the Petersen Museum.

6:00 p.m. - Upon completion of the tour, we will caravan back to Dalton's Roadhouse for dinner on the Patio.

After dinner we will caravan the short distance to Grand Avenue and [Cruise Grand](#).

At approximately 8:30 p.m., we will caravan to the Waid's for cake, coffee and rehash of a night of automotive history in all forms.

Saturday, Sept. 17 Run & BBQ

9:30 a.m. - Meet in the parking lot of Dalton's Roadhouse. We will leave at 10:00 a.m. on a run that will go through some of the North San Diego County roads that we don't get to see often. Plans are to go up through the Fallbrook area and end up at Casino Pauma for lunch. After lunch we will take a run up Palomar Mountain to the Palomar Observatory for a visit to

Please RSVP for the Saturday night BBQ at the Garons to Steve or Laurie Waid at swaid@cox.net or call (760) 432-0727 by Sept. 10. Cost is \$24.

this historic and well known attraction.

Upon completion of our visit to the Observatory and the gift shop and rest rooms, we will head back down the mountain with our plan to get back to the hotel by 4:00 p.m. This will allow our guests time to clean up and rest up before the evening BBQ.

6:00 p.m. Our hosts for the evening BBQ will be Dennis and Maryanne Garon. They will be opening their home for a BBQ, catered by HotRod Catering (I like the name).

We will be having Ribs, Chicken, and Tri-tip, along with salad, potatoes and, my ultimate favorite, Peach Cobbler. The all inclusive price per person will be \$24. The Garons'

home includes a big pool, spa, pool table, and outdoor train set. Dennis guarantees that the trains will be running. Address is 1843 Da Gama Court, Escondido. Take I-15 to El Norte Parkway, go west 1/4 mile, turn right onto Nutmeg, left onto Sunset Heights, left again at Da Gama Ct.

Sunday, Sept. 18 Send Off Run

9:00 a.m. On this final day of the Sahuaro Miata Club's visit to San Diego, we will meet at 9:00 a.m. in the Holiday Inn Express parking lot for a run that will take our Zonies home. Expected route: Highway 78 through Julian and down the Banner Grade. We will take them as far as the desert floor and then wish them well on their journey home.

Contacts: Steve and Laurie Waid,
760-432-0727 or swaid@cox.net



roof liner and defroster for the optional hardtop.

1993 offered only a few minor changes – a new “sensory” sound system and the new Mazda logo on the nose. Leather interior was not an option and Sunburst Yellow faded into the sunset. Brilliant Black moved up a notch from Special Edition to Limited Edition and sported a black and red leather interior.

1994 the safety feature of a passenger airbag was added. The weight of the car had increased and Mazda made up for the additional weight increasing the engine to 1.8 liters and 128 horsepower. Optional alloy wheels got wider, fuel tank increased from 11.6 to 13.0. A Torsen limited-slip differential was offered for the first time. The first “M Edition” debuted and was loaded with a wood shift knob, wood parking brake handle, chrome wheels and a new color, Montego Blue, only 3,000 “M Editions” were produced. 1994 saw another debut, the “R Package” which was geared toward the hard core driving enthusiasts and featured Torsen limited-slip differential, alloy wheels, Bilstein shocks, recalibrated springs and sway bars. Buyers could also purchase with hood strips from the dealers.

1995 a second “M Edition” appeared on the scene this time, featuring another new color, Merlot Mica, and BBS 15-inch wheels. The second M Edition’s only distinguishing feature from the previous year “M Edition” was the ABS system.

1996 – government emission regulations meant a new engine control computer for the Miata. Mazda somehow found another five horsepower in the 1.8 liter engine for a total of 133. Chrome rings vanished from around the gauges, rearview mirror was attached to the windshield glass, pockets were added to the doors of Miatas with power windows. This year’s “M Edition” sparkled in Starlight Mica paint and included Enkei 15-inch wheels and a Nardi wood shift knob. Once again, only 3,000 were produced.

