



TWISTS & TURNS

The newsletter of the San Diego Miata Club

Volume 13 Number 6

June 2008

PRLDVR Goes to the Races (Formula 1 that is!)

Jerry Boster, Commander, US Navy

It was a beautiful day...wait let's get real...it was a normal day in Bahrain. That means hot, sunny and sandy. By Bahrain standards the weekend of April 4-6, 2008 was a good weekend. That's because the Formula 1 Gulf Air Bahrain Grand Prix (F1 for short) was back in town.

The air was full of the high-pitched whine that is the F1 cars, plus a new sound that was more familiar in its more deep throated roar. In either case, the one thing they had in common is that they are loud. Good thing Janice sent my Skorpion Racing custom earplugs for last year's F1. Getting to the start of the races was the culmination of several weeks of planning and work.

Preparations

A couple of months before the race, several people from my office decided to attend the 3-day F1 event as a group. That's when the real work started – deciding where to sit. F1 is not like NASCAR – it is a road race so you can't get a single sea and see the whole course. You can get start/finish line seats, but you can't see most of the track and the tickets are expensive. Or you can see some of the track and pay a moderate cost, or you can opt with the cheapest tickets and see most of the track. But the downside of the cheap tickets is the 15-minute walk from the main gate. After a lively debate over a couple of weeks, we settled on the cheapest tickets with the best view (after all, we were there for the racing). However, we did decide to splurge on the Gulf Air Grand Prix

Club where they have air-conditioning, access to food and drink, and big screen TVs. It's always good to have a place to get out of the sun and wind.

Having decided on where to sit, next up was to collect the money and visit the Navy ticket office. No problems with the purchase, but there was a few weeks delay while waiting for the F1 to print the tickets. A couple of weeks later, the phone call comes and the tickets and parking passes are ready. Cool, finally actual tickets. After distribution, we're ready to head for the Bahrain International Circuit (BIC) – home of the actual race.

However, being the typical Miataophile and SDMC member, I was not. That's because PRLDVR (my 1990 mariner blue) wasn't ready. So a week before the race, it was time for a little detailing action. I left all my detailing tools in San Diego since I never dreamed I would find a Miata in Bahrain. But I did manage to find some Meguiar's (yes they distribute worldwide) cleaner and polisher. So getting up early on Saturday, I borrowed a couple of buckets from the watchmen and set to work. The hardest part of the evolution is the heat. Because it's so hot (even at 8 AM), you have to work quickly before the soap dries during the wash phase. The same is true during the polish phase. Let it dry, but don't let it bake on (and this was in the shade). The interior was easier since we weren't having a dust storm that day. About 3 hours later PRLDVR stood cleaned and polished (maybe not to Mark Booth standards, but definitely looking good).

Then it was down to the last few days when everybody was doing final coordination... who's riding with who, what time are we leaving, etc...I knew my answer...I'm driving and leaving early each day to catch most of the racing.

Friday, April 4th, Day 1

Finally it's the weekend of the event. Day 1 is devoted to practice and qualifying, so it's normally short on competition, but long on spins and over corrections as drivers learn the track. Day 2 is the preliminary races and Day 3 is the main races.

At home I run down the checklist...ticket – check,

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parking pass – check, earplugs – check, sunscreen – check, snacks and drinks – check. All set and ready to go.

It's always an interesting drive to the track. It's only about 30 minutes but you never know what kind of cars you are going to see. Last year I ended up in a caravan with a Ferrari and a Porsche. I would have loved to have a picture of us sitting at the stoplight with the Ferrari on my left and the Porsche on my right. This year it was a Maserati. Of course I barely had time to recognize the car as I went blowing by him since he was going a very un-Maserati speed. I didn't know they could go that slow on the open road.

After getting to the track, I pop into the Gulf Air Grand Prix Club to grab a free program and to check out the layout. But the call of engines racing soon beckons and I make the trek to my seat. I make it to my seat just as the F1 cars start their practice. You can tell this is their first practice as they are a little tentative on an unfamiliar track. But in a short time they become bolder and get faster. After about 1½ hours, it's time for the F1 cars to hit the pits and turn the track over the up and comers – Grand Prix 2 (GP2) Asia drivers. There's a big difference between the F1 and GP2 guys and it really shows. But even the GP2 guys are very good.

