



# TWISTS & TURNS

The newsletter of the San Diego Miata Club

Volume 12 Number 5

May 2007

## Laughlin Weekend memoirs

LES SMITH

*Marianne and Rainer Mueller, Ruth and Lou Stark, and Dyanna and Les Smith joined SOCALM members for a March 16–18 weekend in Laughlin, Nevada. Miatans occupied 30 rooms. Les recalls some of the weekend's events in this Laughlin Diary.*

### Thursday, March 15

Early evening departure for a nighttime run up to Yucca Valley. Stepping into the luxurious Super 8 motel with its multiple coats of paint and stale cigarette smell brought back memories of Jaycee conventions in similar properties many years ago! Quickly connect with the Muellers and Starks for a glass or two of wine and skull session to plan the next day's itinerary.

### Friday, March 16

After a leisurely breakfast, we fill our gas tanks and stock up on Subway

sandwiches for lunch and snacks for the drive across no-man's land. Unleaded gas in Twentynine Palms (hereafter referred to as "29P") is \$3.69. Wince at the sign that reads "Next Services 89 miles" (that means bathrooms).

Arrive at the railroad crossing at Amboy just as an eastbound freight train clears it and a westbound train comes into sight. You have to wonder why Roy's Motel & Café is highlighted on a map until you realize it's about the only sign of life on the 130-mile run between 29P and Essex ... and it isn't even open. But the restrooms are, as a new owner prepares to reopen; oh, what a relief!

Occasional problems with overheating, so no AC, and headlights up to funnel more air to the engine, and finally ... the heater! Whatever it takes to get back to civilization.

Finally reach Essex and I-40. But continue north another 15 miles up into the mountains, following Rainer's suggestion to visit Mitchell Caverns, a California State Park. By then all three Miatas are about done in by the heat.

We all enjoy our Subway sandwiches and the 90-

(Continued on page 4)

### What's Inside?

Laughlin Weekend	1, 4
Officers & Contacts	2
Membership Info	3
Bylaws Vote	3
5-1-1 Mobile Call Box	4
Editor's Column	5
Coming Events	6–7
Viewpoints	7
Competition Tires	8–9
NC Bumper Covers	10–11
Autocrossing 1A	12–13
Sweeping a Run	13
Regalia Help Wanted	13
Sports Car Guy	14
Member Discounts	15
Events Calendar	16



Actors stage gunfight on the streets of Oatman as spectators and burros look on. Photo: Larry Clark

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**GABE  
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**JACK  
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The SAN DIEGO MIATA CLUB is a nonprofit California corporation. *Twists & Turns* 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. 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.

# Membership Information

## New Members

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

<b>Ed &amp; Sherri Alford</b> , Fallbrook .....	1992 Red
<b>Mark Layte</b> , San Marcos.....	1999 White
<b>Pat Orbits</b> , La Mesa.....	2002 Yellow
<b>Dave &amp; Kim Cantelon</b> , San Diego.....	1999 Emerald Mica
<b>Nancy McNeill</b> , San Diego .....	2006 Silver
<b>Ziggy Porzig</b> , San Diego.....	1997 Black

As of April 15, 2007, we have 228 memberships (80 single, 148 dual) and a total of 376 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, May 24**

## New bylaws, officers

At the Annual Meeting on April 21, members adopted revisions to the club's bylaws. The version identified as "Proposal A" was approved by the required 2/3 majority, after deletion of a sentence imposing age requirements for membership. "Proposal B," which would have expanded the board to five members, failed to garner the required 2/3 vote.

The bylaws vote was followed by nominations and election of officers. Serving the club for 2007–2008 will be:

President .....	Harold Schwartz
Vice President.....	David Streeter
Secretary .....	Gabe Rivera
Treasurer.....	Jack Hinkle

## Dues

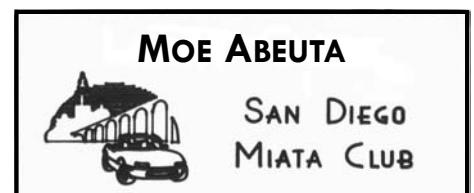
Dues are \$35 per calendar year, for either an individual or a dual membership (two members in the same household). Members who join the club in the first half of the calendar year (January through June) pay \$35 for their first year; those who join in the second half of the year pay \$20 for the remainder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



minute tour—corny jokes and all—through this formation’s three chambers. Well worth our time and the effort it took to get there.

Arrive very slowly into Laughlin late afternoon amidst Leo’s warnings of low speed limits and strict enforcement; practically trip over Tom and Marna Wood walking into our hotel. Those showers really feel great. Aquarius (formerly Flamingo Hilton) is a clean and lively casino/hotel. The six of us enjoy Friday evening’s Seafood Buffet and eat heartily, comforted by an interactive awareness of its security measures. (Don’t ask, just keep reading.)

### **Saturday, March 17**

Join the Muellers and Starks for breakfast. Hear that Rainer had a rather fortuitous visit with a slot machine last night.

Join about a dozen others for a mid-morning run; sweep vehicle is stopped by local police for speeding just as we all pull out onto the

highway. Our route takes us up to Oatman, Arizona—wild burro capital of the USA—and on to Kingman. Hard to imagine that this narrow, windy section of Route 66 that snakes up and over some very unforgiving mountains was once a main east-west artery for drivers.

Traffic is stopped in Oatman by a gunfight (local actors, not gang members), followed by an informal burro parade. They claim right-of-way and don’t mind brushing up against your vehicle as they sashay down the street.

Four of us are separated from the others due to OTMs; we find them waiting in the blistering sun about 30 miles later and cruise into Kingman as a group. Eat lunch at Mr. D’s Route 66 (where Oprah and her road-trip sidekick also stopped for lunch on a recent show). Kingman is a great spot for train watching if you’re into such things; same frequency (about 10 minutes apart) as the Amboy crossing.

