



# TWISTS & TURNS

*The newsletter of the San Diego Miata Club*

**Volume 11 Number 11**

**November 2006**

## Miatas gather to watch classics race in Coronado

STEVE WAID

I think that the Coronado Classic Speed Festival is the best annual car event in Southern California. I attended the inaugural event back in 1997 (I think that was the year), and haven't missed one since. The 2001 festival was cancelled because of 9/11. With the exception of a couple of Sunday-morning autocrosses, I have not missed a single minute of both days at each festival. This year was no exception.

The Speed Festival is the ultimate Car Guy

event. Since its inception, the Speed Festival has gotten bigger and better.

I used the expression "Car Guy." What is a Car Guy? If you are familiar with Barry Meguiar, the family head and CEO of Meguiar's car care products, you have a rough idea. Barry hosts a TV show on the Speed Channel called "Car Crazy." One of the key distinctions he makes is that a Car Guy can be male or female; it is a genderless term. I consider myself a Car Guy.

I have been a Miata

club member since 1997, and have stated that I will be a member forever, regardless of the cars I own. However, I am pretty darn enthusiastic about most things automotive. I love car shows, which is a topic to be saved for another time. I love driving, I love car racing, I love old cars, I love new cars, I love muscle cars, I love sports cars, I love American cars, I love foreign cars, I love automotive history, I love car art, and I love car memorabilia.

By attending a lot of different kinds of car events over the past ten years, I have run into many Car Guys. What I have discovered is that there is another segment of Car Guys: the "Car Snob." What is a Car Snob? A Car Snob is someone who thinks that his make of car, his area of interest, or his particular niche of expertise is the most important and interesting area of the car hobby. It is easy to deter-



Greg Johnson's Austin-Healey 100S leads Dean Meiling's Maserati AG6CS in the Group 2 race at Coronado. Photo: Mark Booth

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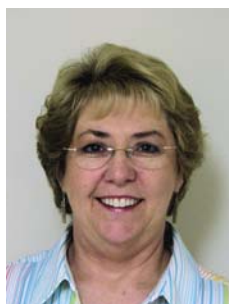
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Submissions to the newsletter are welcomed and encouraged. When possible, please e-mail your submissions to the newsletter editor. Submissions may also be mailed to the club's post office box.

Submission deadline is the 15th of each month. The Editor reserves the right to edit all submissions.

## Contact SDMC

### On the web

[www.sandiegomiataclub.org](http://www.sandiegomiataclub.org)

### 24-hour voice message line

619-434-2007

### By mail

P.O. Box 180833  
Coronado CA 92178-0833

### Club e-mail

Most club communication is conducted via e-mail through a Yahoo Group named SDMC-List. A free Yahoo account is required. Follow these steps to join.

1. Go to <http://autos.groups.yahoo.com/group/SDMC-List> (capitalization matters!).
2. Click "Join This Group!"
3. If you have a Yahoo account, log in. If you do not, click "Sign Up" and follow the instructions.
4. After logging in, you will be returned to the SDMC-List "Join This Group" page.
5. In "Comment to Owner," state that you are an SDMC member.
6. Complete remaining selections, perform Word Verification, and click the "Join" button.
7. Your SDMC membership will be verified. The verification and approval process may take several days.

For more detailed instructions, see the club's website.

### Membership roster

The membership roster is available to SDMC members only. Follow these steps to access the roster.

1. Go to <http://autos.groups.yahoo.com/group/SDMC-List>.
2. Log in and click "Database"
3. Click on the most current table in the tables list
4. To print, click "Printable Report." The printed copy will be 15-20 pages.

For more detailed instructions and options, see the club's web site.

# Membership Information

## New Members

Welcome to our newest members (since the previous newsletter):

Patricia & Robert Hurley, Oceanside .....	2002 Blue
John Lake, San Diego .....	unreported
David Sosna, San Diego .....	1997 Red
Jeff & Dobbie Wahl, Ramona .....	2003 Red
David Ambrose & Mary Henderson, Poway .....	1994 Montego Blue
Luis & Elva Benitez, Del Mar .....	2006 Silver
Dhyana Terri Biles, San Diego .....	2002 Crystal Blue Metallic
Sparrow & Bill Daenitz, El Cajon .....	2006 Mazda Blue
Christopher & Karin Harrison, San Diego .....	2006 Copper Red

As of October 15, 2006, we have 297 memberships (108 single, 189 dual) and a total of 486 members.

## Monthly Meetings

Our monthly meetings are a great opportunity to meet your fellow club members, ask questions, and share stories. Meetings are held on the fourth Thursday of each month, except in November and December when we meet on the third Thursday.

We meet at the Boll Weevil restaurant, 9330 Clairemont Mesa Blvd., in San Diego (between I-15

and SR 163). To contact the restaurant, call 858-571-6225.

Many members arrive around 6 p.m. to enjoy meals, snacks, or beverages while chatting with their Miata friends. The informal meeting starts at 7 p.m. We guarantee you'll have fun.

**This month's meeting date:**  
**Thursday, November 16**

## Financial Report

JUDY LEWIS, TREASURER

### Revenue and deposits:

Dues (new members and renewals) .....	\$145.00
Regalia .....	\$220.00
Raffles .....	\$141.00
Total revenue and deposits .....	\$506.00

### Expenses:

Newsletter printing .....	\$209.93
Newsletter postage .....	\$156.15
Miscellaneous (office supplies, Internet fees, other) .....	\$152.36
Total expenses .....	\$518.44

Ending balance (9/30/06) .....\$5,210.90

## Dues

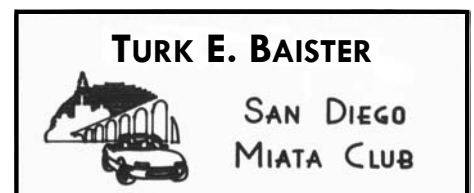
Dues are \$35 per calendar year, for either an individual or a dual membership (two members in the same household). Members who join the club in the first half of the calendar year (January through June) pay \$35 for their first year; those who join in the second half of the year pay \$20 for the remainder of the year.

## Badges

Have you noticed those engraved plastic name badges that other members wear? Would you like to get one?

Badges are available in colors to match your car. The cost is \$9 each for badges with safety-pin closures, or \$10 each for badges with magnetic fasteners. Prices include shipping to your home.

Vicky Krueger handles the ordering. Badge request forms are available at the Regalia table at monthly meetings and on the club's web site. All orders must be prepaid.



## Our Mission

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!**



## President's Message

# Miata memorabilia and collectibles

SUE HINKLE, PRESIDENT

**I**t goes without saying that anytime you become a member of a club—car club, golf club, cooking club, or any other club of interest—you automatically begin to collect a variety of things associated with the club and your passion.

When we purchased our first Miata in 1993, I had no idea how many things we would collect over the years. There are many members in our club who have collected everything written about the MX-5 Miata, such as "how to" manuals, marketing press releases, and Miata magazines. Miata models of all sizes seem to be

Our home office seems to be the main place where we display most of our Miata-related items, along with Jack's collection of Auto Union models. My office at Affinity Development is adorned with Miata posters, event brochures, car show trophies, and many photos of our '93 Classic Red and '04 Mazdaspeed. Clients and staff members love to look at the photos and other Miata memorabilia, and they know how passionate I am about the club and the Mazda Miata.

Miata club pins are another item that I collect, along with event pins, manufacturer pins, and race pins. Our club pin was my very first Miata pin, and it was either displayed on one of my hats or a shirt. As Jack and I got involved with the club and attending other club and car-related events, I began collecting pins. The most pins I collected at one event was at the 10th anniversary event in Dallas. Pin swapping at this event was a lot of fun, and gave me the opportunity to meet and make new Miata friends. At one time I had



the next most sought-after collectible. Jack and I have collected a few of these, including the ones from Japan, and I find that whenever I'm shopping in a toy store or discount store, I'm drawn to the Hot Wheels section in search of another Miata Hot Wheel. Of course, you can always search the Internet and find just about any Miata model you want. Chances are that you will find the model you have been searching for along with many other items that you will be enticed to purchase and add to your collection.