1997 the Miata slid through almost unchanged. There was a new “Touring Package” that included power steering, leather-wrapped steering wheel, power windows, power mirrors, and aluminum alloy wheels. A “Special Touring Option Edition” was offered in Twilight Blue with 15-inch Enkei Wheels and Nardi wood shift knob. Only 1,500 were pro-

duced of the STO Edition. There was also an “M Edition” in ‘97 which came in Marina Green.

No 1998 models, only ‘97 late deliveries.

1999 – no more pop-up headlights, a feature that will be missed by many roadster enthusiasts. The beginning of the Second Generation – very little change to the chassis but the body was more curvy and the headlamps were flush. The trunk was larger and the rear window was now glass. New cylinder head design, higher compression ratio and variable intake took the 1.8 liter engine to 140 horsepower.

1999 marked the Mazda Miata’s 10th year and a very special Miata was introduced to celebrate – “10th Anniversary Edition.” This Miata was adorned in

Miata

Sapphire Blue, two-tone leather interior trim, glossy five-spoke wheels, chrome rings around the speedometer and tach, Nardi leather wrapped steering wheel and shift knob, carbon-fiber-look-trimmed center console, a Bose stereo, firmer suspension and a six-speed manual transmission. Buyers of this celebration Miata got a miniature version of the car, a special key ring and a set of his and hers Seiko watches. Priced at \$27,325, much higher than any other Miata, but fully loaded and equipped.

2000 saw the introduction of the Miata LS and another limited “Special Edition.” The LS included tan leather upholstery, 15-inch alloy wheels and Bose audio system. The “Special Edition” came in Mahogany Mica, Parchment top and leather interior, Nardi wood steering wheel, white faced gauges and 15-inch alloy wheels.

2001 the Mazda Miata sports a new front fascia and its headlights and taillights were slightly changed. Mazda claimed that the variable valve timing would increase horsepower to 155. The rating came from a vehicle with 49-state emissions certificate but when Mazda decided to make the Miata a 50-state certified car, it was not given another validation. To make up for their mistake and to keep happy Miata owners happy, Mazda offered 2001 Miata owners free

factory-scheduled maintenance for the length of the warranty as well as a \$500 debit card. Additionally, if the customer was not happy with his 2001 Miata, Mazda offered to buy it back and refund the entire purchase.

British Racing Green also returned as a Special Edition for this year with 16-inch alloy wheels, a six speed, Nardi steering wheel and shift knob and white-face gauges.

2002 Two new colors hit the Miata scene, Vivid Yellow and Laser Blue Mica, only available by ordering through Mazda’s website. Two Special Editions were produced in Blazing Yellow or Titanium and included leather seating, white-faced gauges and special badges.

2003 a child-seat anchoring system was added along with strut-tower brace and bigger brakes. Other changes included a cloth top and aluminum interior accents on the LS. Buyers could opt for auto-dimming rearview mirror and bezels for their headlights and taillights. Two “Special Editions” in 2003, the Shinsen in Titanium with special blue cloth interior and another blue tone with grey leather interior.

2004 from Miata to MX-5 and the introduction of the Mazdaspeed. Mazda finally caved in and gave us the Mazdaspeed Miata. Fully integrated IHI turbocharger with air-to-air intercooler 178 hp and 166 lb-ft of torque, 6-speed manual transmission and 17-inch Racing Hart alloy wheels. Other special features and options included a short throw shifter, special exhaust, 6 CD changer, cloth top and leather interior. Although Mazda had decided to drop the Miata name to bring the car in line with world-wide MX-5 designation, clubs and enthusiasts will continue to call it a Miata.

2005 no significant changes to the MX-5 or the Mazdaspeed. Four colors to choose from; Black Mica, Lava Orange, Velocity Red, and Titanium.

So that’s my snippet of Miata history and more history is in the making with the new Third Generation MX-5. I’m sure that the MX-5 Miata will continue to hold the Guinness Book of Records Title for the most successful sports car in history.