Just as the day before, I’m relieved to arrive back at the hotel and jump into a shower.

Wayne Newton appears in an outdoor concert at the casino Saturday evening; Dyanna and I catch a few minutes of his show from outside the fence, then head back inside.

### **Sunday, March 18**

Enjoyed breakfast, then headed south (slowly until out of town), then west to California via I-40 and I-15. Weather crossing the desert was cool enough to keep the top down all the way home. Although not as bad as Friday’s trip from 29P to Essex, I-40 offers very little in the way of services between Needles and Barstow.

A quartet of SOCALM Miatas caught up with us just as we arrived for the always-thrilling run down the Cajon Pass; all but Cathy McClelland turned west onto I-10. Dyanna and I waved goodbye to Cathy somewhere near Corona for the final leg of our Laughlin Weekend run. By then the temperature was beginning to drop, but we toughed it out and arrived back in San Diego topless.

Good to be home!

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## **New 5-1-1 Mobile Call Box program**

PREPARED BY SAN DIEGO COUNTY; SUBMITTED BY ROBIN FAIRCLOTH

**I**t happens to drivers all of the time, and it never happens at the right time. And with the automobile being the primary mode of transportation for residents of San Diego County, it’s bound to happen to you—your car breaks down on the highway.

Whether you run out of gas, or simply have a flat tire on the highway, it can be a stressful and potentially dangerous situation. To insure your safety in the event you need roadside assistance, make sure to follow the following steps:

- ♦ Pull over to the shoulder of the road, and use your hazard lights.
- ♦ Determine where you are located, either by the nearest exit, high-

way number, or other landmark.

- ♦ Dial 5-1-1 from your cell phone
- ♦ When prompted, say “Roadside Assistance.”

Through the San Diego Service Authority for Freeway Emergencies (SAFE)’s recently launched new Mobile Call Box program, roadside assistance is accessible through your cell phone. Your call will be directed to the Call Box Answer Center, which will help you to get roadside assistance, and provide services including any necessary transfers to the California Highway Patrol, AAA, Manufacturer Help Line, or other sources of assistance.

Instead of walking to the nearest call box, you now have the same

services offered through your cell phone and can remain relatively safe in your vehicle. Call Boxes are still operational and available on San Diego freeways and state routes, although the Mobile Call Box program now allows you to access the same service via cell phone.

The SAFE Mobile Call Box program works in conjunction with the San Diego Association of Governments (SANDAG) 511 Advanced Traveler Information System (ATIS) program, which provides San Diego residents and visitors with information about traffic and public transit throughout San Diego County.

# Let's keep it safe and well-mannered

JERRY STANDEFER, EDITOR-IN-CHIEF



AS MARCH WAS drawing to a close, many of us enjoyed the Waids' superbly orchestrated Puke 2007. This annual event attracted nearly six-dozen Miatas from both SDMC and SOCALM, and a lot of cars had an occupant in the passenger seat. (If you must ask, each car *did* have an occupant in the driver's seat. However, as Obi-Waid pointed out—while pointing to a certain president and first-man—you can't always see the person in either seat.)

Friends, family, and coworkers often ask me what is it that we do on our Miata runs. I always *jokingly* tell them that we're terrorizing the twisty back roads of some portion of San Diego County. After a few experiences on this latest Puke, now I wonder if I can no longer *joke* about terrorizing.

## Terror from the north

I left Dalton's as a member of "The Coyote Crushers" led by Dennis Garon. The first set of twisties we terrorized was Couser Canyon Road. I was sandwiched between cars from our northerly neighbor. The one in front of me had a nasty habit of braking mid-curve, which meant I quickly learned to leave some extra cushion between us. A mid-curve collision would be dreadful, especially with some of the drops off the side of the road.

Safety certainly wasn't in the mind of the driver behind me, and I'm not talking about the style bar that was installed on his car. This car spent a lot of time just inches off my bumper. To make matters even worse, I watched in horror as his rear stepped out generously during each curve!

On occasion, I would pick up the pace and easily open the gap and watch him slide out even further trying to keep up, but the sudden glow of mid-curve brake lights ahead reminded me why I was holding back. Seconds later, I had countersteering just off my bumper again. There was more space between my chest and my steering wheel than there was between our two bumpers! I was absolutely positive that I was going to get hit from behind and find my way into the canyon.

Unable to go faster than the car ahead, I waved him by during one of Couser Canyon's brief semi-straight stretches. From my new vantage point, I watched him latch onto the tail of the next car where he had to slam on his brakes mid-drift every time the other car braked mid-curve. I was anticipating one or both of the cars going off the road, but the twisties ended.

## Bad manners, too

After Couser Canyon, we had a long stretch on the 76 heading to Palomar Mountain. To show his gratitude for me letting him pass, that annoying driver lit a cigarette. Being an ex-smoker, I really didn't mind the smell of the smoke. What I did mind were the ashes being flicked out of the car. Perhaps he forgot that there was a line of top-down Miatas behind?

To make matters even worse, he flicked his still-burning butt up and out of the car. Luckily, I had opened up my following distance to avoid cigarette ash in my face. The butt landed about five feet ahead of my front bumper. Had I been following at my normal distance, I'm sure it would have landed in my lap. Luckily for him, it didn't.

I really hope that SDMC members don't act this way when participat-

ing in runs hosted by other clubs. And I certainly hope that most SOCALM members are not like this one.

## Terror from within

After the descent from Palomar Mountain, one of our own members made a move that I couldn't believe. We had gotten stuck behind an OTM—an older Ford truck, I believe, with huge tires, raised suspension, custom bed, and diesel engine. There really wasn't anywhere for it to pull over on the way down the mountain, but it was moving at a surprising pace for what it was, which still meant slow for us.