Collecting items that reflect your passion is a great pastime, but where does one put all of these things that have been collected over the years?

all of my Miata pins on my Surf 'N' Safari hat, but it became too heavy to tote around on my head, so they have now been moved to a tote bag.

Some Miata owners display their pin collection on dashboard protectors, while others display them on the back panel behind their seats. Whenever Jack and I plan to attend another Miata club event, we pur-



chase several SDMC pins in the various car colors to swap with other pin collectors. It's a lot of fun, it generates conversation, and we always make new friends. The photo represents some of my pins. Not all of them are from Miata clubs, but they have been collected at Miata or car-related events. How many Miata clubs you can identify?

If you have a collection of Miata items, small or large, why not share it with our group? Take a photo of your collection, write a brief article on your collection, and submit it to the newsletter. I know our members will enjoy seeing and reading about your collection.

See you around the next curve!

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# Slow-shifting perceptions: Japanese classic cars

JERRY STANDEFER, EDITOR-IN-CHIEF

**T**he late-morning air was crisp and cool, despite the sun's gleaming presence overhead. Summer has definitely worn down, and fall is literally in the air. As I strolled down the streets at the Temecula Fall Car Show, wearing a sweater I had to dig out of the back reaches of my closet before heading out that morning, my stare was drawn by the glistening paint, blinding chrome, and sparkling colors of the beautiful classic cars surrounding me.

As with most of our local shows, the streets were lined with domestic heavy metal bearing birth dates ranging from the turn of the twentieth century to modern day. Every once in a while, a European car appeared, typically of British or German descent. Spectators expect to see classic and modern domestics, and they are usually tolerant of vehicles from the British Isles or the Continent. Occasionally, a Japanese car or two appears in the assembly of western iron, usually dismissed by the vast majority of passersby.

## Prolonged evolution

I noticed only a couple of Japanese cars at the Temecula show. There was a highly modified Subaru WRX STi that was oddly grouped with the GM F-body cars (Camaro and Firebird/Trans Am) at the end of a side street, and a Datsun 240Z along the main street of the show. These cars from the land of the rising sun drew a lot of interest, unlike my previous observations. Perhaps Japanese vehicles will eventually be accepted as well as American and European vehicles at traditional car shows.

The 240Z doesn't surprise me at all. It put Japanese cars on the map in America; it demonstrated that the Japanese could build something more than small, cheap economy

cars. A well-restored and original 240Z can fetch well over \$20,000. I am surprised that we don't see more of the Datsun Sports 1600 and 2000 roadsters in auto shows, but their relatively low prices on the market reflect a lack of interest in the cars. These small roadsters predate the Miata by at least 20 years, and compared favorably to the numerous affordable roadsters available at the time.

In the past, I have heard people say, "No Japanese car will ever become a classic." Well, those weren't their exact words; they didn't use "Japanese." Instead, they used more derogatory terms to mean the same thing. I have often wondered if they were correct. Certainly, their words have been proven true up until the 240Z started climbing in value. But, other than the 240Z and its later revisions (260Z and 280Z), what other Japanese cars have become classics?

As with the domestic and European vehicles, the economy and family cars never really reach true classic status. Sure, they're appreciated because of their age, and their value has climbed somewhat, but they generally never reach the levels of classic Corvettes, Mustangs, or Challengers. There are a few exceptions, such as certain years of Bel Airs or Fairlanes, but for the most part, it was the sports, muscle, and touring cars that get the attention of the classic marketplace.

Until the late 1980s, Japanese vehicles were mainly economy cars and family sedans. Only a few sports cars stood out, and these should be the first of the Japanese classics. Already mentioned, the Datsun Sports 1600 and 2000 roadsters, and the Z-cars (240-300) have already or should attain classic status. The Mazda RX-7 is an ideal candidate, and first generation models have already started to upswing



in price. In fact, due to their unique rotary engines and scarce availability, all of Mazda's RX line will likely attain classic status.

## The makings of a classic

What about our little Miatas? I have heard people say that the Miata was an "instant classic," but I don't think we'll see the Miata attain classic status for a long, long time. Much like the Datsun roadsters, the NA Miata is considered a copy of another car. Critics claimed the Datsun roadsters copied their style from the MGB, while they also claim the Miata copied the classic Lotus Elan.

Another problem for the Miata is that they run forever. In a few more years, the first Miatas will be 20 years old, which was once considered the age required to be considered a classic. But, with so many NA Miatas still on the road, they remain an everyday item in people's minds. In the Miata's case, I think it may take 40 years until the first few model years will be considered classic.

This has popped into my head several times. I have never felt comfortable participating in some of the car shows that we go to. I have fun, and I enjoy going, but I know our

*(Continued on page 11)*



# Coming Events

## Sal Causarano Memorial Service

**Date:** Saturday, November 4  
**Time:** 10:00 a.m.  
**Meet:** Mt. Olive Lutheran Church, 14280 Poway Road, Poway  
**Contact:** Sue Hinkle, 760-735-9456, [president@sandiegomiataclub.org](mailto:president@sandiegomiataclub.org)

**Details:** A memorial service will be held in remembrance of Salvatore Causarano ("our pal Sal"), a long-time member and past-president of the San Diego Miata Club.

SDMC member Ken Roberts, pastor of Mt. Olive Lutheran Church, will conduct the memorial and Celebration of Life service. All members and friends of San Diego Miata Club or other Miata clubs are invited to attend and participate as we bid our final farewell to Sal.

Following the service, the Our Pal Sal Memorial Run will depart from Mt. Olive Lutheran Church and proceed along some of Sal's favorite roads to Ramona. A late lunch stop is being planned at a restaurant in Ramona.

RSVP to Sue Hinkle.

## Toys for Tots Car & Motorcycle Show

**Date:** Saturday, November 4  
**Time:** 8 a.m. (entrants);  
10:00 a.m.–2:00 p.m. (spectators)  
**Meet:** Marine Corps Recruit Depot,  
1600 Henderson Ave., San Diego  
**Contact:** [Jose.Ortega-Garcia@usmc-mccs.org](mailto:Jose.Ortega-Garcia@usmc-mccs.org)

**Details:** This is one of the Marine Corps' premier car and motorcycle shows. It has become a great morale booster for service members who are unable to go home for the holiday and for the family and friends of service members who reside in the San Diego area. More than 200 vehicles participated in last year's event.

The entry fee to show a car or bike is just \$10 plus a new unwrapped toy. For everyone else, just bring your friends and enjoy the show. Awards go to the top three cars in each category, top three motorcycles, General's Choice, and People's Choice.

Complimentary breakfasts will be served to entrants between 8:00 and 10:00 a.m.

**Link:** <http://www.mccsmcrd.com/documents/CarShowRegistrationBWNov06.pdf>

## Palms to Pines to Palms Weekend

**Date:** Saturday and Sunday, November 18 and 19  
**Time:** TBD  
**Meet:** TBD  
**Contact:** Chip Kushner, 619-887-5916, [ckushner@ibchipster.com](mailto:ckushner@ibchipster.com)

**Details:** Chip plans to repeat his Palm Springs weekend getaway. He is working on arranging an SDMC visit not only to the McCormick's vintage car show and auction, but also to the Palm Springs Revival historic auto races. He is planning on paddock parking at the races as well as a few laps on the track with the pace car during the lunch break.

## SDMC Holiday Party

**Date:** Sunday, December 3  
**Time:** 5:30 p.m. cocktails; 6:30 p.m. dinner  
**Meet:** Butcher Shop, 5255 Kearny Villa Rd.  
**Contact:** Christine Corbyons, [christineac@adelphia.net](mailto:christineac@adelphia.net)  
**Details:** Reservations and advance ticket purchases required. See invitation on page 13.

