



# TWISTS & TURNS

*Back to school  
edition*



*The newsletter of the San Diego Miata Club*

**Volume 15, Number 7    Sept. 2010**

## *Main Street America Recap*

**by Gene Streeter**

One of the things the Corvette Owners Club of San Diego (COCSD) does exceedingly well is organize and execute their annual charity car show at Embarcadero Park. It might be argued its members are more adept at their promotion and parking plans than at negotiating the severe turns of K1 Speed's carting course, but that's another story entirely.

Apart from the storied historical significance of the Pebble Beach Concours, the Embarcadero Park setting is a venue every bit the equal of its other August sibling – fabulous ocean vistas, mature trees providing welcome shade, manicured green turf undulating with the mounds and swales of the landscape. The weather was Chamber-of-Commerce picture perfect, clear azure skies dotted with private and commercial aircraft, even the SDMC logo kite being flown by Rick “kite dude” Spurgeon. San Diego's adjacent “Big Bay” was punctuated by the sparkling-white sails and sleek, multi-colored hulls of yachts and every variety of watercraft. And yes, there were squadrons of the obligatory sea gulls that live in both dimensions, threatening everything below their cruising altitudes.

That Sunday, August 8, was the perfect day at the perfect venue for the display of nearly 400 automobiles of every era and description; they arrived and were strategically staged by approximately 70 volunteers, an organizational effort that Surf 'N Safari Chair Sue Hinkle seeks to replicate mid-October. Unlike the renowned Pebble Beach show, very few vehicles were trailered-in, an approach all of us can embrace and applaud. Veteran show-goer Art Hamilton was the first SDMC member to arrive; rumor has it Art was bivouacked on a park bench overnight so as not to miss any of the action. Alan Kagan was the other NC-owning bookend, barely arriving prior to the curtain going up, but equally prepared to dazzle.

Reminiscent of nearby Coronado's “tent city” roots, the SDMC faithful erected three canopies end-to-end; some likened the resultant structure to a Native American longhouse, made all the more believable with Chief Steve Waid ensconced at one end, with the balance of the tribal elders arranged around him and wife Laurie. Very few sat cross-legged on the grass, preferring the comfort of “canvas” sling chairs. While snacks and trinkets were exchanged, there is simply no truth to the rumor of a pipe being passed among the faithful. No, we didn't increase the tribe's participation over last year's, dashing any hope of taking the coveted Club Participation trophy.



*Continued on Page 4*

Photo taken by Mark Booth



## President Steve Waid

### Why a Surf n Safari?

When I sit down to write each month's President's Message I try to use recent events as the launching pad for my thoughts. For August I decided to wait until I had been to MiataFest and SOCALM's

20<sup>th</sup> Anniversary Celebration in hopes of inspiration. As it turned out there was a lot to consider.

As I walked around MiataFest and experienced what was happening I kept asking myself "I wonder why Mazda did this?" After all, many of us went to MiataWorld II in May of 2009 which was billed as the 20<sup>th</sup> Anniversary Celebration of the Miata. So, what was this?

I could easily see what the SOCALM celebration was. It was exactly as billed! The banquet Saturday night was SOCALM re-visiting the 20-year history of the club. SOCALM members enjoyed seeing the past presidents and hearing some stories of how SOCALM began. There was even the mention of the birth of SDMC as a part of the history, as we are their sister club. We were born from SOCALM back in 1996.

But, why MiataFest? Outside of the heat, and fortunately even that wasn't as bad as the two preceding days, MiataFest was very enjoyable. The Miata "Dream Team" was there together and was available to everyone. Concept Miatas and Miatas of significance were present for everyone. But, Why? When ever something is done on this scale by a corporation I always ask the questions; Why? and how will they measure success? Did they achieve their goals whatever they were?

As I wandered around asking these questions of whomever would listen to me, I came away with an answer. I don't know if this is The answer, but it is an answer. Mazda is trying to bring younger buyers into the fold of Miata enthusiasts. They think that today's Miata enthusiasts are older and want to see younger enthusiasts brought into the fold. My assumption is that they see this as a way to also sell more Miatas. Otherwise, why care?

Why do I consider this worth writing about, you might ask? Because Surf n Safari 2010 is coming up in less than three months, and I think that it is important for our event to pass the same tests. Why is there a Surf n Safari? How will we measure success?

First let's do some comparing to MiataFest and SOCALM's 20<sup>th</sup> Anniversary Celebration. We don't really care if Mazda sells more Miatas to younger people. At least Surf n Safari doesn't care. We aren't celebrating any anniversaries or birthdays like SOCALM did. So here it comes ... wait for it ... are you ready? It is exclusively about FUN!

We have, in 1999 and 2004, put on two tremendously fun and entertaining events. They were recognized as top quality by our members, and people from elsewhere around Miatadom. We were proud of what we delivered, and the results were successful measured against the three criteria that we had established to describe success.

1. Our members must have fun.
2. Others who attend must have fun.
3. SDMC must look good.

Surf n Safari 2010 has the same purpose and goals.