Once the GP2 guys finish up it's about time for one of SDMC's favorite pastimes – eating. So I head back to the Gulf Air Club and grab a roast beef sandwich and an adult beverage. While in the Club, my friends start to trickle in for food and drinks as well. Over the next couple of hours we enjoy a second F1 practice session and a GP2 qualifying session in the coolness of the club. It's nice to have a little slice of the Western world while in the Middle East.

The last event of the morning marks the first appearance of the Porsche 911 as the star of the Porsche Mobile 1 Super Cup. A quick 45 minutes of hard practicing (and unofficial competition) brings an exciting end to Day 1. As the sun starts to set, it's time for Jerry and PRLDVR to head for home. Since it's Friday (Friday-Saturday is the weekend in Muslim Bahrain), traffic isn't too bad. You can tell a lot of people are still hyped up from the day's events by the way they drive – like they are race car drivers as well. For me it's a quick trip home, some dinner and to bed in order to be rested for Day 2.

Saturday, April 5th, Day 2

Day 2 of the F1 races dawned warm, clear and windy. All in all a beautiful start to another day at the track (and by default – not in the office). Traffic was moderate on the way out. No special cars of note, just your average run-of-the-mill Hondas, Acuras, Nissans and Mazdas. Of course all the coupes are trying to make out like they are the racecars and flying low with PRLDVR.

First up is the Porsche qualifying. I always like the Porsche races. Maybe it's because they remind me of Miatas, while the F1 cars leave no doubt that they are racecars to the core.

You can tell the real fans...there are only two of us in the stands of 500 seats. By the end of the qualifying, it's a little better with 5 people. One of the things I like about the races is the wide variety of car colors. Blues, whites, reds, greens and even some yellows. I took a special picture for Obi-Waid.

Next event up is a new one for the Bahrain Grand Prix – Speedcars. To the average Americans, and to me they have a better-known name – NASCAR. That's right sports fans, stock cars have come to Bahrain. They don't have any of the big name American drivers or teams, but none-the-less we have stock cars in the deserts of Arabia. So boogety, boogety, boogety boys and girls, let's go racing. Today's race is a 40 minute timed race. Man, it was good to hear the deep-throated roar of a good ole American V8. Even in Bahrain, the unofficial NASCAR motto – if you ain't rubbin', you ain't racing – holds true. By lap 5, three of the 16 cars are out and several other are banging for position. But amazingly the pack stays pretty tight thought the first half of the race. However as the race progresses, the banging take it's toll, and only 9 of the starting 16 cars finish the race. And a couple of those cars have some pretty heavily damaged fenders.

After a short break to reset the track, it's back to F1 practice. Man those guys are fast compared to the stock cars and Porsches. I got some pretty good pictures of the Porsches and Speedcars, but the F1 cars are so fast that I had trouble with my timing. After the F1 practice, it's time for lunch so a change of venue is in order. I grabbed the shuttle bus and head for the Gulf Air Grand Prix Club. As I walked in I ran into a couple of friends that were heading to the stands to watch first official Porsche race. Inside the Club, the water, cold beer and a roast beef sandwich really hit the spot. As I'm eating my sandwich the Porsche race started. It's a heartbreaker for the polesitter as he shears his crankshaft on the formation lap. But everybody else came to race. Once they get started, you would think they are stock cars with all the banging going on. But the drivers are really skilled, so other than a couple of spins, no

A yellow car for Obi Waid!
Photo by Jerry Boster



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other cars end up out of the race. It really is amazing what the extra weight (stock cars – 2900 lbs vs. Porsches – 2500 lbs) and extra power (stock cars – 620 hp vs. Porsches 420 hp) can do in the way of damage.

The afternoon gets off to a good start when the F1 guys start to really turn things up in the one and only qualifying session. The pole sitter ends up doing the 5.412 km (3.4 miles) in a mere 1 minute 33 seconds for an average speed of 132 mph – and that's including 15 turns throughout the course. That was a pretty blistering pace and not everybody makes the cut. Final tally – 15 qualifiers and 5 non-qualifiers including 1 crash.

Following the F1 qualifying, the GP2 guys run their first of two races of the weekend. It started off with a bang and crunch on the first lap. Two guys got tangled up in a turn and had their day come to an abrupt end against the tire wall. Over the next couple of laps everybody hits the pits for fresh tires. One guy needs a second set after doing an unassisted spin off turn two (and that was still under yellow). After that things seem to calm down as everybody gets down to racing. At the end, the winner average 115 mph for the green flag laps and a total of 19 out of 26 cars finish (2 wrecks and 5 mechanical failures).