## 21st Annual Christmas Cruise for Kids

**Date:** Sunday, December 10  
**Time:** 7:30 a.m. meet; 7:45 a.m. depart  
Show is 8 a.m.–2 p.m.  
**Meet:** Park and ride, Vista Sorrento Parkway (just north of Mira Mesa Boulevard and I-805)  
**Contact:** Mike Schwartz, 858-549-4344, [chevymike@ucsd.edu](mailto:chevymike@ucsd.edu)  
**Cost:** New, unwrapped toy(s), and/or cash donations.  
**Details:** Join us for the 21st Annual Christmas Cruise for Kids benefiting the YMCA Family Stress Counseling Services. This show is open to all makes, models, and years, so there are always a variety of cars that show up. The first 200 cars through the gate get a dash plaque and ribbon. A free pancake breakfast is a great way to start the morning, and games, raffles, and a live auction keep the day going. There is fun for all, and it helps children to boot. Let's show everyone why SDMC is one of the biggest and best car clubs in the county.

Mike Schwartz will bring flyers to the November meeting for anyone who would like to order an event T-shirt. They cost \$10 each, and you pick them up at the show. These are pre-orders only, as none will be available for purchase at the show. If you cannot make the meeting time or location, you may arrive at the show at your convenience. The show is located at Torrey Pines High School, 3710 Del Mar Heights Road, one mile east of I-5.

**Meeting location directions:** From the south, take I-805 north, exit Vista Sorrento Parkway, turn left at the light, and turn left into the first driveway. From the north, take I-805 south, exit Mira Mesa Blvd., turn left, go under the freeway, turn left at Vista Sorrento Parkway (first light), and turn left into the first driveway.

# Scott and Judy officially synchronize gears

DEBBYE LEWIS

September 16, 2006, is a day I will never forget. On that day, two Miata club members, and very good friends, were united in holy matrimony. It was a beautiful San Diego day—sunny, with the birds heralding this special wedding.

We arrived a bit early, as did most of the other guests, to a beautifully decorated church with an overhead screen hanging at the ready. A little while after we took our seats, a slideshow presentation began. It was the most moving presentation that I have ever beheld. To lovely music, we enjoyed early photos of Judy and Scott from their meeting, courtship, and to the present. Also included were wonderful pictures of family and friends (many of them Miata club friends), and it was very moving to see. The good times, the laughter, the memories... priceless.

After the slideshow, the sweetest flower girl came slowly down the aisle dropping flower petals as she walked—very pretty! Next were the bridesmaids: lovely young ladies in what has to be the best choice in dresses ever. Not only were they beautiful, they were dresses that could be worn after the wedding, time and time again. Beautiful and functional—a pairing that you rarely see at weddings. Miss Judy Ryan certainly showed her fashion sense in choosing them. Go, Judy!

Then it was time for the bride. To the notes of "Here Comes The Bride," Judy walked her last walk as a single woman. She was dressed in

a gorgeous white strapless gown that made her look like a princess. She was perfectly tan, as she always is, and her hair was in an updo that was the perfect resting place for her veil.

She was radiant as she approached her groom, Mr. Scott Lewis. Scott cleans up nicely; as a

members and friends, at Les Smith's urging, shouted out, "Zoom-Zoom!" Now that's the way to begin a lifetime together, isn't it?

After tossing bird-friendly candy hearts upon the newly wed couple, we headed to Mission Valley for some appetizers and cocktails followed by a wonderful meal. Then it

was time to "cut the rug." We danced to country music, current hits, and, of course, the "Chicken Dance." No wedding would be complete without it. It's so much fun to get silly, isn't it? That's what we did, and we had a blast doing it.

I believe the best chicken-dancer that I have ever seen has to be Pam Hunt. Her grace and style was put to the test, and she made the grade. So perfect were her moves and timing that I took my cues from her. If Pam was doing it, I was doing it. Not as well, but in time with her.

Before we knew it, it was time to head home. On the drive home, we talked about the wedding, the slide show, and the reception. It truly was a heaven-sent day. Judy and Scott prepared to leave on their honeymoon to Catalina for a few days, and then to Maui for a week. I'm so very happy for them.

Marriage is a wonderful

thing ... to share your life with that one special person. Life just doesn't get any better.

Congratulations Judy and Scott. May your life together be as wonderful as the special day you shared with us.



Judy and Scott Lewis zoom from the church as husband and wife in a hailstorm of candy hearts. Photo: Kit and Steve Licata

matter of fact, I have never seen him so debonair. He was so handsome and his tux so stylish that he was the perfect mate for Judy and her gown.

After they said their vows and were allowed to kiss, we Miata Club



mine who they are. They disagree with *me*. After all, I am the ultimate Car Guy.

That brings me back to the Coronado Classic Speed Festival. The improvements and size and scope of the event have been noticeable. The event was moved to its current location at NAS North Island for its second year. The complete racetrack can now be seen from the main grandstands. The Car Club Corral (sponsored by Meguiar's) is directly behind the grandstands and has grown and grown each year. The vintage cars that participate have also grown in numbers. Even though this track surface is one of the roughest on the cars in their circuit, the drivers love the venue.

What does the venue include besides what I have already mentioned? The pits and garage areas are open to the public for both days. Guided tours are available by docents who know the cars and many of the drivers. The vendor area consists of a wide range of opportunities, including car care products, memorabilia, performance parts, and that Shelby Daytona Coupe replica that you can order. Also available is food of many kinds, including funnel cakes. A display of about 30 distinctive historical racing cars, in a covered area between the pits and the vendor area, is a fantastic static view of some real automotive history. And this year was the first-ever completely open car show. All of this is available while there are eight full hours each day of vintage racing cars—practicing in the mornings and racing in the afternoons—on the 1.6-mile road course.

With all of this available, what is written below is what one person (me) chose to

do. My beloved wife, Laurie, and I left our palatial Escondido Estate at 6:55 a.m. on Saturday. With Laurie driving her 1992 Sunburst Yellow Miata, and me driving our 1986 Buick Grand National, we headed for Tartine's in Coronado. This was the meeting place for the SDMC members who were going to be there as the gates open. There were about ten Miatas there, and three of them were entered in the car show along with our two cars.

Upon arrival at our display spots in the car show area located in the middle of the Car Club Corral, Laurie and I finished up with the final detailing and sign placement for the car show. Linda Payne, Art Hamilton, and Janice Boster also set up their show Miatas. New SDMC members Kit and Steve Licata displayed their 1960s Ford four-wheel-drive van-camper conversion, with awning and pop top, that they named "Big Gulp."

The cars were dusted and we were off to cruise the vendor area. I had to buy some replacement Meguiar's stuff that we didn't get as part of our goody bag when we arrived in the car club corral. After looking for what I "just had to have" and getting whatever giveaways were available, we headed to the food area for a cup of coffee. Then we went to the grandstands to see some of the practicing that was going on.

Throughout the day, there were F-18s and other military aircraft taking off as if they were part of the show. At the noon break, we had vintage WWII fighters flying in formation. The Navy demonstrated its LCAC hovercrafts in front of the grandstands. Now *that* was a Big Gulp. There were static military displays open to the public near the entrance.

Between 10 a.m. and noon, all of the car show participants were supposed to judge and turn in their ballots. Laurie and I left the grandstands about 11 a.m. and went down to complete our judging obligations. I met a whole bunch of new Car Guy friends, and thankfully no Car Snobs. At 11:45 a.m., we headed to the food vendor area to beat the crowd. Because our Buick has a huge trunk, we were able to bring chairs and a table for use as a luncheon area back where our cars were displayed. From there, we were able to see the flyovers and hear the announcements during the lunch break.