Something else that Laurie and I recently experienced also has inspired me. We sat down after getting home from MiataFest to fold, label, stamp, and mail the July newsletter. Even though it had been posted to the website we still mail about 130 newsletters. In our assembly line style of tasking, my job was to fold and put the mailing labels on. Each time I pulled a label I would read the name(s). While doing this one of us would occasionally say, "I haven't seen them in a while," or "he's weird" (and you know who you are), or "I don't know who that is." And that got me thinking. These newsletters represented about 35% of the memberships, and there were several that we don't know. That means there are even more than we read from labels.



*Continued on Page 4*



Photo taken by Mark Booth

## ***September 1995 – 15 Years Ago***

The club wasn't formed yet (1996), so there was no newsletter.

## ***September 2000 – 10 Years Ago***

SDMC president Elliot Shev hyped the upcoming Surf'n'Versary to commemorate the one year anniversary of our club hosting our first regional event, Surf'n'Safari from October 7–10, 1999.

Other board members were: Sal Causarano, vice president; Barb Templeton, secretary; and Mike Shack, treasurer. Membership was handled by Dave Martin and Gale Chan, events by Geri Causarano, our website by Robert "JTBob" Holland, club regalia by Paula Kennison and Rosalind Scott, and Anthony "NevadaBob" Wilde was our newsletter editor.

Other upcoming events were the MDA Telethon and Fun Run, SDMC Cruises Grand Ave. Wheels 'n' Meals, a tech day at the home of Chris and Greg Maiser, and the Cajon Speedway Train Races.

As of August 21, 2000, there were 324 memberships (139 single, 185 dual) for a total of 509 members.

The newsletter featured a great article by Joe Kramer, alias Sir Nigel Conan Leif RSBNG (Real Smart British Nature Guy), about Mark and Cathy Booth's San Diego Twilight Fun Run held August 5. A total of 82 Miatas participated in this still extremely popular run.

Also August 6, 2000 was the first-ever Dromo One Indoor Karting Event. SDMC drivers Jon Martinez, Jeff Holladay, Ron Boss and Neal Howland competed against a team from SoCALM. Needless to say the good guys beat the team from the Evil Empire.

Wally Stevens related how he put a Miata 6-speed transmission in his M1 (NA) Miata. The gurus at Dennstedt's Auto Repair, Larry and Rocky told Wally, "just buy it, and Rocky and I will find a way to make it work." Wally did, and they did, and Wally was the proud owner of a one-of-a-kind 6-speed original body Miata.

Anthony "NevadaBob" and Voodoo Bob Krueger authored an article on using the right tools on your aftermarket wheels. A Craftsman socket and breaker bar was deemed to be a great \$20 investment.



*Continued on Page 5*



## Main Street America Recap *(cont.)*

**W**e were given a more prominent location, however. Instead of being at the extreme southern end of the park, we were displayed just past the main entrance, and adjacent to the much-larger Corvette nation. Deposed President David (and Kari's) Miata was displayed near a fork in the pedestrian paths and nearest the retail shops just a few yards short of a psychic's preferred vendor location. Even the psychic was surprised by how well-prepared Greg and Mandie Lee's strato blue NB was when they arrived. Greg erased all the accumulated grime and oxidation in the days leading up to the event; the interior was so inviting that an onlooker even performed a behind-the-wheel test fit before being politely ushered out of our compound.

A "People's Choice" voting format for best-in-class Miata left always-meticulous Mark Booth vowing to bring more bling to the next competition, as the voting public succumbed to the be-jeweled NA engine bay of neighboring SoCALM tribal member "Fred" for 1<sup>st</sup> place in the Miata class. Perhaps the charm of the movie CARS eyeballs window shade and Cathy's perfect preparation wasn't enough to compete with all that chrome. Like many others, I was doing my very best to review all the vehicles displayed and vote my preference in each of the twenty-six different classes - a tall order

in just a few hours.

President Steve remained captivated with the low-rider contingent as well as all things yellow. The low-rider vehicles, in all of their iterations from 1940's sedans to 1980's hardtops were present in large numbers; most showcased hydraulic-actuated suspensions and many sported exotic paint and graphics. Part of the entertainment was in watching these vehicles leave the park bouncing on their front wheels or balancing on two or three wheels at a time. His yellow fixation was encouraged by a fully-restored 1960's vintage Wankel-engined DKW, a sub-Miata sized convertible once built in Germany. Its owner was admittedly "car crazy" about DKWs and the evolution of the rotary engine design into a



dependable and powerful engine under Mazda's stewardship.

I could rattle on, and on; you know I'm capable. If you first tackled my mini-treatise on collector car auctions, you can properly forecast my closing comments here – car shows stoke our automotive passions, provide a venue to appreciate others' efforts and keep alive the love affairs between us and our cars. Gorgeous automobiles, many steeped in history, combined with a perfect setting, and interesting people – what's not to like?