At a stop sign, making a left onto the 76 I believe, the Miata directly behind the truck pulled out into the intersection at the same time, and cut off the truck. If that truck didn't brake, I'm sure the Miata would have lost a collision. It's been a long time since I have seen that much black smoke come out of a diesel, but it was apparent that truck was at wide-open throttle after the near miss. I'd hate to think what would have happened if it had caught that Miata, but I'm glad it didn't retaliate against the rest of us.

## The point is...

Let's have fun out there, but we need to keep it safe, use common sense, and be courteous to others. Six inches is not a safe following distance, especially when you're constantly becoming unglued from the road. If you're going to smoke in your car during a run, be courteous enough to use an ashtray. And use common sense with OTMs. All it takes is just a few complaints, and we'll have the full attention of law enforcement. Then there will be no fun to be had.

# Coming Events

## Cruisin' Grand

**Date:** First Friday of each month, April–September  
**Time:** 6:00 p.m. for dinner, 7:00 p.m. to cruise  
**Meet:** Tom's #23 restaurant in Escondido (SW corner of Centre City Parkway and 5th St.)  
**Contact:** Steve & Laurie Waid, 760-432-0727, [swaid@cox.net](mailto:swaid@cox.net)

**Details:** On Friday nights from April through September, Escondido opens up Grand Ave. for cruising. On the first Friday of each month, SDMC members meet at Tom's #23 at 6:00 p.m. to eat before leaving at 7:00 p.m. to cruise Grand. After taking a spin up and down Grand a few 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 a short distance to find dessert. This will be a full evening of car fun for car people.

## Miatas in Moab

**Date:** Friday, May 18–Sunday, May 20  
**Meet:** Best Western Canyonlands Inn, Moab, UT  
**Contact:** Wanda Bates, 801-489-1915, [wahbates@compuserve.com](mailto:wahbates@compuserve.com)

**Details:** Join the Utah Miata Club for three days in Moab, Utah, gateway to Arches and Canyonlands National Parks. Visit Dead Horse Point State Park and see the dramatic red cliffs. Fill your days with short or long drives. There are plenty of roads to go zoom-zooming.

Each day we will split into small groups and do whatever activity suits our whims at the time: shopping, hiking, fishing, biking, river rafting, winery touring, or horseback riding—whatever tickles your fancy. Each evening we will gather for a social hour or two and share our stories.

UMC's web site currently lists 267 cars from 47 clubs, including 23 cars from SDMC. Mark and Cathy Booth are organizing a travel group, leaving on Wednesday, May 16, and going through St. George, UT. Contact [markbooth@cox.net](mailto:markbooth@cox.net) for details.

**Link:** [www.utahmiataclub.com/miatasinmoab](http://www.utahmiataclub.com/miatasinmoab)

## Greatest Show on Turf

**Date:** Saturday, June 2  
**Time:** 7:00 a.m. (registered Miatas)  
9:00 a.m.–2:30 p.m. (spectators)  
**Meet:** San Diego Automotive Museum, 2080 Pan American Plaza (Balboa Park)

**Cost:** \$25 to enter (benefits San Diego Automotive Museum and Car Club Council); free for spectators

**Contact:** Steve & Laurie Waid, 760-432-0727, [swaid@cox.net](mailto:swaid@cox.net)

**Details:** The Automotive Museum's annual Car Club Council Car Show is limited to 400 cars total. If 10 or more Miatas participate, the Museum will include a special trophy class for Miatas. You *must* pre-register online by May 25 at the link below. When you register, select "S-14 All Other Sports Cars (1950-present)." All registrants must have a fire extinguisher in their vehicle.

Registered Miatas will meet in the parking lot at the northeast corner of Park Blvd. and President's Way at 7:00 a.m. to caravan onto the show grounds together as a group and get parked together. If you arrive late, you might not be able to park with the rest of the Miatas.

**Link:** [www.sdamuseum.org/uploads/2007%20Greatest%20Show%20Registration.pdf](http://www.sdamuseum.org/uploads/2007%20Greatest%20Show%20Registration.pdf)

## Run to Miata Summer Camp

**Date:** Saturday, June 9–Sunday, June 10  
**Time:** TBD  
**Meet:** TBD

**Contact:** Wally Stevens, [wallymiata@gmail.com](mailto:wallymiata@gmail.com)

**Details:** Wally will lead a run to a joint Miata Club event at Harris Ranch in Coalinga (just off I-5 about halfway to San Francisco). This is a first-class hotel with an excellent restaurant and lots of amenities.

## My Pal Sal Memorial Run

**Date:** Saturday, June 16  
**Time:** TBD  
**Meet:** TBD  
**Contact:** Steve & Laurie Waid, 760-432-0727, [swaid@cox.net](mailto:swaid@cox.net)

**Details:** TBD

## Twisted Weekend

**Date:** Saturday, June 23–Sunday, June 24  
**Time:** TBD (Saturday); 9:30 a.m. (Sunday)  
**Meet:** Temecula, details TBD (Saturday); Ramada Inn, 28980 Old Town Front St., Temecula (Sunday)

**Contact:** Dean Rudenauer

**Details:** The "iron seat" 500-mile Twisted Weekend will start in Temecula and end at the SDMC Summer Picnic at Bates Nut Farm.

Members wishing to join the Twisted Weekend crew for their run to the picnic may join the group in Temecula Sunday morning. The Sunday section will leave the hotel at 9:30 sharp, and drive more great roads on the way to Bates Nut Farm in Valley Center.