With the end of the GP2 race, I call it a day and head for the car. As I walk out of the Club, I notice the sky is full of black clouds. Hopefully it won't rain. The trip home was fairly uneventful except for a three-car fender bender and normal evening traffic.

Sunday, April 6th, Day 3

Day 3...the last day...the day of the main event. I get up early since I need to hit work for a couple of hours before heading to the track. Work is work, nothing special except the guy that I was giving a ride, calls about 10 minutes before departure time to tell me he is stuck in a broken elevator. A quick call to maintenance solves the problem and we head out about 10 minutes late.

Although we start off a few minutes late, it's a quick trip to the track and we make it to our seats with a couple of minutes to spare before the Speedcar race. The Speedcar race is a good one with plenty of hard racing. Fourteen cars start (the two that crashed on day 2 don't make it back). My favorite, a red, white and bleu with flames, lead the first half of the race before succumbing to mechanical failure. The car in second place (an all yellow one) led for less than half a lap before breaking down as well. That's kind of how the whole race went. At the end, 9 cars take a checkered flag, but only 7 are on the lead lap.

Next up was the GP2 race. It started out with a bang (again) between turns 1 and 2 with cars going every different direction. Net result was 3 cars out of the race and 2 with enough damage to make them non-competitive. Once the drivers get over their starting jitters, they get down to serious racing. The race leader dominated through the first half of the race when he has a front brake problem that slowly drops him back through the pack until his engine blows. That leaves the 2-3-4 place guys fighting for the



Commander Jerry Boster (L)
with friends in the Gulf One Club

lead. Over the course of the race the guy who was in 4th works his way up to the front and wins by a good 5+ seconds.

By this time the weather was getting pretty warm and there was a long delay until the main event, so my friends and I head for the Gulf Air Grand Prix Club. Since it was the day of the main event, the Club was filling up for lunch. As we get closer to the main event, the Club starts to empty out. At T-45 minutes, there is supposed to be a parachute demonstration, but the winds are too high, so they cancel it. Just before the T-30 minutes we wander outside in time to see one of the Gulf Air A340 jumbo jets all painted out for the race do a fly-by. Once the airliner makes two passes, we head back into the club and get out of the heat.

After the Bahrain national anthem at T-14, it's time for all the people to clear the starting grid. Finally it's T-0 and all the F1 cars start their engines. This race is much more professional and nobody is taken out in lap 1. There is no doubt about it these guys race hard. At about lap 10 (of 57) one of the guys gets too close to the back of another guy and loses part of his nose cone. So it's into the pits he goes. By the time the tires have been changed, one mechanic has removed the old nose assembly and another guy has put a new one on. It's pretty amazing. Of course it cost the driver an unscheduled pit stop.

The Grand Prix ended up being Ferrari's day. Pole-sitter Felipe Massa won the race by 6+ seconds over teammate Kimi Raikkonen. BMW had a pretty good day taking the 3-4 spots. Total time was 1:31:06 for the 57 laps equals an average speed of 130 mph.

As the celebration for the winner kicks into high gear in pit lane, I headed for the exit to join the thousands of other people in traffic. As I left, I was well satisfied with a weekend well spent as a car guy.

There was one postscript to this story. As I drove home, I was passed by a black Lamborghini and a black Porsche that were kind of racing. So I fell in behind them. It soon became apparent that neither guy was a very good driver; so I passed both of them in short order. It's pretty funny to see a Miata leading a Lambo and a Porsche down the freeway. But that's exactly what happened.

Driving my first “Puke”

Chris Jones

*M*y first “Puke” run experience was in 2007 with my good friend Bruce Lewis leading one of the groups. I sat in the passenger seat of Bruce’s 1999 10AE and earned the title of “best navigator ever”.

I was all set to do it again this year when, just two weeks before the run, the engine on Bruce’s Miata began making ominous noises that forced him to back out of the run. I could almost see his tears through the telephone when he called me at work that day. He was familiar with my 2002 Miata SE (Blazing Yellow Mica – the darn bees love this car!), since my wife Linda and I bought it from Bruce & Debbye in 2006 to cure my mid-life crisis, for the moment. For a few seconds I seriously considered letting Bruce drive my baby, but he must have sensed my hesitation through the phone, and gracefully recommended I drive the Puke and he would be my “best navigator ever.” I accepted the challenge, but not as the lead car – I know my skill level.