- Sue Hinkle
Your Zoom Zoom President



PLASTIC WINDOWS—BY TECH EDITOR SCOTT LEWIS

About two years ago, I decided to tackle the job of replacing the plastic window on my 1990 Miata. With a few minutes of internet searching, I was able to find enough valuable information to fold myself up and crawl head first into my Miata. Of course I had all the tools I needed to begin the removal process. You can find this very helpful information at WWW.MIATA.NET in the garage section under "rear window replacement".

Let's look at the care that is required for the Miata plastic rear window so you may keep it looking great. The following are some solutions to a few common problems.

- **Problem: Brown or Burnt Looking Areas**

Solution: Prevention - Sorry, but once it is brown or burnt looking it is too late. To prevent this from happening in the first place ALWAYS keep your top and window covered when the top is down. If the window is exposed to direct sun light while in the down position a "green house effect" sets up and creates a great deal of heat, essentially cooking the plastic. This can happen in as little as 15 minutes. Once the damage is done - the only solution is to replace the window (see below).

- **Problem: Cloudy Window - Very Scratched Up Window**

Solution: A very cloudy looking window

can be polished and cleaned up to look almost new by using #17 (Cleaner), Meguiar's #10 (Polish) and #18 (Spray - Cleaner/Polish). (There are other plastic polishes available, but this is what we use). Start with Meguiar's Cleaner #17 (to remove scratches). Apply it like a liquid wax. Let it dry (sort of) and remove. Do this a couple of times and finish up with one pass of Meguiar's Polish #10 (to restore clarity). Your window should look almost new. All but the deep scratches should be gone or almost gone. Every time you wash and wax your Miata, do this to your rear window and soon even most of the deep scratches will be all but gone. For just plain cleaning the windows use #18 to remove surface residue.

- **Creases - Removal**

Solution: If you buy a used Miata, chances are the window is creased. Most creases can be removed with the use of a heat gun. CAUTION - be VERY careful - too much heat can burn a hole right through the window. Heat the area to a maximum of 195F degrees or 90 C. Using the heat gun - slowly heat up the crease. The heat will relax the plastic and the crease should slowly disappear. Very sharp/hard creases in the window will probably not be removed completely but

may only be softened a bit.

- **Creases - Prevention**

Solution: Ways to prevent creases from forming in the first place. Always unzip the rear window when lowering the soft top. While the window is laying on the rear deck, you need to protect it in some manner like sandwiching it between two pieces of cotton fabric.

- **Replacement**

Solution: Sometimes there is just no choice, the window needs to be replaced. You don't have to replace the entire top, just because the window has had it.

Robbin's Tops sells a replacement window that any good auto upholstery shop should be able to install for you, making your top as good as new.



ELLIOT & ANTHONY'S ADVENTURE QUIZ ANSWERS —BY ANTHONY WILDE

On page 11 of the August issue of the San Diego Miata Club News was the quiz that was presented to the participants at the New MX-5 Global Enthusiasts event on the island of Hawaii.

Here are the answers to the quiz:

1. Yamamoto
2. Chicago
3. Honolulu, Hawaii
4. Tokyo
5. 7500
6. A-pillar windshield frame, rear deck panel (between trunk lid and convertible top).
7. Geneva
8. 5 (8 total colors but silver, velocity red and black are not new)
9. 2000 May for 500,000 convertible sports cars
10. 57
11. MX-5 Miata



Elliot Shev and Anthony Wilde enjoy some Hawaiian scenery.
Photo by Anthony Wilde



THE FIRST ANNUAL "RUN TO THE HILLS AND SUMMER PICNIC" – BY BRUCE LEWIS

Did you ever wish that you had been at the "first inaugural" edition of something? How about the first Indy 500, or the first offering of Micro Soft Stock Market Shares, or the Grand Intro. Of the Miata back in 1989? Woulda, Coulda, SHOULD! Well, about 100 SDMC Members did just that on July 24th! Yeah, I'm talking about The First Annual "Run to the Hills and Summer Picnic" which is also destined to be a classic!