At 1 p.m. we headed back to the grandstands for the first race. We stayed through the second race before heading back to the car show area for the awards ceremonies. Laurie and I won trophies, and then we headed back to the grandstands for the racing. Group 8 racers, 1967 through 1972 Grand Am cars, finished their race at about 5 p.m. The silence was deafening. Jerry and Janice Boster, Mark Booth, Laurie, and I decided to go to Tent City in Coronado for dinner. After a wonderful dinner, we headed back home. My head hit the pillow at 9:45 p.m.

Sunday morning started exactly the same way, and at the same time. After we got our cars dusted and the signs up in the car show area, we headed to the vendor



The Miata Club was well represented in Saturday's Car Club Corral. Photo: Mark Booth



area to buy some pins. Joe and Diana Moore added their two Miatas to the car show on Sunday, and it proved to be worthwhile as they won a trophy along with Art Hamilton, who showed off his new hard top Miata... oops, I mean MX-5. Art demonstrated both days, to anyone who showed the slightest interest, which finger he used to raise and lower the top. Kit and Steve Licata also won a trophy for Big Gulp.

After the car show awards, I headed for the grandstands for the afternoon racing. Laurie, not being quite the dedicated car guy that I am, decided to go home and rest up for the evening Chargers and Padres games. Her job was to warm up the remote so that when I got home, I would be able to slide right into my reclining position without missing a beat.

I sat with the SDMC contingent in the grandstands that changed in content throughout the afternoon. Members came and went as they all enjoyed the Speed Festival the way they wanted to. The last race was a fun one as we watched two cars that were relegated to the last row of the 36-car starting field because of mechanical problems in the practice. We knew that both were faster cars, having won this race in previous years. They weren't able to make it to the front, but it was fun watching them try. The 1970 Dodge Challenger had worked its way up to seventh before blowing his engine on the last lap.

Bob Pfeiffer traveled farthest to the Speed Festival. After moving to the Midwest last year, he still remembers what the draw of this event is. It was great to see him again driving his rental '06 Miata... oops, I mean MX-5.

My only regret was that for the second year in a row, I was unable to participate in the run to the Temecula Car Show that David and Kari Streeter led on Saturday. The Temecula show is one of the largest and best run of its type. Oh well. Maybe they will be on different weekends next year.

## Showing off at the Speed Festival

ART HAMILTON

**T**his year marked ten years of the Speed Festival at the naval air station in Coronado, and I have not missed a year yet. This year was a little different in that a car show was included in the festival, which most of us didn't know until Steve Waid sent an e-mail to the club with details.

I had already purchased my tickets by the time I received Steve's e-mail about the car show, so I sold my two one-day tickets to a club member who needed them, and I mailed my check for \$40 for two days of the car show. I had decided to enter my "XAE" in the car show, so I spent a few hours getting her ready. Then a few members suggested that I enter my new Power Retractable Hard top (PRHT) because a lot of people have not seen it yet. I thought that was a good idea.

I was at Tartine's around 7 a.m., which is our usual meeting place on Coronado. A few minutes later, our

show. Show entrants were directed to stop just inside the gate to the corral, and then go to the registration desk to pick up their goody bags, which included a T-shirt and Meguiar's goody bag.

SDMC had only four Miatas in the car show, plus Steve Waid with his 1986 Buick Grand National, which did not count towards the club. Everyone who entered the car show received a voting sheet, listing all of the types and models of cars that were supposed to be in the show. Entrants were to go around and vote for their favorite in each class; the best motor; the best paint job; the best cars from the 60s, 70s, and 80s; and the People's Choice. A few of us couldn't locate a few of the cars on the sheet to vote for. (I suspect they didn't show up.) All voting slips had to be turned in by 1 p.m. to be counted.

I took a few of the club members' suggestion and displayed my PRHT with the top half-open. It really did draw a lot of attention from the spectators, and I got a kick out of demonstrating how the top operates. I liked the look on some of their faces as the top went up or down. I know I must have had my top up and down at least a dozen times each day, and I answered a lot of questions about the MX-5 and our club. I passed out a few club cards to people who were interested in the club.

The Speed Festival was great as always. I enjoyed touring the paddock (the pits), the vendor village, the displays of military equipment and aircraft, the classic car collection, and the Car Club Corral, not to mention test-driving the fuel-cell vehicles and watching the races. Oh, and I can't forget the beer garden for lunch. There were so many things to see and do, and not enough time, even with two days.



Art Hamilton (left) and Joe Moore display the trophies they won in the Car Show. Photo: Mark Booth

run leaders, Jerry and Janice Boster, showed up in their '93 Classic Red and '03 Shinsen. Jerry bought me a cup of coffee (this was my third cup so far), and he and Janice bought themselves a snack for breakfast. As we sat out on the patio eating and shooting the bull, more members slowly arrived. Around 7:55, Jerry called a drivers meeting. He explained the route into the naval air station, and gave separate directions for the Car Club Corral and the car

## ALAN KAGAN



# Twisty roads and flaming hoods lure Miatas to Temecula

SUE HINKLE

Last spring, David and Kari Streeter planned and organized a run to the Temecula Spring Car and Hot Rod Show. Unfortunately, the weather was cold and rainy, and only two cars participated in the run: David and Kari Streeter in one, and Gene and Bonnie Streeter in the other. David and Kari really wanted to do this run, so they planned it again for the fall, knowing that Temecula would host another car and hot rod show.

Early Saturday morning, Jack and I headed to The Old Spaghetti Factory in San Marcos to meet up with David and Kari. The air was a bit crisp, truly a sign that fall was here, and a perfect name for the Streeters' event: "Temecula Fall Leaf Run."

As we pulled into the parking lot, there were only two Miatas; both were Streeter cars. David, Kari, and Gene welcomed us with big smiles and quickly said, "We sure hope more cars show up for the run."

David quickly showed off the newly painted blue flames on their Miata. The new flames are exquisite, and it's hard to believe that they were painted by a 13-year old.

Then it began to happen: We all saw a Miata going the other way. Were they just passing by, or would they make a U-turn to join the run?

Sure enough, it was another member pulling into the lot and so we waited to see if a few more would arrive. A few more did arrive, and the Streeters

were beaming. The "Temecula Fall Leaf Run" was an official run!

David announced that it was time for the drivers meeting, and handed out the best run instructions that I've ever seen. The pages were printed in color, including a photo of a hot rod with yellow flames.

The group headed north to Temecula, and we got to travel on one of our favorite roads: De Luz Canyon. It's a great Miata-driving road, with loads of twists and turns. Alan Kagan, with his new PHRT MX-5, got the chance to really see how the new Miata handles on the twisties. With few OTMs, we had the rare opportunity to attack De Luz in true Miata style—the way our Miatas were meant to be driven.

Upon arriving in Temecula, we found that the event was well organized, and we easily found our way to parking. All of the streets in the Old Town area were completely blocked off from traffic, making it easy to stroll down the center looking at all of the cars.

The Temecula Car Show was well represented with over 500 entries.



**SNAKE PIT.** A nest of Cobras sunning on the streets of Temecula. Photo: Jerry Standefer

Many of the side streets were dedicated to certain makes and models. One street was loaded with Cobras, and another was lined with Corvettes. There were more types of flames than one could imagine, and some were so life-like that the hood appeared to be actually burning.

Thanks to David and Kari for thinking to themselves, "Let's do it again." It turned out to be a great run and fun day in Temecula.

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**EDITOR** (Continued from page 5)

cars really don't fit in among the classics, and we're reminded of that fact by the occasional spectator. But, I'll still enthusiastically participate in them, and I encourage all of the other club members to do so. Eventually, the Miata will fit in, and we'll be ready for it!

I'll keep toying with the idea of buying a first generation RX-7, restoring it, and showing it. If I'm going to, I better do it soon, before their prices start reaching for the sky. In the meantime, since the Miata is a long way from reaching classic status, we should all just keep driving the heck out of them. There is plenty of time to enjoy them before they become trailer queens.