Fortunately, my safety-loving wife had insisted I buy new tires a couple of months ago, so the tread was new and untested. Anticipation for the run motivated me to do some needed maintenance on my Miata and ensure she was in top shape for the run. After many hours of cleaning, servicing the air filter, topping off fluids, checking brake pads, purging items from the trunk and glove box, putting extra air in the tires (+9 PSI), and applying a fresh coat of wax, she was ready! Contrary to Steve Waid’s advice about not cleaning the car before the Puke, there’s no way I was going to show up to Steve’s run in a dirty YELLOW car. Besides, a clean car is a happy car and a good wax job lets the air slip by smoother and makes removing bugs easier...that’s my story and I’m sticking to it.

Run day arrived and, donned in our matching yellow “Oh, no! I think I’m gonna puke!” shirts, Bruce and I arrived at Dalton’s Roadhouse in San Marcos for a delicious breakfast and not too much coffee (75 miles to the first pit stop). We watched the rest of the cars arrive and anxiously awaited the drivers’ meeting. I was getting a little concerned about my Navigator since he didn’t eat much and indicated a little queasiness (something about the mix of cheeses and “grapes” the night before.). No fear, I had a real barf bag from my recent Delta flight in the glove box – essential equipment.

Steve Waid reminded us to have fun safely, distributed Puke ’08 commemorative (not water-proof) bags, and gave each driver a yellow and white target sticker to place on the front of our car with the goal to coax bugs to die as close to the center of the bull’s-eye as possible for the post-run prize. We separated into our assigned groups. Steve took the visiting SOCALM members in his group so he “could keep an eye on them.” My group’s fearless leader was none other than our new SDMC President, David Streeter, with his wife Kari as his Navigator and Communications Officer. With Ted “Curmudgeon” Kessler and Jackie in the

Sweep Car, Bruce and I took up position in the middle as the radio relay car. This was perfect for Bruce since his second favorite thing to do on a run is entertain us over the CB radio. Besides, who needs a navigator when you’re being led by your President. As the third group out of the gate, we switched our radios to channel 20 and headed out on the north-bound run at around 10:40 a.m., resetting the trip meter at the first traffic light.

The traffic signals were good to us, Bruce shared a couple of jokes (some people got them), and we soon found ourselves making our way past the casinos while the OTMs (other than Miatas) dropped out as we approached the turn-off to the South Grade Road up to Mt. Palomar. If you’ve never been on this road, just envision your small intestine as the road, tossed onto the mountain face. I knew this would be my biggest challenge of the run, and was thankful I was going UP the hill. David and the front cars hit the turns fast, and I worked hard to stay up with them, without much success. I found myself overshooting a few tight turns, and running at higher revs than I was comfortable with. After a couple of white-knuckled moments, cruising past the kamikaze motorcyclists who were stopped by the Highway Patrol, and noting the vast wildfire burn areas, we approached the peak of the mountain. At my request, Bruce gave me some good recommendations to smooth out my driving for the next set of twists and turns.

We queued at the peak, and then our group headed across the East Grade Road and down the mountain. This grade isn’t nearly as wicked as the South Grade, but the turns are still challenging. Again, I worked to keep up with the front of the group and didn’t drive the turns as smoothly as I’ve seen others do it. With a little more advice from Bruce, I was feeling pretty good about the run to this point.

Off of the mountain, Bruce graced us with more words of wit, rattling off a dozen “You might be a redneck if...” jokes. Fewer in our group got those, but Bruce wasn’t deterred; he just tried other jokes. Ten minutes out from our first pit stop, I’m not sure what was more painful: the jokes or my too-much-coffee bladder. We arrived at Dudley’s Bakery parking lot where Highways 78 and 79 meet in Santa Ysabel Valley, finding Steve Waid’s first north-bound group still recovering. After “resting,” we all examined our bull’s-eyes; the bugs were hitting all around our sticker, but none on it. I could only hope that we’d find some bees on the next leg that were attracted to the yellow car.