The brain child of "Her Miatasty" - Sue Hinkle, the event went to the planning team and grew like Godzilla out of Tokyo Bay, (Hey!- It was a "monster" event, put on by a bunch of old "dinosaurs"). Let's see ... Where do we hold this event?? Why Simpson's Nursery, of course! - The most "car friendly" Nursery and Picnic Venue in town! Much thanks to Lee, for providing this beautiful setting "free of charge" to The SDMC. Hey Lee- Next year could ya turn up the air conditioning a tad? Yeah, it was a "little warm" out in "dem thar hills", but good times, good food, good drink, and a surprise guest seemed to make it cooler.

Here's how the day went- Almost everyone met run leaders Mark and Cathy Booth in Poway at 10:00AM for a short run in the hills, ending at Simpson's



around Noon where professional cremators, ah, that is cooks-Bruce Lewis and Jack Hinkle were busy torturing hot-dogs and hamburgers on the grill. The main course, condiments, and drinks were provided by the club, with all the side dishes being brought in by the members. Damn! What a feast! It seems that in addition to having good taste in cars, we have good taste in food as well. The meal was served "smorgasbord" which is

French for "get up and get it yourself"! Also at the Picnic was a brand new prototype of the new Miata, or MX5, or NC, or whatever. It was driven all the way down from Mazda Headquarters by Yass OtachiI - the Product Line Manager, just for us. Nice car! Everyone got to sit in it, test the alarm, and track up the carpets with good ol' Jamul dirt. In addition Yass bought with him some nice door prizes for our event! Kudos to Mazda for their support.

Well there it is, a great new tradition is started and destined to become a classic. The doctors say that my burns will heal and most of my hair should grow back, so with any luck I will be cooking again next year!

A few people should be thanked for making this event a big success- Sue Hinkle for a great idea, and coordinating all of us, Mark and Cathy leading the run and helping, Janice Boster for making all of the food purchases, Brenda Kay for organizing set up and clean up teams, Jack Hinkle, and the wild man in the Yellow cooks hat for cooking in the heat, all of those that helped set up and clean up, and most of all to you, the membership for supporting this event with your side dishes and presence SEE YOU NEXT YEAR!

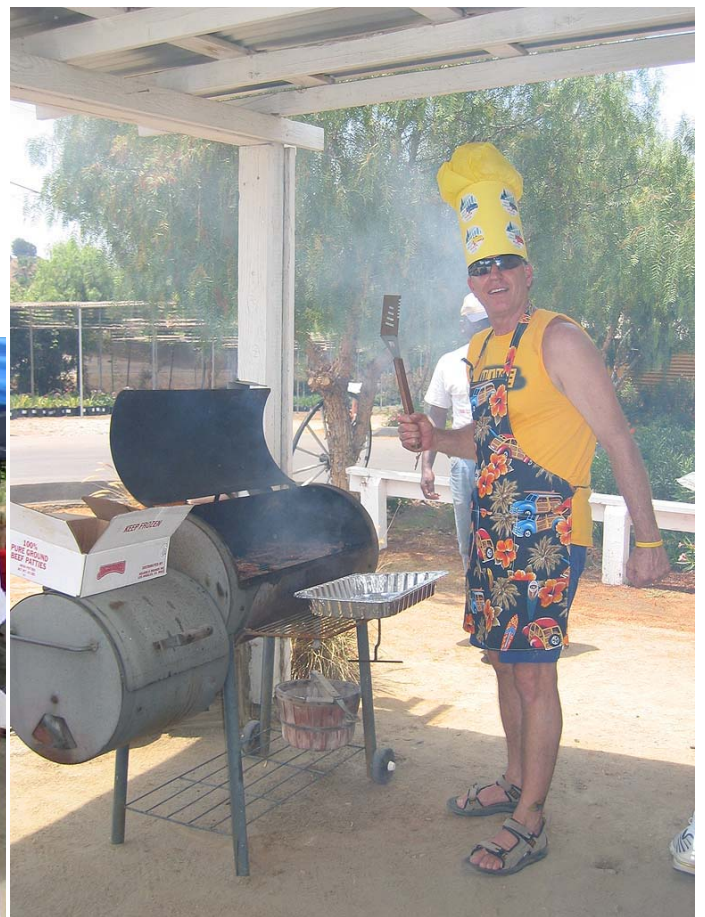




All Photos by Mark Booth

Previous page top: Simpson's was the perfect venue.
Previous page bottom: A Close-Up Look at the 2006.