## SDMC Summer Picnic

**Date:** Sunday, June 24  
**Time:** TBD  
**Meet:** Bates Nut Farm, Valley Center  
**Contact:** Board members  
**Details:** TBD

## Mardi Gras Madness

**Date:** Sunday, June 24  
**Time:** TBD  
**Meet:** Bates Nut Farm (at the picnic)  
**Contact:** Kit & Steve Licata, 619-258-5588, [mzkaycivic850@sbcglobal.net](mailto:mzkaycivic850@sbcglobal.net)

**Details:** Included in the Summer Picnic festivities will be a Miata Mardi Gras Madness Car Show. Although there is no charge, participation is by reservation. Members are invited to decorate their cars with Mardi Gras colors, beads, etc., and to dress for the occasion. Judges will be looking for the best decorated Mardi Gras cars, best costumed participants, and the entry best exemplifying the overall Mardi Gras theme.

## Viewpoints

### The Puke 2007

I did it today for the first time—driving in the infamous Puke-O-Rama. Wow! It was better than I ever dreamed. Now I'm sorry I waited so long to try it. Thanks to all you leaders and sweeps for making today special for Jim and me—it was his first time, too! Sometimes we went so fast that I got a little scared, but I held on tight and nothing bad happened. I guess I'm better at this than I thought I would be. At the end of the day, we both had big smiles on our faces. Today will be a special memory for us. I'm glad I got some pictures for my album. I can't wait to do it again.

We hope the rest of you had as much fun as we did. It was a wonderful day.

Jim double-dog dared me to sign off by saying, "Thank God we're not (Puke) virgins any more."

— Brenda Kay & Jim Markert

Steve and Laurie you did it again. Thanks to both of you for organizing another great driving event for all of us to enjoy. It was great to see all the smiling faces during both stops at Dudley's.

The Puke of Hurl group stayed together for almost the entire run with only one of our drivers heading the wrong way but she

easily caught up with us before crossing highway 78.

It was a great day and great to see so many having so much fun. Thanks again for a great day!

— Sue Hinkle

The Puke 2007 ← The most fun I've had driving my Miata in the last 2-3 years!

Thank you Steve & Laurie, and all of the run leaders and sweeps! And, oh ... meep meep!

— Mark Booth

Steve & Laurie, thank you again for planning and organizing another stellar running of the Puke. I am of course quite pleased to report that "the Road Runners" completed the entire course without incident. Despite SEEING a lot of road-kill along the route today, AFAIK we were not responsible for any of it. And I seemed to note a large number of smiling faces in Dalton's this afternoon.

I'm quite proud of the folks in our group who DID drop back in the pack when the pace became uncomfortable for them. I know it made the run safer and more enjoyable for all of us. Thank you—you know who you are.

Thanks too to our very capable sweep crew of Kari and David Streeter for doing an excellent job of

keeping our fairly large group together.

I also thought it appropriate to share with the entire club a comment from Terry Wyrick (SOCALM member and owner of Raven Wing Performance): "I used to say that the Puke is one of the best runs in Southern California, but (after today) I have to say that it is THE BEST run in the southwestern U.S." Terry also commented about how smoothly the day went. The reason of course is because of the careful planning that Steve and Laurie have put into this event over the last 5 or 6 years (?).

I had a BLAST!

— Tom Thompson

I, too, would like to add to the kudos for Steve and Laurie for a grand day last Sunday. We've all heard of "The Perfect Wave." Well this was "The Perfect Run." I can't wait until the movie comes out! The stars were aligned, the colors were vivid (Miatas and Ma Nature's), the roads were clear, the OTMs were accommodating, the weather was perfect, my group was awesome, my navigator (Chris Jones) was the best. Whew! When will this ever happen again?

Thanks again, Waids, for another great time!

— Bruce Lewis



# Competition tires in motorsports

JAN WAGNER

I've said many times that autocrossing—an affordable form of grassroots motorsports, can make people safer drivers by teaching them what their cars can and cannot do, in a safe, controlled, *legal* environment. That, and the fact that it is great fun, is why I've been autocrossing since the late 1970s. It has also taught me the importance of having the right equipment.

There is a basic truth about driving in competition. In order to go fast on the track, more than anything else you first need to stick to the road. All the power in the world will not do you much good if your car lacks traction for acceleration, braking and turning. There is one common factor in all of these three elements: tires.

Think about how quick your laps could be if you could somehow manage to not only maximize your application of power and brakes, but also cornering – where the secret is maintaining as much of the speed that you built up as possible, instead of having to slow way down and tippy-toe around the turns. The same is true whether the track is dry or wet. You need to have the right tires and use a smooth driving style to maximize traction.

I have experienced these truths many times since I began driving in Alberta, Canada, almost 40 years ago. Of course the best tires for driving in snow are not the same tires that you would select for dry pavement. Also, driving on snow and gravel-covered roads has a way of forcing you to be smooth and maintain your speed. You must drive within your limits

and those of your car. Flooring the gas pedal and jamming on the brakes just does not produce the desired results, especially in slippery conditions.

When I began driving competitively this seat-of-the-pants experience came in handy. In the 70s, in addition to autocrosses (slaloms) I tried rallies and even hill climbs, drifting around corners on dirt and gravel roads, where the penalty for making a mistake was going over a cliff or crashing into trees.

In the early 80s I autocrossed in the winter on a frozen lake. We called that ice dicing. My Mazda Rx-7 ran in the rubber-to-ice class, so it did not even have the benefit of studded tires. Smoothness and maximizing traction were of paramount importance. Think of it as motorized ballet.

In the early 90s my autocross car was an old, 100,000 miles plus, Porsche 911. This car lacked power compared to my competitors' cars,



learned that the secret to driving an old 911, with its weight in the rear and a strong tendency to oversteer (it wanted to spin out), was to give it gas once it started to turn. That planted the rear and let it speed through the curves. Lifting off of the throttle or applying the brakes in turns would have caused it to spin out. I combined that technique with the use of wide, super-sticky tires and some relatively straightforward, durable modifications to the suspension. That car was reliable and especially quick in the rain, where my competitors' power advantages didn't really matter.