Leaving the pit stop and heading east on Highway 78 toward Julian, we passed Orfila Winery (with our Club’s Sommelier in my right seat whimpering) and took a right on Pine Hills road, heading into more challenging, narrow roads. Ever the dedicated group, we followed our fearless leader (read New President) without question into virgin Puke Run territory. Kari was obviously no longer navigating or communicating. Once Mr. Prez decided he’d checked

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out enough new terrain, he looped us around a tree stump and back to our charted route – arriving right in the middle of the Daffodil group. Laurie gracefully pulled her Daffodils aside and let us pass by, without too much taunting.

Taking my navigator's earlier advice to heart, the rest of the twisty roads passed under us more smoothly and we soon found ourselves in Julian. We heard positive comments from pedestrians about the yellow car, but when two young ladies mentioned that Bruce and I looked cute in our matching yellow shirts, we knew those shirts would soon become oily rags! Continuing on with mostly empty mountain roads, we passed Menghini Winery on Wynola Road (more drooling by the Sommelier) and were soon back at Dudley's for our final pit stop. Still no bugs on the target! Where are those big suckers!?! The remaining 40 miles were a breeze, except that we got word of an earlier radar trap on the Old Julian Highway that kept us at a safe, gas-sipping speed for awhile. Bruce tried some more jokes, but I really think everyone had their radios turned off at this point. Passing the odoriferous chicken ranch (the G-rated one) and through a swarm of bugs from the cattle feeding areas (finally!), we queued at the Highway 67 traffic light and actually all got across on a single green/yellow/pink light as we headed towards our final destination, Dalton's Roadhouse.

We rolled into Dalton's parking lot right on time at 3:30 p.m. with 157 miles on the trip meter, a few more than planned. Prying ourselves out of the car to check on the target, we were quietly ecstatic to see that a giant bumblebee had fallen in love with our bumper, dead center on the target! Bruce carefully and proudly peeled off the target and submitted it to the judges. Unfortunately, we couldn't wait around to receive our bug target prize, so in our matching yellow shirts we hopped back in the car and headed south on I-15 to home. It was a great day, and I look forward to driving it again next year. (Sorry, Bruce, you'll need a new navigator in 2009, and burn your yellow shirt).

Biggest lesson learned: Wear a hat, not a visor; my remaining hair isn't dense enough to block the sun from toasting my scalp.



Prez Says

Let me take a few moments and remind all members of the SDMC Mission Statement:

"The purpose of the club is to promote the enjoyment of, and enthusiasm for, one of the world's most exciting sports cars: the Mazda Miata."



Owning and driving a Miata is one of life's great pleasures, and adding the company and camaraderie of like-minded enthusiasts only enhances the experience. Won't you join the fun as we enjoy the beauty of San Diego county from the seat of a very special little roadster?"

Having reminded all members of our coveted mission statement, I would again like to invite all members, new and old to plan and host an event.

Sadly, it is a common misconception that a run requires months of planning and has to be equal to many of our Annual Events. This is not the case, all we ask is that you notify the club of your run in time to have it published in the Newsletter and that detailed run directions be provided at the start of the run to earn your coveted SDMC Magnetics.

Every weekend there are several events, even those that are not car related, going on in and around San Diego County. Any of these events would serve as a great destination for an SDMC run.

I know many of us in the club would be more than happy to help anyone plan their run, all you have to do is ask.

It would be a spectacular achievement and my goal this year to help any and all members earn their magnetics and display them with pride at all events.

See you on the next turn, keep your top down and enjoy the ride.

-David Streeter
SDMC President

My Favorite Road

Linda Payne

If you have never done a Search for Madonna, you have missed this special road. If you have been to Madonna and were able to withstand the lure and call of Bruce Lewis's outstanding winery tour, then you have probably experienced this breathtaking little 10 mile stretch of road.

Hwy 229 connects Hwy. 42 with Hwy 58 in the vicinity of San Luis Obispo and Atascadero, CA. This year, we entered off the 42, traveling south and passing through the one-horse town of Creston, CA. After driving about three miles on flat, straight, boring roadway, the fun began. Like the Wild Mouse ride at the fair, the road snakes and wiggles over hill and dale. Nicely banked turns and bouncy hills bring out the race car driver in me. Switchback turns and bunny hops kept my passenger holding on for dear life and yelling "Yippee" from time to time.

If you've been looking for a reason to join Steve and Laurie in their on-going Search for Madonna, the chance to drive this road may be just the incentive you need.