Above: Resting in the heat.
Below: Lots of Food and Lots of People
Right: Ex President of Vice is also Chief Cook
(and bottle washer?)



A STELLAR EVENT—BY MARY CLARK

If any more Miatas had shown up for the Palomar tour, we'd have needed a bigger cul-de-sac to meet in. At least 34 cars were gathered, and a few more may have slipped in after the count.

During the drivers' meeting, Ranier Mueller divided the cars into two groups, limited by the capacity that the observatory could handle in a single tour. Group 1 would tour the telescope first while Group 2 enjoyed early lunch at nearby Mother's Kitchen, then we'd switch roles. Both groups were filled to capacity, although even the wait-listed folks who came to the start got tour tickets.

From our meeting point near I-15 and Deer Springs Rd., we headed north on Champagne Blvd., then east on Circle R and W. Lilac, and north on Lilac and Couser Canyon. This was my first attempt to tackle Couser in Maryata, and I used it to practice shifting with her automatic.

As we gained altitude heading east on SR 76, the cool, thick marine layer began to break up. By the time we started up South Grade Rd., we were basking in warm, bright sunshine and perfectly blue skies. Maryata, on the other hand, seemed unhappy with the thin air at 5,000 ft. and was flat out at 4000 revs.

Scott Kardel, a Public Affairs Coordinator from Cal Tech, met us just outside the Hale telescope. He told us that the ground for the observatory was purchased in 1934. It took Cal Tech 11.5 years to grind and polish the telescope mirror, which was finally installed in 1947.

Just outside the observatory was a large, round slab of concrete. This turned out to be a counterweight—the same size, shape, and weight (14.5 tons) as the mirror. For 12 years Cal Tech used it to test

and balance the moving platform on which the mirror would ultimately be installed while awaiting delivery of the mirror.

Many questions arose concerning the "tenth planet," which Palomar recently discovered. (It was found with one of the observatory's smaller telescopes, not the 200-inch Hale telescope that we toured.) We learned about the International Astronomical Union, a worldwide group of astronomers that will determine whether it really is or is not a planet, and will name it. And we learned why the new discovery has raised scientific controversy over whether Pluto actually is a planet. Moving inside, Scott pointed out the telescope's massive support structure, which rests on its own foundation anchored 22 feet into the mountain. It is both welded and riveted, so it "is not going anywhere."

The telescope is named for George Ellery Hale, who also rounded up funding for three earlier telescopes, each of which, when built, was also the world's largest. This one at Palomar was his last. He chose the Palomar location in 1934, but died in 1938 before construction was complete. The observatory was dedicated in 1948.

Although Palomar's 200-inch scope is very large (but no longer the world's largest), Cal Tech and partners are designing a 30-meter telescope, which will gather 36 times more light and enable both visible and infrared astronomy research.

The Earth's rotation causes the surface to move constantly at about 18.5 mph, so the telescope must "lock onto" its target in the sky. This requires the scope to move slowly but absolutely smoothly. Palomar's scope is so finely balanced that it takes only a 1/12-hp motor "to move 500 tons of telescope through the night."

A 2-hp motor allows operators to move the telescope quickly to a new position for tracking a second object later in the evening.

Using a laser pointer, Scott showed how light enters the dome, gets reflected by the mirror up to a camera, and can be redirected downward to a higher-resolution



camera. The cameras have resolutions of 4 and 161 megapixels, but are of far higher quality than those available to consumers.

Scott explained that astronomers from Cal Tech, JPL, and Cornell apply to use the Palomar telescope. Depending on how a committee judges the proposal's merits, the astronomer may get from one to five nights of viewing. Bad weather can prevent opening the dome, and there are no "rain-checks" for bad weather.