In this decade I've autocrossed three different Mazda Miatas (note my strong preference for rear wheel drive cars). All three cars had significantly different handling characteristics from each other, in large part because of their competition tires.

My 2003 Miata Club Sport came from Mazda stripped down to the basic essentials, which made it light to give it a good power-to-weight ratio. It did not even have a radio or air conditioning (which, in retrospect, was crazy for a street-driven car in Southern California). Another important factor was that Mazda chose to equip it with 16-inch wheels. That was especially important because in SCCA autocross competition, you must run with the stock wheel size if you want to stay in the car's stock class, which I did, and

the stickiest autocross tires were available in that size. Consequently, that car was quite competitive.



Jan's new autocross car.

but rather than throwing gobs of money into the engine compartment, I focused on tires, suspension and a smooth driving technique. I



After mid-summer trips to Las Vegas and Solvang, I realized that I needed a car with air conditioning, so I changed to a 2004 MAZDASPEED Miata. That car had air conditioning, a nice Bose audio system and a factory turbo. I thought it would be an ideal road and track car, but it had one serious drawback that I had not taken into account. It



If you're strong enough, this is one way to carry tires.

came stock with 17-inch wheels, which meant that was the wheel and tire size that I had to use to stay in stock class. The problem is that the stickiest tires were not available in a 17-inch size that would fit within that car's relatively narrow wheel wells. So, I went from being very competitive in my class to consistently bringing up the rear, despite having more power to play with. The balky six-speed transmission did not help.

This past December, after experiencing two frustrating years, I traded in that car on a 2006 Miata. It makes about as much power as the MAZDASPEED did – but without a turbo. It has air conditioning and a radio, and its wheel wells are big enough to fit wider tires than was possible on my previous car with its 17-inch wheels. That means that at least some of the stickiest tires made in 17-inch sizes will fit it. I bought a new set of wide Hoosier autocross tires and a new set of Kosei wheels, so that I could install them myself at home prior to autocrosses.

My first autocross in this new car took place last Sunday. Even though

I was driving a still-unfamiliar car on slick tires in the rain, I went from bringing up the rear for the past two years to scoring a trophy position (second out of eight) in my very first event.

Seeing how well it does on a dry track will be the most important test, but this first outing was very encouraging.

Your choice of tires is important but so is where you get those tires, and who installs them on your expensive wheels. I have had consistently positive experiences by shopping online at The Tire Rack ([www.TireRack.com](http://www.TireRack.com)). Like a multitude of other shops, they sell tires and wheels at competitive prices, but what really sets them apart is their excellent customer service. The real test of a company's customer service is seeing how well they respond to problems, and I had a big one.

As you now know, last year I was in a serious competitive bind because I could not find sticky autocross tires to fit my MAZDASPEED Miata. The Tire Rack supports autocrossing at the national level, so they understood my dilemma. Instead of playing it safe and telling me that no sticky tires were available for my car's stock wheel size, they went out on a limb and tried to help me by selling me the stickiest tires that came in the next closest size up. On paper it looked like they would work, so they shipped a set to me, care of a local tire and wheel shop in San Diego, for installation on my car.

Unfortunately these tires proved to be a little bit too big. They did not clear the fender wells. However The Tire Rack accepted responsibility for

their recommendation, readily agreed to take them back and did not charge me any restocking fee or even for the return shipping. Keep in mind that these tires had now been mounted and dismounted by a business independent of The Tire Rack.

As it turned out, that was only part of what they ended up doing to keep me as a satisfied customer. Upon receiving the tires back at their facility, they discovered that in the mounting or dismounting process the local shop had ruined the bead on one of the tires. Despite this irreparable damage, The Tire Rack kept their word and gave me a full refund for the tires. I was impressed. That level of customer service is rare.

I bought my current wheels and tires from them, and their installation was perfect. I cannot see any scratches or marks on the wheels – something I cannot say about some of the other shops that I have used in the past.



Here is how to carry four extra tires on a Miata.

If you would like to share your car, truck, road trip, car art, vacations, racing, car movies, famous people, driving and other automobile-related stories with me, I would love to read them. Please send them to [AutoMatters@gmail.com](mailto:AutoMatters@gmail.com). Enjoy the column archives, event calendar and more at [www.AutoMatters.net](http://www.AutoMatters.net). Drive safely and do join me again next time.

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# How to remove the NC's front bumper cover

JERRY STANDEFER

**R**emoval of the NC's front bumper cover is something that every NC owner will have to do at least once while they own the car (or pay someone else to do it).

Several different aftermarket front bumper covers are available to easily change the look of the car. (Mazdaspeed covers come already painted in your specified factory color.) It must also be partially or completely removed to access, replace, or repair:

- ◆ Grille (billet and mesh are available now)
- ◆ Headlight, fog, side marker, and signal bulbs
- ◆ Fog light bezels (different colors are available)
- ◆ Headlight and side marker assemblies
- ◆ Radiator
- ◆ Horn
- ◆ Air inlet tube

Because of this, Mazda has made it relatively simple to remove the front bumper cover. Please notice that I used the word *relatively*. There are a lot of fasteners—80 in total—consisting of nuts (4), bolts (22), and screw-type plastic clips/expansion rivets (54). Although the number of fasteners is very high, once you know where everything is, the whole cover can be removed in less than 20 minutes.