**HOLY BATWING, ROBIN!** President Sue checks out Batman's ride. Photo: Jerry Standefer



# Yosemite: So beautiful, SOCALM

GENE STREETER

I struggled with the title a little bit. I thought of titling my run review “Moon over Miatas—Part Deux” or “Tall Trees—Tall Tales,” but settled on something that paid tribute to our SOCALM brethren to the north. Naming conventions aside, you had to be there to fully appreciate the sights, sounds, and overall sensory overload that Yosemite National Park delivers.

While clear skies are often a part of the San Diego experience, we were immersed in the blues skies and forest aromas all the way up to the 9,000-foot elevation. Magnificent sequoia trees (some thousands of years old), mountains of solid rock, valleys seemingly carved from a single ingot by glaciers dating to a million years ago. (I’m certain there’s a joke lying just beneath the surface of all this ancient history, but I’m not going to mine it... for once.) Some of the conversations recalled the teachings of Dr. Monte Marshall on the Rock and Roll Run hosted by Les and Dyanna Smith back in May.

Both the geography and natural scenery tax my ability to communicate via the written word. Photographs do a superior job, but even they fail to convey the wondrous smells and sounds. In the meantime, may I suggest that you tap into the images preserved by Lisa Martin on SOCALM’s site ([www.socalm.org](http://www.socalm.org)) or ask “Kodak” Kari Streeter for a link to hers.

Lisa, her SUV-sized photographic talent packaged in a Miata-sized body, was performing her usual athletic moves to capture the driving action when a concerned voice came over the CB and said, “Lisa, you be very careful. I don’t want you to fall out or get hurt.”

Bud’s concerned response came immediately. “She won’t fall out. She’s got Velcro on her butt. I can’t even push her out. I’ve tried.”

## Flying solo

I was lucky to learn of this run. As it happens, many of our SDMC

members belong to SOCALM as well—my son and his wife included. He invited my wife and me to join them; only I accepted. I missed my wife as we traversed the same points of interest we marveled during our camping trip there some thirty years before. Hosted by the dual-membership team of Tom and Marna Wood, the Yosemite bash was weeks in the planning and aptly timed for the weekend following Labor Day. I was wise to cash in my “puddle-jumper” airline tickets to a business meeting at Tenaya Lodge (in nearby Fish Camp) in exchange for the bucket seat of my little red time machine.

My business meeting and most of my supervisory responsibilities ended at noon Friday. I rinsed 420 miles of bugs and several days’ dust from my motorized fountain of youth. And now for the expected legal disclaimer: Despite taking certain liberties with our language, even poetic license will not allow me to claim that driving top-down has any positive affect on male pattern baldness.

Forget the souvenir shops and art galleries; it was time for an impromptu run on my own. Making short work of some very tasty Mexican food, I headed east over Route 227 and 222 in a wide loop around Bass Lake. No sniggers about cabin air quality, OK? The scenery was nearly as satisfying as the curves ... in the road.

The 26 Miatas assembled Friday afternoon and evening at the Shilo Inn, Oakhurst’s finest lodging. Well, at least Friday night was restful. There was a car show in town for Saturday. I slipped away early that morning, hustling through the approximately 75 vehicles on display at the local park. There were some high-quality “resto rods” and stock restorations—even seven cars from Paso Robles I had seen during the Morro Bay Hot Rod Show in concert with the Search for Madonna.

## Social time

I got back just in time, with a full tank of gas, for the drivers meeting and morning run to Yosemite Valley. Marna’s very serious presentation of run rules and directions turned into high comedy when Tom decided to loosely “sign” the instructions from behind. Much like some of the CB chatter that weekend, it was mildly disruptive and very entertaining at the same time. If you read Tom’s version of this run in last month’s *Twists & Turns*, recall there was no mention of his antics.

We sampled some great roads—even one that Tom and Marna introduced to the local San Joaquin Valley Miata Club. Glass-smooth, undulating pavement barely wider than our car had many of us longing to put on some speed to better appreciate the banked curves. We popped out at Vista View, performed the obligatory “pit” (toilet) stop, and hustled back to Oakhurst via Bass Lake. There was just enough time to enjoy a light lunch (Crab Cakes, the restaurant, for our little foursome) and prepare a “pic-a-nic” basket for the evening’s festivities. Bear with me if you recognize the reference to a certain Hanna-Barbera cartoon set in Jellystone National Park. Much like Yogi, I have a certain fascination for food.

It was back to the Shilo for another drivers meeting... *bearly* on time, full stomach, full tank of gas (car only), and empty bladder. From there, we headed back to Yosemite Valley, through Tunnel View (of El Capitan and Yosemite Falls) and Mariposa Grove—home to nature’s true living giants. One fellow runner claims to have spotted a bear scampering across the road, but most of us had to be satisfied seeing four deer grazing confidently in the park that afternoon.

Dusk, then nightfall, found us making our way to Glacier Point,

immortalized in commemorative T-shirts, sweat shirts, and photo buttons, but definitely not in song. Ask birthday honoree Bob Davis about the singing that weekend; he'll tell you just how bad it was. Apparently, there are no points awarded for enthusiasm, or if coyotes join the chorus. Speaking of which, coyotes might have enjoyed the full moon over Glacier Point were it not for the invasion of seekers and camera flashes. The lights from the valley floor, thousands of feet below, were no match for those above. Recalling Marna's earlier run instructions (*sans* Tom's interpretation), we were on our own to get back to Oakhurst and the Shilo Inn.

Images of those four leaf-chewing deer spotted earlier in Mariposa Grove still in mind, it took fifteen minutes or so to overcome the thought of one of them leaping into my solo path as I picked my way from turn to turn back down the mountain. Even so, the sparsely-traveled and serpentine road proved seductive. I found the rhythm, zoom-zoom-zoom lyrics ringing in my ears, my willing feet orchestrating the pedals (clutch, gas, and, occasionally, the brake), low-level adrenaline coursing my veins, and endorphins being released with the precision of an IV drip. Driver and car as one—life is good.

### Heading home already?

Sunday morning found an upstart pack of SDMCers cutting from the herd and making their way home via Tioga Pass and Highway 395. For the record, yellow cars were in the majority that morning, capturing two-out-of-five honors. ("Flamed" Miatas could have been a majority as well, but that's another story.) Can you say 9,000-foot elevation, sheer drop-offs, and no guardrails in the same breath? Admittedly a little anxious, I pondered tire pressures, their overall health, lug-nut torque, bearings, spindles, and all things mechanical that separate me from the brink. I summoned up a renewed respect for those racers who challenge Pikes Peak flat-out

every year, and for the same reasons.

Our gradual descent from natural high to gridlock reality was complete when we spent nearly 40 minutes in the wake of an accident on Interstate 15 just below Cajon Pass. Robin Faircloth (co-pilot Mike catching a nap in preparation for his evening shift) was pack leader most of the way. I kidded Robin that she was the only one of our group possessing a "get out of jail free" card by virtue of her law enforcement career. Given our occasional need for speed, that might have proved useful.

Steve and Laurie Waid were typically resigned to the sweep position by virtue of Buzzer's NA 1.6 liter engine and the A/C being on most of the time. Steve quipped that he

turned the A/C off whenever he pulled out to pass. Only one of us tried to brave the vast expanse of the desert top-down. (No comments necessary, Kelley.) Half-baked though that effort might have been, my forearms and lower thighs soon rivaled George Hamilton's patented tan. He could spend a lot less time in a tanning salon and have far more fun in a Miata... just a thought.

Thank you to Tom and Marna for orchestrating a great run and providing a glimpse of next year's National Parks Tour; to SOCALM for your continued dedication to longer runs; to those in both clubs dedicated to overnight runs and events; and to everyone who participates in such opportunities to enjoy these eager and exciting little roadsters.