Scott showed us a working model, demonstrating how the telescope dome opens and the 'scope moves. Then—a surprise treat seen only by Group 2—he offered to rotate the dome. Before starting the motors, he told us to look upward toward the camera and try to determine what was moving. Of course, we were on a rotating platform that moved along with the building's outer walls, while the weighty telescope remained firmly anchored to the mountain, but the illusion was exactly the opposite. When the doors to the outside world were opened, the same illusion made it seem that the world was spinning around us, while we remained still.

We walked outside on the catwalk, which provided a spectacular view of the grounds and Palomar Mountain. Scott pointed out the 60" automated telescope, an 18" telescope that's no longer used much, and the 48" unit that discovered the new planet. These smaller telescopes are better for examining large segments of the sky, rather than focusing closely on smaller fields.

The entire tour was filled with interesting facts and anecdotes—far too many to capture here. Those who missed the tour can only hope that Ranier schedules another tour next year. Make your reservations early.



It has been quite a while since I went to a drive-in movie. Back then, I wouldn't have wanted to go in a car with tiny buckets and no back seat.

When this year's installment of "Debbye Does the Santee Drive-In" rolled around, Mary's sister Helen was visiting. In the old days I had trouble getting any female to accompany me to the "passion pit." Now I was blessed with two.

But that posed a problem: One Miata, two seats, three people. So Mary and Helen opted to take her Miata, while I suffered along in my Porsche. To slip beneath the radar, it bore signs reading "German Miata" and "Zūm Zūm."

Poway's Chicken Pie Diner provided a perfect preamble for a nostalgic evening. Tasty food, moderate prices, and continuous '50s music. I even knew the words to most of those songs.

When everyone had finished eating, Bruce Lewis conducted a short drivers' meeting. This was followed by ... another drivers' meeting, this time to select the films we would view. (Did you ever care what was playing when you went to a drive-in? Did you even know?) By a narrow vote between dismal options, we selected The Dukes of Hazard and Charlie and the Chocolate Factory.

Then it was time to take off for the twisties. The run headed north through Poway and Rancho Bernardo, with a scenic detour among the pricey homes surrounding the Oaks North golf course. Before reaching Lake Hodges, we headed east on Highland Valley, Bandy Canyon, and San Pasqual Valley (78).

After passing through Ramona, we picked up Wildcat Canyon south past Barona. By then, the sun was feeling less intense and turning everything a golden color. With the wind in my hair, cool jazz on the stereo, and a mellow purr from the exhaust pipe, I found myself thinking, "Anybody who doesn't enjoy this must already be dead."

This was a really pleasant run. Bruce set a pace that everyone could maintain easily, but brisk enough to keep us awake. In the final three miles, near Lakeside, we ran into some traffic and a few signals, but we got through them rather efficiently. The longest delay came after we reached the drive-in, wait-

ing for the guy in the ticket booth to take our money.

We were in plenty of time to stake our claims to the choicest spots on the lot. While other cars filled in around us, we sampled the wares in the goodie bags—popcorn, cookies, gummy bears, peanut butter crackers, and a variety of other treats—which Bruce and Debbye had thoughtfully provided. Each bag was emblazoned with the club logo, using the full complement of car colors. (There were no takers for the yellows.)

As show time approached, we settled into our lawn chairs and tested our portable radios, which broadcast the theater's sound with far better fidelity than the old speakers that hung on car windows. (No danger of driving off with the speaker still hanging, either.) The last minutes of dusk were filled watching a game of laser tag, played on the big screen by patrons who had brought flashlights and laser pointers.

Finally, the coming attractions appeared. And a voice from the projection booth boomed a firm, "Turn off that flashlight!"

What can I say about the movie itself? If you ever saw the TV version of Dukes of Hazard, you know the whole plot: Jump into "General Lee" (an orange '69 Dodge Charger with a rebel flag on the roof). Drive like hell, scream Yee-ha a lot, and launch the car into the air every half mile. And find an excuse for Jessica Simpson to display her charms at every opportunity.