## Tools and equipment

Here's what you'll need to do the job:

- ◆ 10 mm socket and ratchet
- ◆ Lug wrench
- ◆ 2 x jack stands
- ◆ Jack
- ◆ Wheel chocks
- ◆ Large blanket or other soft material
- ◆ Phillips screwdriver
- ◆ Flat head screwdriver
- ◆ Gloves (optional)
- ◆ Bowl or tray to hold fasteners

## Removal

1. Set the parking brake.
2. Place chocks behind rear wheels.
3. Loosen the lug nuts on both front wheels.
4. Jack up the front of the car, one side at a time, and place jack stands under the chassis to support the vehicle. See your owner's manual for diagrams of the proper jacking points along the frame rail. Ensure to place the jack stands under parts of the chassis that can safely support the weight of the car.
5. Remove the front wheels.
6. Locate the plastic clips/expansion rivets that hold the plastic wheel well liners in place. There are 27 on each side. Using a Phillips screwdriver, turn the center expansion pin counterclockwise one quarter

of a turn. The expansion pin will rise out (Figure 1). Pull the rivet out. Tighter rivets may need to be pried out with a flat head screwdriver.



Figure 1. A plastic rivet with the center pin raised.

7. Remove all 54 plastic clips/expansion rivets. The wheel well liner is two separate sections (it looks like three, but the top and rear sections are glued together). The front section of the liner has a few rivets underneath that you can't see unless you are on your back. Place all of the fasteners in a bowl or tray so you don't lose them. They will all have to be reinstalled.
8. Remove the hidden bolt covers from the grille by inserting a flat head screwdriver into the slot at the top of each cover and applying pressure down and out away from the grille (Figure 2). Remove the two 10 mm bolts.



Figure 2. Hidden bolt covers in grille.

9. Open the hood. Remove the eight 10 mm bolts that secure the top of the bumper cover.
10. From beneath the car, remove the ten 10 mm bolts that secure the bottom of the bumper cover.



11. Remove the small front section of the wheel well liner from both sides. Pull down the large section of the wheel well liner from both sides and let them hang loosely (Figure 3).



Figure 3. Front wheel well liner section removed; rear section hanging loose.

12. Locate and remove the two 10 mm nuts and one 10 mm bolt (per side) that secure the bumper cover to the fender (Figure 4).

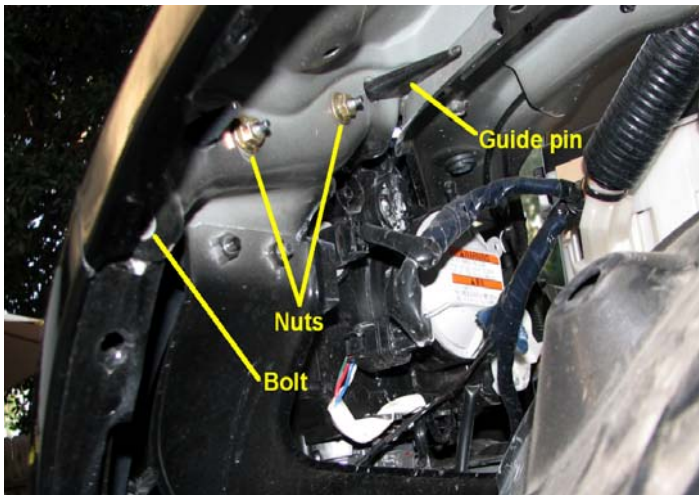


Figure 4. Two nuts and one bolt secure bumper cover to fender.

13. Locate and unplug the electrical connectors for both fog lights and both side marker lights.  
14. Place a large blanket or other soft material on the ground. Ensure that it is clean.  
15. Carefully pull the bumper cover straight forward to remove from the vehicle, making sure not to damage the two plastic guide pins on both sides where the bumper cover meets the fenders. It should remove easily. (If it does not, push the bumper all the way back, and check for any fasteners that may have been missed or wiring that has not been unplugged.) Carefully set the

bumper, paint-side down, on the blanket or other soft material (Figure 5).



Figure 5. Front bumper cover removed.

## Reinstallation

Follow the removal steps in reverse to reinstall the front bumper cover. Reinstallation is a little more difficult than removal because panels have to be realigned. This is most apparent when reinstalling the wheel well liners. Patience is of utmost importance. If you have trouble reinstalling one of the fasteners, leave it and move to another. As more fasteners are reinstalled, the panels will line up more accurately and that trouble fastener will go in easier.



NEW BRACES FOR A BRIGHT SMILE. A new stainless mesh grille and cold air intake live things up. Photos: Jerry Standefer.

So why did I do this? I installed a stainless steel mesh grille and a Mazdaspeed cold air intake. It was daunting at first, but now that I've done it, I would do it again in a heartbeat. (The cold air intake required some further dismantling of the bumper structure, which I would not want to do again.)



# Autocrossing 1A: Getting started

JOE MOORE

**I**f you have ever considered autocrossing but just haven't gotten around to it, this article is for you.

Getting started is easier than you think. While the sport may demand some degree of expertise to be competitive, if you are alive and breathing, and in possession of a valid driver license and a car that can pass a thorough safety check, you qualify. It's as simple as that.

You don't need to add all those performance-enhancing add-ons and special equipment that you are convinced that you can't live without. If you really want all this stuff, wait until you find out the restrictions for the class in which you intend to compete. This makes a difference. The highly modified cars are most often driven by experienced drivers with sufficient skill (not to mention financial resources) to blow your socks off. You shouldn't be discouraged if you have already modified your car, but in fairness to others, make sure you carefully check the regulations when you select your class.

If you have never driven in competition before, you might want to start on a practice day, in which case your car class designation is not an issue. Practice days offer more "seat time" (8-12 runs, compared to three or four on a championship day), and your time is not recorded for posterity. This is significant, since you are not likely to be establishing any course records your first time out.