### 'Tis The Season

*Join your fellow SDMC club members to celebrate the holidays at our Annual Holiday Party and SDMC Gift Exchange.*

*Sunday, December 3, 5:30 p.m.*

*Butcher Shop Restaurant*

*5255 Kearny Villa Road, San Diego, CA*

*Cocktails 5:30 p.m. to 6:30 p.m. – No-host bar*

*Tickets \$35 per person*

*Dinner choices*

*10 oz Prime Rib or*

*Chicken Marsala*

*Vegetarian meals by request only*

*Dinners include salad, bread and butter, and vegetables,  
plus starch d'maison, dessert, and coffee or tea.*

*RSVP to Christine Corbyons, [christineac@adelphia.net](mailto:christineac@adelphia.net)*

*Tickets must be purchased by November 28.*

*Make checks payable to SDMC. Include dinner choice in the memo area.*

*Mail to Christine Corbyons, 580 Via Del Caballo, San Marcos, CA 92078.*

*Members are invited to participate in the traditional "SDMC Gift Exchange and Thievery." Bring a gift valued at \$20–\$25 (gag or serious). As our group has grown over the years, we will be limiting exchange gifts to one per car, and there will be only two gift steals per gift. Participation is voluntary and lots of fun; laughter is guaranteed.*

## The Rosins: And baby makes three

KELLEY RAYMOND

**T**he first official SDMC baby, Evan Scott Rosin, was born July 17, 2006, weighing in at 8 pounds 3 ounces. Evan made his Miata club debut at the Hunts' picnic in August when he was only five weeks old. But, he's going to have to grow into being a Miataphile; currently, his favorite in-car activity is sleeping.



Wide awake (for the moment), Evan checks out the view through the Hard Dog roll bar. Photo: Kelley Raymond

When he's awake, he enjoys baths, bouncing, and studying ceiling fans. The first book ever read to him was a gift from president Sue Hinkle, appropriately titled *Witzy and Zoom Zoom*. Dad did a great job with the voices of the characters in the book. (Those voice-over classes are really going to come in handy, huh, Dad?)

Evan's parents, Anita and Scott, had their first date during a marathon SDMC event: the 1999 Scripps Ranch Fourth of July parade and after-party (*SDMC News*, August 1999, pages 6-7). Scott picked Anita up at 7 a.m. and got her home around midnight. (Ask them about "talking and shucking, shucking and talking".) After that, almost all of their dates were SDMC runs and events. As Anita pointed out, "We always had 50 chaperones."

Their wedding was small and in-

timated, so to celebrate with their Miata family, the Rosins put on a "Honeymoon Run" (*SDMC News*, December 2000, page 8) just a couple of weeks after returning from their honeymoon. They were overwhelmed by the SDMC-style reception they got at the end of the run. It was a huge party, including a buffet and a beautiful wedding cake, which came as a complete surprise to Anita and Scott.

These days, the Rosin family lives in Santaluz. Anita's law firm, Rosin & Associates, has two locations (San Diego and Woodland Hills), and keeps them both very busy. Scott develops specialty-niche software for enterprises, and general-interest software for retail sale. Ask them to tell you how software played a role in Evan's conception!

During Anita's pregnancy, Scott got the idea of developing "baby software" to record the many aspects of a child's birth and life, from mom's pre-natal doctor visits through various baby's first photos, immunization records, school achievements, and other milestones until graduation and even beyond.

One of Scott's childhood passions was playing "telethon" with his cousins. When he was seven or eight, he and the other kids used to go to the workshop in his grandfather's basement, and watch Jerry Lewis' MDA telethon every year. They pretended that they were answering the phones. Thanks to SDMC's fundraising efforts and support of the MDA, Scott got to make one of his childhood dreams come true when he volunteered at the 1999 and 2000 MDA telethons.

Scott originally found SDMC in 1999 while he was auto-

crossing with a Geo Metro. Not only did he notice how much fun the Miata Club members were having with their cars, he was also impressed with how they cheered each other on. That's when he bought the 1992 Silver Siberian and joined SDMC.

When he first joined, he didn't participate in many SDMC events other than autocrosses until his now-legendary first date with Anita. After that, they both became very active in the club. They went all-out to win the grand prize in the Miata Zoo at the first SDMC Surf 'N' Safari (*SDMC News*, November 1999, page 9). They were up until 3:00 in the morning putting those stripes on with Elmer's glue! In 2000, Scott and Anita hosted a very elaborate and enjoyable Murder Mystery (*SDMC News*, August 2000, pages 10-11).

In 2001, Scott bought a Porsche Boxster and became engrossed with playing with it. He did some auto-



The Rosins have "rezoomed" SDMC activities in their Mazdaspeed. Photo: Kelley Raymond



crossing and attended the Porsche Club's acclaimed Performance Driving School. He realized that he and Anita weren't going on Miata runs very often, and sold the Miata in 2002.

After a couple of years' absence from the club, the couple realized how much they missed not only the car but, more importantly, the members and camaraderie of SDMC. Scott said to himself, "If you're going to be in the Miata Club, you've got to have a Miata," and purchased a 2004 Velocity Red Mazdaspeed the same day. To acknowledge the Rosin's official return to the SDMC-fold, Scott also bought the perfect personalized license plates: REZOOM.



So far, Scott's favorite aftermarket buy is the Hard Dog roll bar. In November 2004, Scott and Anita hosted the "Not a Clue" run (*SDMC News*, December 2004, page 6). Since Evan's arrival, they've contemplated how to participate in SDMC

runs and events. Right now, the best solution is to use their 2002 Jeep Cherokee as a "Miata support vehicle."

As part of his being an all-around car guy, Scott also enjoys watching Formula One racing. A few of his hobbies are collecting model cars, acrylic painting of landscapes and abstract images on canvas, and occasionally whipping up fabulous pastries. Scott worked in the hospitality industry for 15 years, and studied under the pastry chef at the Rancho Bernardo Inn. Does your soufflé always fall? Give Scott a call.

A couple of Anita's favorite leisure-time activities are watching reality television, all kinds of movies, and participating on Internet forums such as support sites for new moms. She has taken some cooking classes to compete with Scott's culinary skills, and she wants to take more cooking classes in the future. As if she weren't already busy enough, Anita said she would some day also like to become a professional organizer. Her favorite quote is, "I hate jogging. It makes the ice fall out of my glass."

Their favorite vacation spot is San Diego. They explained, "With so much to offer and our very own paradise, why would we venture far?" Scott and Anita's favorite res-

taurant is El Bizcocho at the Rancho Bernardo Inn, where they were married.

The Rosins are looking forward to meeting new members who joined SDMC in their absence, and want them to discover what long-term members already know about them: They don't do anything half-way! So, it shouldn't really be a surprise that Anita and Scott had the first SDMC baby.

Some smart Club members (you know who you are) suggested that we post the questionnaire used to write the Member Profile stories. Great idea! Hopefully, this will spur some newer members to write and submit their own articles. At the least, maybe it will prompt you to start your own story and then let me know so I can help you finish it.

The questions are pretty basic and can be used as guidelines—or not at all. Write whatcha like! If you have questions or want help, just shoot an e-mail to [kray63@yahoo.com](mailto:kray63@yahoo.com) or [newsletter@sandiegomiataclub.org](mailto:newsletter@sandiegomiataclub.org), or give me a holler at 619-846-3784.