OK, I confess. I found the movie was amusing. Not everything needs to

be intellectually stimulating.

By the film's midpoint, night air had begun to settle in. Some folks grabbed their jackets. Having worn shorts, I opted to climb into the car. The sound was even better through the car's stereo.

Our party of three didn't stay for the second feature, and it seemed that a number of others left along with us. I guess we all had exceeded our quota of highbrow cinema for one evening. Sorry, Charlie.

Hi Bruce,

I'm not much of a writer but I went to "Debbye does Santee" starting at the Pie Shop and it was a fun time.

Now "fun time" is defined as:

(1) Life is short.

(2) Memories are long.

(3) Do you want to remember this event as "a memorable experience?"

The Drive-In ride was fun, it was at a pace that newbies weren't worried. You even added people/cars as you drove. What a recruiter! The Drive-In Pre-Movie SDMC conversation was fantastic. People talking, looking and listening; all of these human events do not happen a lot today. The movie was "un-good," but who gets to enjoy the Americana experience of a "Drive-In today?" Bruce, you organized and conducted a very memorable experience.

Well done,
Jay Minnich

PS My father used to say that it doesn't take much to show you're foolish, so being brief decreases your chances

This was an absolutely first-rate event. The dinner site was perfect for the occasion, and the run covered beautiful roads at safe but enjoyable speeds. The whole concept of the drive-in is a hoot, and the goodie bags were a nice bonus.

Thanks to Debbye and Bruce for inviting us all to "do" the drive-in with them.



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

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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 180833
Coronado CA 92178-0833

*As of April 2005, dues are
\$35 per year per car.*

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!

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Notice

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.



Classified ad space is provided free of charge to **members only**. Ads must include your first and last name, telephone number, and e-mail address with each submission. Must agree with current club roster.

Send to: newsletter@sandiegomiataclub.org

WANTED: Hard top for a 2001 Crystal Blue Miata. (Willing to paint) Call Christine Corbyons at 760-736-0156 or rcorbyons@adelphia.net

For Sale: 1997 STO Miata \$4500 Engine Great, Chrome Wheels & Chrome Style Bar Midnight Blue Tan Leather Interior Power Windows CD AC (Reduced for body damage) Pics avail. davidmichael-trudrung@yahoo.com

For Sale: Carbon fiber Monsterflow intake and aluminum cool box for 99-05. \$150 Kevin at khaywood@qualcomm.com, ph 858-651-5167

For Sale: COMBINATION TRACK/CARGO TRAILER. Harbor Freight 4' trailer w/12-inch wheels. Large-capacity storage pod (Sears roof-top carrier) can be removed in minutes to set up for track or autoX use. Two uprights for vertical tire mounts and small tool box included. Excellent condition. Currently licensed 'til 07. \$175. Joe Moore (619) 473-8295 moore28944@sbcglobal.net

For Sale: 1999 Emerald Green, leather package, Torsen LSD, tan top, stock, 51,000 miles, \$9400/OBO. John Tellew 858-229-3439 or jtelw@san.rr.com.

For Sale: 1999 Miata \$9500 Black with Tan Leather, 66,000 miles, CD / Bose Sound System, Power Windows, Mirrors & Antenna, Fog Lights, Keyless Remote, Car Cover, Dealer Serviced, Recent 60K, Check-Up, All Records, Garage Stored, Grant W 760-725-9902 H 760-729-9186 Lejon-varnGE@i-mcf.usmc.mil

For Sale: 1999 Mazda Miata convertible, in showroom condition Only 20,000 miles, hardly ever driven. Black with leather interior, automatic 5 speed transmission, fully loaded. Must see to appreciate. Asking \$10,500 obo. Please call Kevin at (909) 393-6603 tk.smith1@earthlink.net

For Sale: Next-to-new Miata muffler (factory fitment for 2003 Miata) - less than 5,000 miles on my Miata with a bone-stock engine - MSRP was \$281.75. I was asking \$180 OBO. Now the price is reduced to