You will be required to wear a helmet when driving or riding as a passenger. If you don't mind wearing a sweaty, bacteria-encrusted

helmet that has been worn by countless other drivers, a limited number of loaners are available. It is understandable, at this point, if you are considering buying your own. Just make sure that the helmet you buy is approved for competition. C2 Motorsports, a store owned and operated by fellow club members Steve Coe and Ron Chapman, has a good selection. Both Steve and Ron are experienced autocrossers who will personally help you choose a helmet suitable for your needs.

The cost for each event is currently \$35 (\$25 for National SCCA members) and \$40 for practice days. All competitors will need to purchase a regional SCCA card. The initial cost is \$35 for this calendar year, with a \$10 annual renewal. This card will have a number, which you may keep for the rest of your life if you renew on time. This is your car number. You obviously won't know this number before your first event, so you'll need to spend another buck for paper numbers (courtesy of fellow club members Daryled and Carlan Bristol). These numbers, class designations, and the tape you need to affix them to your car are available at the technical inspection

area ("Tech"). Paper numbers are OK, but you might want to buy magnetic numbers if you plan to compete regularly (hint: if you have a four-digit number, or don't particularly care for the number assigned to you, wait until the first event of the year and grab a number that has been made available by someone who didn't renew on time).

All events, including practice events, are "work/run events," meaning that you must work if you plan to drive. You will sign up for your work assignment when you register. If you have no physical limitations (i.e., you are nimble enough to chase and replace downed cones), I recommend that you volunteer to work the course. This gives you an opportunity to observe your fellow drivers as they negotiate the course. Unlike some of the more technical work assignments, course workers don't need to know all that much. You must pay attention, and never sit down or turn your back to a car. If a car hits a cone, pick it up and put it back. If you have a red flag in your hand, wave it vigorously if you observe any hazard to a worker or an oncoming car. That's not all there is to it, of course, but that'll get you started and get you back off the course in one piece.

Arrive early—*really* early—on race day. Get your regional SCCA card and register your car at the registration trailer. Then remove all loose items from your car, take all the extraneous stuff out of your trunk (you won't need your jack and spare tire on the course), inflate your



**Intrepid autocrosser Joe Moore runs flat out and top down during rainy February autocross. Photo: Andrew T Mironov ([www.MironovStudios.com](http://www.MironovStudios.com))**

tires, put your numbers on, then take your car to Tech. When this is done, walk the course. Walk the course until they kick you off! There will be a "novice course walk" roughly a half-hour before the event begins. Take advantage of it, but don't wait for it. Get out there early and walk the course.

Although I began this article by saying that getting started is simple, you can be certain that I haven't told you everything you need to know. This would be impossible within the limitations of this newsletter. Your fellow SDMC members who autocross regularly may appear to be a raucous, somewhat audacious bunch, but be assured that they will be a valuable source of information, once you have made the decision to get started. Feel free to ask them for assistance (*i.e.*, "I want to start autocrossing. Can you help me get started?").

The regional SCCA website ([www.sdr-scca.com/solo2](http://www.sdr-scca.com/solo2)) is the most comprehensive source of information for the beginning and experienced autocrosser alike. Read it. Bookmark it. Mark the upcoming events on your calendar and, most importantly, *get started!*

# Planning to sweep a run?

JERRY BOSTER

**A**lmost as important as leading a run, the "Sweep" is a vital member of the team. A good Sweep can make a run smoother and more enjoyable for all participants.

Janice and I were fortunate to be taught the fine art of sweeping a run by some very good run leaders/sweepers in the San Diego Miata Club. Here are a few tips to keep in mind.

## Prior to the run

It is a good idea to do at least one pre-run with the Run Leader if at all possible. Remember that if anyone gets lost, you will have to chase them down and get them back on track. For this reason if nothing else, it is important for the Sweep to have a good working knowledge of the area and roads the run will be traveling.

It's helpful if you take a passenger along on your pre-run to help make your own notes with regard to the run directions, mileage odometer readings, and road signs

to follow. You may have your own way of remembering turn cues and landmarks as you're trying to keep the run group in sight and on course.

## Day of the run

Coordination and communications with the Run Leader is the key. The Run Leader can't see what's going on at the back of the pack. Timely communication allows the Run Leader to adjust speed and queue up as required.

The most essential element of communication is a CB radio. FRS radios are nice, but lack the range that a run leader and sweep need to effectively communicate. At times, even a good CB radio doesn't have the needed range to reach from the front of the run to the back, or vice versa. If the Run Leader can't hear your communications, coordinate with somebody in the middle of the pack to relay for you.

During the run, call all your turns as you make them. This will allow the Run Leader to pick up the pace if they have been going slow or start looking to queue up if the group is too spread out.

When approaching a queue spot where all the cars are off to the side of the road, the sweep should stay in the road, essentially blocking traffic. This will allow the other run participants to get back on the road. This will also help prevent OTM traffic from getting in the mix of run cars.

If somebody should break down, notify the run leader and ask another car to temporarily cover the sweep spot while you stop and render assistance. Just like the Marine Corps, SDMC doesn't leave anybody behind. If the breakdown is severe enough to require a tow, you might have to catch up with the run at the next stop or at the end point.

## Regalia Help Wanted

Linda Payne and Mary Clark are stepping down from their positions as SDMC's Regalia Team, and we are looking for replacements.

### Principal duties

- ♦ Set up the Regalia table and sell merchandise at monthly meetings;
- ♦ Keep records of sales, and turn funds over to the Treasurer;
- ♦ Obtain Board approval and order new merchandise as needed;
- ♦ Maintain inventory of merchandise on hand, and

report to the Board quarterly;

- ♦ Prepare newsletter and web advertisements;
- ♦ Respond to e-mail and phone requests for information and sales.