## Classified Ads

### MIATAS FOR SALE

**1999 Miata 10AE.** 38,000 miles. Viper alarm, Eclipse stereo, JR supercharger w/ PowerCard, blue canvas top & boot, Borla Sport dual exhaust, Brembo rotors, Hawk pads, polished valve cover, polished front strut brace, air horns, chrome luggage rack & gas cap, stainless mesh grille, tinted windows, upgraded interior, chrome double hoop style bar, alum. pedals, 17" chrome wheels, and more! \$15,500. Alan Kagan, 760-717-5800, [alankagan@hotmail.com](mailto:alankagan@hotmail.com) (Nov)

**1997 Miata.** Turbo, Black, 1.8L, 5 speed NA, PW/PS/AC, 65.5k miles, mechanically maintained and garaged, clean except for some door dings. SFI padded/upholstered roll bar, fog lights, alloy wheels w/locks, chassis brace, air horn, ignition interlock alarm system, sheepskin seat covers, upgraded speakers (new in box), custom

Monsoon car cover (unused), extra set of steel wheels. \$5,500. Glenn Roger, 760-630-5800, [glennroger@sbcglobal.net](mailto:glennroger@sbcglobal.net) (Nov)

**2003 Miata LS.** Garnet Red with tan leather and top. 55k miles, 5-speed manual, power windows and locks, chrome gas filler, bra, car cover, cockpit cover. Excellent condition. Retails more than \$17k. Selling on Auto Trader for \$16k, will let it go for \$15,000 to Miata folks. Mike Shack, 858-485-0278, [mshack@san.rr.com](mailto:mshack@san.rr.com) (Nov)

### MIATA PARTS FOR SALE

**Various parts.** M1 Racing Beat hard boot, Starlight Blue, excellent, sharp: \$200. 18-inch Enkei 5-spoke rims with good Z-rated rubber: \$400. M1 rally bar (attaches to front "teeth") similar to Cobra nerf bar: \$75. RARE! M1 factory fog lights, mounts to existing hardware (European amber

lens): \$200. M1 steering wheel (leather, excellent) without airbag: \$50. Phil Daoust, 760-789-7416, [BEARSCHILI@aol.com](mailto:BEARSCHILI@aol.com) (Aug)

### ANNOUNCEMENTS

**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](http://www.miatamart.com).

Classified ad space is provided at no cost to *SDMC members only*. Ads must include first and last names, telephone number, and e-mail address, which must agree with current club roster.

Send ads to [newsletter@sandiegomiataclub.org](mailto:newsletter@sandiegomiataclub.org). Ads will run for four months unless canceled, and may be revised and resubmitted.

# Blue madness overtakes Car Guy

BRUCE LEWIS

**H**i. My name is Bruce Lewis and (as defined by Steve Waid on page 1 of this issue) I, too, am a "Car Guy."

I own a 1999 10AE Miata that I think is one of the best-looking Miatas ever released by Mazda! I enjoy putting my personal touches on the car, and think that I have established a distinctive look that sets it aside from other 10AEs.

Two years ago at "The Greatest Show on Turf" car show in Balboa Park, I was surprised when the judges required that we have our hood and trunk open. So up went the hood, which made me feel the same way I do when someone says, "Hey dude, your fly's open." Yes, I was exposing something that I had not intended to! My only saving grace was that I generally keep a pretty clean engine bay, but it was an area that I had not yet customized. That set forth a need that I shall call EBAY or Engine Bay Accessory Yearning.

I wanted to start with a bang, so I purchased a K&N Typhoon air intake system. With its chrome exterior, it adds a serious look to the engine bay, adds about four horsepower, and has a really cool V8 sound when you hit the gas. This was also a nice complement to the Racing Beat dual exhaust that I had already installed. Now I was getting less restricted intake and exhaust.

Given that the motor was breathing better, I was concerned that the fuel supply wasn't keeping up. I researched computer chips and fuel management systems, but they were expensive and seemed somewhat complicated.

I then came across an item called a High Energy Performance Advance Module that was being sold on eBay by a company called Raceinc Technologies. They made a claim of a twenty-plus horsepower gain, which I was immediately suspicious of. Upon checking the price of \$35, I decided that it was worth the risk. This small module attaches to the intake air tem-

perature sensor. When you open up the throttle, this sensor detects more cold air coming into the engine and enriches the fuel mixture accordingly. The Advance Module simply amplifies this signal and gives you an even richer fuel mixture and more power. Now I had the increase in fuel that my better breathing engine needed. The question was, would it work?



I took the car down to the bottom of Skyline Truck Trail, a steep two-mile hill here in Jamul, to see if I could beat my previous best of 85 mph at the top. Holy cow! I hit 95 mph at the top, and the motor sounded like it was possessed by a demon. I'm guessing that the total of all these performance modifications gave me an extra 10-20 horsepower. I thought, "Look out, baby's got a new attitude!"

OK, ladies, if I haven't lost you yet, that ends the "techno" portion of my article. The rest of my project is purely cosmetic and fairly easy to do. My somewhat dingy-looking valve cover now looked out of place next to my chrome intake, so I decided to have it powder-coated. I took it down to R.W. Little Co. on Pacific Highway and, to my surprise, found out that it would cost only \$60 to have it painted to match my Sapphire Blue car color. This was \$10 more than normal because it was a "special blend" color. When I got home with the cover, I embellished it a bit more by painting silver the recessed word "Mazda" on the cover. Wow, what a big improvement!

This is where I must admit to being

as big of a "Blue Freak" as Steve Waid is a "Yellow Freak." I reconnoitered the local parts stores, looking for anything blue to grab my attention. I found blue vacuum hoses, blue wireloom covers, blue hose connectors for my air intake, and blue radiator hoses. I headed back to the garage to install my newfound treasures. Would it be too much blue? Impossible!

My engine bay was starting to look really spiffy, but I was in the throes of a blue frenzy. Hey, everyone gets the blues now and then. I spied my boring black strut-tower brace, radiator braces, oil filler cap, and air-intake braces, and I knew they had to be blue. Back down to the parts store to find a Sapphire Blue paint. I got back home, and *bam*, more blue!

One last look, and I spied my dull, stained exhaust-heat shield. "This will not do," I said to myself! I didn't think that any heatproof paint would hold up to the manifold's heat levels, so I polished it with a wire brush attached to an air tool. I was surprised at how shiny it turned out. I also added a chrome radiator cowl cover to dress up the area right in front of the engine bay. One last inspection told me that I had accomplished my goal, and now had a show car engine bay.

With the exception of the K&N intake system, most of my modifications were fairly inexpensive, easy to install, and fun to do. All of them, or just a few, can really enhance that "dirty little secret" that some of us have under the hood. Give them a try and you too will never have that "Hey, dude, your fly is down" feeling.

## Prices

K&N Typhoon intake .....	\$185
Raceinc performance module .....	\$35
Polished radiator cowl cover.....	\$37
Blue air intake hose .....	\$15
Blue vacuum hose kit.....	\$20
Blue wire loom covers .....	\$7
Blue radiator hose.....	\$36
Paint valve cover.....	\$60
Blue paint .....	\$6

# There's gold in them thar newsletters!

KELLEY RAYMOND

**A**ttention all members, especially new ones: Do yourself a favor and spend some quality time reading the old SDMC newsletters. I discovered lots of hidden treasure, thanks to Scott and Anita Rosen.

They're the subjects of this month's Personalities feature. A couple of weeks ago, I sent them the list of profile questions. When they e-mailed their answers back to me, they included links to previous newsletters about runs and events

in which they had been involved. I had a blast reading those articles and others in the archives.

Like many new members, when I first joined, I looked through a few previous issues to get a feel for the club's *modus operandi*, but I've now made it a personal goal to work my way through every one of them. I encourage you to do the same. There's a lot of great information.

You'll get terrific ideas for runs. You'll probably even be inspired to organize one or to write an article

about the next event you attend.

There are many great stories about our extremely creative members.

You can find all of the previous newsletters on SDMC's web site. [www.sandiegomiataclub.org](http://www.sandiegomiataclub.org). Under the "pin-up" of poster boy Tom Thompson and his red Miata is the link "PAST NEWSLETTERS." Just click the issue you want. I guarantee you will be amazed to see what a truly unique and wonderful group of people the tiny-but-mighty Miata has brought together.

## Member Discounts

**M**any vendors offer discounts to Miata Club members. The club does not endorse these vendors, but lists them as a membership benefit. Some offers may require you to show a current SDMC membership card.