\$139 -- less than HALF PRICE; *Also:* 4 stock 16" wheels in excellent condition for second generation Miata. Very low miles. New price \$239.95 each, asking \$175 each or reasonable offer Now I've reduced that price to \$119 each -- that is HALF PRICE for Mazda factory wheels that are like new. ; *Third:* Rear trunk interior trim panel for an early second generation Miata (no extended bulge, therefore makes it possible to put a full size tire in the trunk). New price \$77.05, now the price is reduced to only \$19! Jan Wagner (858) 792-9567 jwagner2@san.rr.com

For Sale: 4 Stock steel wheels from '90 Miata. Tires mounted on them but stored for years - \$80. '90 Miata car cover - North Coast - \$20. Anne Henry 858-273-8460 altres10@earthlink.net

For Sale: Complete set of four 14" BBS light weight spoke wheels mounted with as-new Dunlop D-60 A-2 tires. Complete set includes: 4-wheels, 4-center caps, 4-valve caps, center cap wrench, 4-tires. SHOWROOM CONDITION! \$1000.00 firm. One 14" BBS light weight spoke wheel (complete set, but no tire). \$225.00; One BBS wheel CENTER CAP. \$60.00 ...Note: a special price may be possible for complete package. David Bryan (619) 334-4624 dbryan-zoo@aol.com

For Sale: from a 1994 Brilliant Black: Left & Right Tail Light Assembly \$40.00, Sun visors \$10.00, Tan Floor mats used \$20, Black Gas Bib \$5.00, front left & right Turn Signal Assembly \$40.00, Rear View Mirror \$5.00, BSP Tan Leather Style Bar Cover \$10.00, Brass and Chrome License Plate Frame with Logo \$10.00, Eye Ball Vents Set of 4 \$20, 4 Side Markers \$20.00, Parking Brake Handle \$2.00, Gas Lid \$20.00, Oris Windscreen Case \$2.00, Miata Logo Factory Bra Used \$20.00, OEM Shift knob \$1.00

Stan Fry (909) 780-3963 or seagal-fan4life@yahoo.com

For Sale: 1990 White, base model Miata, AM/FM cassette, 5 speed, No A/C. New engine at 100,000 miles. Runs strong. Comes with Stylebar, tonneau cover, chassis braces and SDMC magnetics. Recently tuned with new timing belt and smogged. This car was responsible for 5 Dam Runs. Must sell as our other sports car must take its place in the garage. \$3200 OBO. Contact John & Joyce Richardson. 909-696-1892 or at miatajuan@hotmail.com

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: 1992 Viscous Limited Slip Differential. Includes half-shafts and driveshaft, \$50. Racing Beat original 2-point Style Bar, \$20. For details, call Robert Holland at 858-541-0935 or email at jtrob@teamvoodoo.com

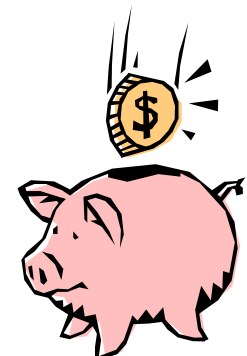
For Sale: Hard Dog double diagonal roll bar \$250 Came out of a 1995 with soft rear window. (I don't THINK it works with glass windows). 1.6 Engine long nose crank 78,000 miles \$500. Several 1.8 engines and 5 speed transmissions. 10 AE seats \$600. Lots of suspension and other parts 1990 to 1999. Wally Stevens 619-232-2801 ext 313 or evenings 619-234-2858. Note new E-mail address Wallymiata@gmail.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 Keach 619-702-8077 or e-mail maigaberzins@aol.com

For Sale: Stained glass window; leaded 32" x 58"; Azure Blue wavy glass, Sun Orange wavy glass and white milk glass; Can be used as window or hanging. Includes clear glass overlay to protect from elements. If interested, e-mail sportscar@cox.net

For Sale: Apple iPod - 10GB 2nd Generation model, will work with Mac or PC but requires a Firewire port on the computer, excellent condition, price includes a brand new high-capacity battery, \$135, call or E-mail for more details, markbooth@cox.net, (619) 990-5520

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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