### Requirements

Eagerness to meet and help fellow members; an OTM for transporting merchandise to meetings.

— — —

If you would like to join the club's "sales team," contact the new President after the annual meeting.

# You may be a sports car guy if ...

BRUCE LEWIS

- ... your new BMW gets parked on the driveway, while your four year-old Miata is in the garage.
- ... your top goes up only twice a year, just to clean it.
- ... you think that the best color for a sports car is red.
- ... you pay twice as much money for tires that get half the mileage.
- ... rain means drive faster, instead of putting the top up.
- ... the "twisty road ahead" sign reads "fun zone" to you.
- ... you think that the best color for a sports car is yellow.
- ... you don't get the "drifting craze" because you've been doing it for years.
- ... you consider MG, Austin, and Triumph to be part of your family tree.
- ... you blip the throttle when you get under a bridge or overpass.
- ... you think that the best color for a sports car is blue.
- ... you've missed the kid's birthdays, but you've never missed the Puke-o-rama.
- ... you know the e-mail address of Moss Motors by heart.
- ... you think that the best color for a sports car is white.
- ... your rear bumper has ever reached the corner before your front bumper.
- ... your mantra is, "happiness isn't around the corner, happiness *IS* the corner."
- ... you're 6'4" tall, but you've never complained about driving with your knees under your chin.
- ... you think that the best color for a sports car is black.
- ... you know that it's futile, but you will still try to take a Corvette off the line and maybe get him through second gear.
- ... you are sometimes tempted to drive under a tractor-trailer, just to see if it can be done.
- ... your tires are too hot to touch after a really twisty section.
- ... you think that green is the best color for a sports car.
- ... you don't think that "heel-toe" means country dancing.
- ... your co-driver asks, "Wasn't the scenery beautiful?" You say, "Huh?"
- ... as soon as your butt hits the seat, you feel like Michael Schumacher.
- ... you think that the best color for a sports car is silver.
- ... you think that there should be two highway systems: one for sports cars, and one for everything else.
- ... you always have gloves, ear muffs, and sunscreen on board.
- ... you have a new set of "sticky" tires installed on Friday afternoon, and you can't sleep that night.
- ... you think that the worst color for a sports car is "Buick Gold."
- ... you think that sunset driving down a country road with all of the dinner smells is as good as it gets.
- ... you've made out with your sweetie in your sports car.
- ... you've scared the doo-doo out of yourself while driving your car.
- ... you've almost (or have) T-boned an animal bigger than you or your car.
- ... you've used a club run as a date with that hot new chick at work.
- ... you are a member of the San Diego Miata Club.

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# 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.

**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.gerisbazaar.com](http://www.gerisbazaar.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.

**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.

**World Famous Car Wash.** Complete professional car care. Complete detail, hand wax, leather treatment, free shuttle service. 7215 Clairemont Mesa Blvd, San Diego. 858-495-9274. Discount: 10%

## Mazda Dealerships

**Chapman Mazda.** Phoenix. 877-684-5803. Ask for John Mardueno. Discount: 20% on Mazda parts and accessories.

**Mazda El Cajon.** 619-442-7050. Discount: 20% on Mazda parts; 10-20% on accessories.

**Mazda of Escondido.** 760-737-3200. Discount: 20% on most parts; 15% on 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. [david-bryan@coldwellbanker.com](mailto:david-bryan@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.

## Membership Benefit: Free Classified Ads

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.

Address

## MAY 2007

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4 Cruisin' Grand	5
6	7	8	9	10	11	12
13 Mothers Day	14	15 JUNE 7&7 DEADLINE	16	17	18 Miatas in Moab	19 Miatas in Moab
20 Miatas in Moab	21	22	23	24 Monthly Meeting	25	26
27	28 Memorial Day	29	30	31		

## JUNE 2007

SUN	MON	TUE	WED	THU	FRI	SAT
					1 Cruisin' Grand	2 Great-est Show on Turf
3	4	5	6	7	8	9 Miata Summer Camp
10 Miata Summer Camp	11	12	13	14	15 JULY 7&7 DEADLINE	16 My Pal Sal Memorial
17 Fathers Day	18	19	20	21	22	23 Twisted
24 SDMC Picnic / Twstd Wknd	25	26	27	28 Monthly Meeting	29	30

DATE	EVENT	TIME	MEET	CONTACT	PAGE
Fri 5/4, Fri 6/	Cruisin' Grand	6:00 p.m. (eat) 7:00 p.m. (cruise)	Tom's #23, 5th St & Centre City Pkwy, Escondido	Steve & Laurie Waid 760-432-0727	6
Fri 5/18–Sun 5/20	Miatas in Moab	All weekend	BW Canyonlands Inn, Moab, Utah	Wanda Bates 801-489-1915	6
Thu 5/24, Thu 6/28	SDMC Monthly Meeting	6:00 p.m. (eat) 7:00 p.m. (meet)	Boll Weevil Restaurant, 9330 Clairemont Mesa Bl.	Sue Hinkle 760-735-9456	3
Sat 6/2	Greatest Show on Turf	7:00 a.m. (registered) 9:00 a.m.–2:30 p.m.	San Diego Auto Museum, Balboa Park	Steve & Laurie Waid 760-432-0727	6
Sat 6/9–Sun 6/10	Miata Summer Camp	TBD	TBD	Wally Stevens wallymiata@gmail.com	6
Sat 6/16	My Pal Sal Memorial Run	TBD	TBD	Steve & Laurie Waid 760-432-0727	6
Sat 6/23–Sun 6/24	Twisted Weekend	TBD	Temecula	Dean Rudenauer	6
Sun 6/24	SDMC Picnic & Mardi Gras Madness	TBD	Bates Nut Farm, Valley Center	Kit & Steve Licata 619-258-5588	7