Businesses that wish to be listed must offer a discount from their normal retail prices to SDMC members. Listings are limited to five lines (about 30-35 words). Contact [newsletter@sandiegomiataclub.org](mailto:newsletter@sandiegomiataclub.org) for more information.

### Automotive Services

**Allen's Wrench.** Mazda Master Technician. 1620 Grand Avenue, San Marcos. 760-744-1192. Discount: 10% (except oil changes).

**American Battery.** Miata batteries & all other batteries. 525 West Washington, Escondido. 760-746-8010. Contact: Jeff Hartmayer. Discount: Fleet discount on all products.

**Bumper Express.** Plastic bumper repair at shop or mobile truck will come to you. 9630 Black Mountain Rd., Ste. J, off Miramar Rd. 877-228-6737. [www.bumperexpress.com](http://www.bumperexpress.com). Discount: 20%

**Coast Car Covers, Inc.** Car covers, cockpit covers. 1229 Morena Blvd., San Diego. 619-275-7100. Discount: Wholesale price.

**Express Tire.** Auto repair, tires. 12619 Poway Road, Poway. 858-748-6330. Manager: David Dolan. Discount: 10% on parts and labor, including tires.

**Geri's Bazaar.** Custom deck bags, boot bags, travel bags. Maximize the space in your trunk. Contact: Geri Causarano. 828-400-1673. [www.geris-bazaar.com](http://www.geris-bazaar.com). Substantial savings to club members.

**Good-Win Racing LLC.** Miata intakes, exhausts, shocks, springs, & goodies from Racing Beat, Moss, and more. [www.goodwin-racing.com](http://www.goodwin-racing.com). 858-775-2810. Special club price on everything.

**Hawthorne Wholesale Tire.** Tires, wheels, brakes, and suspension. 877 Rancheros Dr., San Marcos. 760-746-6980. Discount: 10%

**Just Dings Ltd.** Mobile paintless dent removal. 858-569-3464. Discount: 15%

**Kesler Customs.** Miata chassis braces, adjustable dead pedals, hide-away license plate brackets. Installation of aftermarket parts, fabrication, light welding. Ted Kesler, 619-421-8472. Special club prices.

**Knobmeister Quality Images.** 3595 Gray Circle, Elbert, CO 80106-9652. Joe Portas, [joe@knobmeister.com](mailto:joe@knobmeister.com). 303-730-6060.

**Langka Corp.** Guaranteed paint chip and scratch repair system. Cleaning, detailing, and restoration products. 800-945-4532. [www.langka.com](http://www.langka.com). Discount: 30%.

**Larry Dennstedt's Auto Repair.** 4283 41st Street, San Diego. 619-284-4911. Discount: 10% on labor.

**Lutz Tire & Service.** Alignment specialist, tires. 2853 Market Street, San Diego. 619-234-3535. Ask for Mike. Discount: 10% on parts (tires not included).

**Magnolia Auto Body.** Restorations, body work. 476 West Main Street, El Cajon. 619-562-7861. Ask for T.J. Discount: 10% on labor and parts.

**Porterfield Enterprises Ltd.** Brake pads, rotors. 1767 Placentia Ave., Costa Mesa. 949-548-4470. Discount: 15% on Porterfield & Hawk brake pads; \$10 off rotors; \$9.25 for Motul 600 brake fluid (1 pint).

**Smog Squad.** 3342 Rosecrans, San Diego. 619-223-8806. General Manager: Jose Munoz. Discount: \$10 on smog tests.

**Team Voodoo.** Nearly legendary shift knobs, t-shirts, hats, decals, etc. [vbob@teamvoodoo.com](http://vbob@teamvoodoo.com) or fax 858-679-9484. Discount: 10% and no sales tax.

**Thompson Automotive.** Cool accessories for our cool cars; oil filter relocation kits, gauge kits, air horns, brakes, Voodoo knobs, & MORE. [www.thompson-automotive.com](http://www.thompson-automotive.com).

949-366-0322. Discount: 10%

**Tri-City Paint.** Professional detailing, products, paint, airbrushes, car covers. West Miramar Area: 858-909-2100; Santee, Mission Gorge: 619-448-9140. Discount: Body shop pricing #CM6660.

**WheelStore.** Wheels, tires, suspension, alignment. 208 S. Coast Hwy., Oceanside. 760-967-1336. Contact: Joe Jordan. Discount: Wholesale price on tires; \$10 off alignments.

### Mazda Dealerships

**Bell Road Mazda.** Phoenix. 800-765-5292. Ask for John Mardueno or Scott Moehn. Discount: 20% on Mazda parts and accessories.

**Mazda of Escondido.** 760-737-3200. Discount: 15% on parts and labor (not including smog certification.)

**Westcott Mazda.** National City. 619-474-1591. Discount: 10% on parts or labor (except oil changes).

### Other Services

**Alarm 2000.** Residential and commercial alarm installations and monitoring. Free equipment with 2-way voice & free install. Buffy Hergenrader, 619-221-0948. [buffy@iopener.net](mailto:buffy@iopener.net). Discount: No connection fee.

**Coldwell Banker Real Estate.** David T. Bryan, Realtor. 619-334-4625. [davidbryan@coldwellbanker.com](mailto:davidbryan@coldwellbanker.com). Free market analysis. No transaction fees for SDMC members or referrals!

**Linsco Private Ledger.** Fee-based planner. Wealth management, estate, retirement, and investment planning. Free consultation and 15% discount on all fees. Hernan Hooker, BCE. 619-542-0822.

**Rosin & Associates.** Attorneys at law. Accidents, insurance issues, general civil law. No recovery, no fee. Anita Rosin, [anita.rosin@rosinlaw.com](mailto:anita.rosin@rosinlaw.com). 619-543-9600. Discount: 10% on attorneys fees.



Address

## NOVEMBER 2006

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4 Causarano Memorial MCRD Toys
5	6	7 Election Day	8	9	10	11 Veteran's Day
12	13	14	15 <b>T&amp;T DEADLINE</b>	16 Monthly Meeting	17	18 Palms to Pines to Palms
19 Palms to Pines to Palms	20	21	22	23 Thanksgiving	24	25
26	27	28	29	30		

## DECEMBER 2006

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3 Holiday Party	4	5	6	7	8	9
10 Christmas Cruise	11	12	13	14	15 <b>T&amp;T DEADLINE</b>	16 Hanukkah begins
17	18	19	20	21 Monthly Meeting	22 Winter solstice	23
24	25 Christmas	26 Kwanzaa begins	27	28	29	30
31 New Year's Eve						

DATE	EVENT	TIME	MEET	CONTACT	PAGE
Sat 11/4	Sal Causarano Memorial Service & Run	10:00 a.m.	Mt. Olive Lutheran Church, 14280 Poway Rd., Poway	Sue Hinkle 760-735-9456	6
Sat 11/4	Toys for Tots Car & Motorcycle Show	8:00 a.m. (entrants) 10:00 a.m.-2:00 p.m.	Marine Corps Recruit Depot, 1600 Henderson Ave., SD	Jose.Ortega-Garcia@usmc-mccs.org	7
Thu 11/16, Thu 12/21	SDMC Monthly Meeting	6:00 p.m. (eat) 7:00 p.m. (meet)	Boll Weevil Restaurant, Clairemont Mesa Bl.	Sue Hinkle 760-735-9456	3
Sat 11/18- Sun 11/19	Palms to Pines to Palms	TBA	TBA	Chip Kushner	7
Sun 12/3	SDMC Holiday Party	5:30 p.m. (cocktails) 6:30 p.m. (dinner)	Butcher Shop, 5255 Kearny Villa Rd.	Christine Corbyons christineac@adelphia.net	6, 13
Sun 12/10	Christmas Cruise for Kids	7:30 a.m.	Park and Ride, Vista Sorrento Pkwy, north of Mira Mesa	Mike Schwartz 858-549-4344	6