The Creston General Store
Photo by Linda Payne



A Grabber Orange Shelby Mustang poses with the Miatas at the Madonna Inn. A new statue of Alex Madonna graces the grassy area behind the parking.

Photo by Steve Vannatta (Owner of the Mustang and long-time Waid family friend)



Search for Madonna 2008

Either I'm the first person to get all the bugs off the front end of my car, or everybody else is still stunned by all the magnificent driving we got to do whilst Searching.

Short version: We found Madonna. <grin> No, actually: <really, really BIG grin> Everybody in the club needs to do this run once. At least.

Long version is coming soon (maybe I can be goaded into writing a newsletter article?), but I just wanted to be among the first to give a hearty "Well Done!" to the Waids for not only leading this grand adventure, but putting up with the cold and mis-adventures that, in a lesser club, otherwise would have derailed things and caused massive grumbling (not that this didn't, but everybody braved the smoke for the annual Quatro de Mayo picnic, complete with Chinese food. And I figured out why Mark was honking on the Sunday run in Morro Bay. Steve took a wrong turn! <LOL> I even have that on video!!!

BTW, we found an awesome restaurant down on the waterfront in Morro Bay called The Galley where we had lunch on Sunday. See here:

<http://www.galleymorrobay.com/>

And was it just us, or did the tap water at the Inn outshine even our beloved San Diego's Finest in the "this has enough chlorine to kill an elephant" category?

-- Carl (and Cheryl) Kuck who now had a car that has to be at least several pounds lighter w/ o the layer of insects on the front.



Global warming? Not at Santa Margarita Regional Park on Sunday, May 4, 2008, as Searchers try to warm up around the fire. After a beautiful day of driving, the SLO Miata Club hosted a picnic at the Park expecting warmer weather. We had a great time, but it took a little while to thaw out back at the Inn during the room hopping. Left photo: Mark and Cathy Booth, David Streeter and Lisa and Mike Schwartz wait for food!

Photo by Laurie Waid

Membership

As of May 18, 2008 there are 217 memberships (71 single, 146 dual) and a total of 363 members.

Welcome to newest memberships - 4 since the April newsletter.

Michael & Chikako Sherbo	Poway	2000 Silver	lab@sfifoundation.com
Volkan Yelkevan	San Diego	1992 White	vyelkevan@yahoo.com
Robert Heaslet	San Diego	2003 Classic Red	rheaslet71@san.rr.com
Jeff & Barbara Nowell	San Diego	2005 Nordic Green	californianowell@sbcglobal.net

Our Mission

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Let's have fun driving our Miatas!

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 res-

taurant, 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,
June 26**

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 \$10 each for badges with safety-pin closures, or \$11 each for badges with magnetic fasteners. Prices include shipping to your home.

Sue Hinkle 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.

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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.

Coming Events

Twilight Fun Run

Saturday, July 26

3:30 p.m. for a late lunch, Driver's Meeting starts promptly at 4:45 p.m.

Meeting Place: Albertson's/Target shopping center in Rancho San Diego (El Cajon)

Mark & Cathy Booth, (619) 670-3789, [E-mail Mark & Cathy](mailto:Mark & Cathy)

This is a very LEISURELY ride along some of San Diego's most scenic East County roads. What makes this one different is that we do it during the late afternoon/early evening hours. You know, that special twilight period when the hot summer day slowly gives way to a comfortable summer evening!

The driver's meeting will start PROMPTLY at 4:45 p.m. There are no food stops planned along the run route. So you won't go hungry, arrive early (3:30 p.m.) to get a late lunch at one of the many restaurants available in the shopping center (TGI Fridays, Carl's Jr., Submarina, etc.). The run will finish back near the starting point at approximately 8:45 p.m.

Directions to Meeting Place: Take your favorite route to get to Highway 94 east. Continue on Highway 94 into La Mesa. (Watch those signs carefully, Highway 94 east merges off to the right a little past Lemon Grove Ave.) Stay on Highway 94 east all the way into Rancho San Diego. The Albertson's/Target/TGI Fridays shopping center is at the corner of Highway 94 and Highway 54 (Jamacha Rd.). There is a Mobil gas station in the same shopping center.



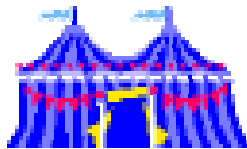
Miatas @ the Fair

NOTE: Advance sign-up is required - contact Steve Waid to get on the list.

Wednesday, June 18th, Saturday June 21st, and Monday, June 30th

Meet: Albertson's parking lot East side of the Freeway on Via de la Valle

Time: meet @ 8:15 AM Cruise together to the fairgrounds @ 8:30 AM



Want to go to the fair for FREE? Here's your chance. SDMC has two dates when members who agree to display their cars between 8:30 AM & 3:00 PM get into the fair for FREE. 5 to 8 cars each day.

Contact: Steve & Laurie Waid (760)432-0727
San Diego County Fair info: <http://www.sdfair.com/>

Greatest Show on Turf

Saturday, June 7

7:00 a.m. for registered Miatas 9:00 a.m. to 2:30 p.m. for the show

Meeting Place: Balboa Park, grassy areas between the Hall of Champions & Park Blvd.

Cost: \$25 to benefit the San Diego Automotive Museum and Car Club Council

Contact: Steve Waid swaid@cox.net

CRUISIN' GRAND ESCONDIDO

June 6 (and First Friday of each month from April through September)

6 PM - Meet at Tom's #23 in Escondido for dinner

7 PM - Leave Tom's to cruise Grand



Meeting place: Tom's #23 in Escondido
Contact: Steve & Laurie Waid swaid@cox.net

Each Friday night from April thru September Escondido hosts a Hot Rod show on Grand Ave. SDMC traditionally visits the shows on the first Friday of each month. We meet at Tom's #23 for a quick dinner, then cruise down Grand showing off our Miatas and then park to walk around, view the cars, and perhaps do a little shopping/eating. Here's a link to more details about Cruisin' Grand: <http://www.hotrodscustomstuff.com/GrandAve0502-1.html>

The San Diego Automotive Museum's annual Car Club Council Car Show. If 10 or more Miatas participate, the Museum will include a special class (trophies!) for Miatas!

Important Note: This is a "Pre-Registered, On-Line Registration Only" show! The show is limited to 400 cars total and you MUST pre-register.

ALSO NOTE: All registrants must provide a fire extinguisher in their vehicle.



Member Discounts

Many 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 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.

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

Good-Win Racing LLC. Miata intakes, exhausts, shocks, springs, & goodies from Racing Beat, Moss, and more. 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. 303-730-6060.

Langka Corp. Guaranteed paint chip and scratch repair system. Cleaning, detailing, and restoration products. 800-945-4532. 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. 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.

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 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: 15% 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. Discount: No connection fee.

Coldwell Banker Real Estate. David T. Bryan, Realtor. 619-334-4625. 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.

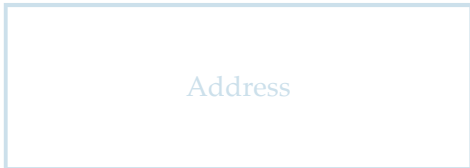
Rosin & Associates. Attorneys at law. Accidents, insurance issues, general civil law. No recovery, no fee. Anita Rosin, anita.rosin@rosinlaw.com. 619-543-9600. Discount: 10% on attorneys fees.

Classifieds

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.

Your ad could be here!

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. Ads will run for four months unless canceled, and may be revised and resubmitted.



June and July Events

DATE	EVENT	TIME	MEET	CONTACT
Friday 6/6 AND 7/4	Cruisin Grand Escondido	6:00 Eat 7:00 Cruise	Tom's #23 505 W. Fifth Ave (5th and Center City) Escondido	Steve Waid swaid@cox.net 760.432.0727
Saturday 6/7	Greatest Show on Turf	7 am	On the Lawn near San Diego Auto Museum Balboa Park	Steve Waid swaid@cox.net 760.432.0727
Thursday 6/26	Monthly Meeting	6 PM to eat 7 PM meeting	Boll Weevil Restaurant 9330 Clairemont Mesa Blvd., San Diego (between I-15 and SR 163).	See Page 7
Wed. 6/18 Sat 6/21 Mon 6/30	Miatas @ the Fair	8:30 am	Albertson's just east of I-5 at Via de la Valle near San Diego County Fair	MUST RESERVE call Steve Waid 760.432.0727
Sat 7/26	Twilight Run	3:30 PM	Albertson's/Target Shopping Center Hwy 94 and Hwy 54	Mark & Cathy Booth, (619) 670-3789