## From the Pulpit *(cont.)*

Surf n Safari is like a cruise, without getting seasick. There is the resort atmosphere; the food, entertainment, and lots of driving opportunities. Like a cruise, you can try to do it all or just sit back and enjoy the resort and food. It is a great way to enjoy yourself and also plug into the total Miata experience. I encourage all of you casual members (those that I don't know) to consider trying this mini-vacation with Miata people. If you have been reluctant to get involved because you met "Mr. Weird" at your first Miata meeting, remember that my experience has been that most of us are not weird. Give it a try! What have you got to lose, other than a few dollars? OK, so it's more than a few dollars. In two previous Surf n Safaris no one has said to me afterward that they didn't get what they paid for.

So, those were my most recent inspirations. Like Tom Matano says ..."Always Inspired!"

See you around the next curve.

## Looking Back *(cont.)*

Kevin Lakkis, an SDMC member who worked for Toyo Tires, announced that the favorite tire of Miata drivers, the Toyo Proxes T1-S, was now available in a 14" size.

Mary Ann Wallner was beginning to accept reservations with a check for the 2000 Club Holiday Party which was to be held at the Harbor Inn at the Naval Submarine Base on Point Loma on Sunday, December 17, 2000.

Voodoo Bob Krueger was selling his Canon A-1 35mm camera outfit – with everything in nearly-legendary condition.



### ***September 2005 – 5 Years Ago***

SDMC President Sue Hinkle related the complete history of the Miata in anticipation of the debut of the Third Generation MX-5 (NC) 2006 model.

Other board members were: Jerry Boster, vice president; Brenda Kay, secretary; and Jason Brent, treasurer. Membership was handled by Laurie Patton and Judy Ryan, Mark Booth was the event's coordinator, Bob Kleeman was the club e-mail postmaster, Dan Garcia the webmaster, club regalia was handled by Veronica Didier, Linda Payne, and Sandra Boelter, and the newsletter editor was Eunice Bauman.

Upcoming events were Cruisin' The Grand in Escondido, Miatas at the Getty Museum, and a Zonies Infestation - the Sahuaro Club from Arizona was coming to "play" in North San Diego County for a long weekend.



As of August 19, 2005 there were 277 memberships comprised of 101 single and 176 dual, and a total of 453 memberships -- a 10% decline from five years earlier.

Tech editor Scott Lewis had an article on the care and maintenance of the plastic rear window, which if it was too far gone would require replacement.

Elliot Shev and Anthony "NevadaBob" Wilde supplied the answers to their Hawaiian adventure quiz. Both had attended the New MX-5 Global Enthusiasts event on the island of Hawaii.

Bruce Lewis wrote about the first annual "Run to the Hills and Summer Picnic" attended by 100 SDMC members on the previous July 24<sup>th</sup> at Simpson's Nursery in Jamul.

Mary Clark wrote an article about Rainer Mueller's Stellar Event -- a trip up Palomar Mountain to get a behind the scenes tour of the world famous observatory in which "at least" 34 Miatas participated.

Mary's husband Larry described "Doing the Drive-In," Bruce Lewis's "Debbye Does the Santee Drive-In" event. The run included a dinner at Poway's Chicken Pie Diner. This year's movies were "The Dukes of Hazard" and "Charlie and the Chocolate Factory." Oh yeah, Debbye is Bruce's better half.

Robert "JTBob" Holland was selling a 1992 viscous limited slip differential including half-shafts and driveshaft for just \$50 and a Racing Beat style bar for an additional \$20.

## Upcoming Event: Ferris Bueller's Day Off



### FERRIS BUELLER'S DAY OFF PART DEUX

As indicated on the SDMC event calendar and as announced at our August monthly meeting, Ferris Bueller's Day Off rides again September 24, in conjunction with Steve and Laurie Waid Event Productions.

Coinciding with the weekend-long Coronado Speed Festival goings-on, Ferris will be painting the town Ferrari red as an appetizer to the vintage racing's main course. (Ahem.) President Steve's official challenge "can you do it all?" was accepted by many of the die-hard fans in attendance.

#### You might need a little Ferris

While Ferris's questionable (both for laugh content and political correctness) stand-up routine the night of the meeting was interrupted by multiple hecklers, those in attendance experiencing the initial Ferris Bueller event (August, 2008) testified to his being a "righteous dude." Ferris was later seen conferring with comedy writer Daryled Bristol, who opined "it was probably just your delivery ... the material was fine. Maybe you oughta stick to Danke Schoen and such."

And maybe all of you should start working on your absence excuses ... you know the ones the boss hasn't ever heard before. The day's events begin unfolding at 8:30 to 9:00 AM, when we meet at Mazda of Escondido. If you miss breakfast, no worries; we'll have you covered with coffee and breakfast goodies. We'll have a brief driver's meeting and depart at 9:15-9:20; please don't be late because you'll have no idea where to connect with us.



It was announced that kart racing at K1 Speed is on the agenda. Why? The deal struck with Waid Productions had me guarantee President Steve another opportunity to beat his BFF Steve Vannatta at kart racing, at anything. Or is that anyone? Anyone? No matter, the rest of the day will unravel as Ferris attempts to enliven best friend Cameron and better friend Sloane. Haven't seen the movie? You might want to for the clues and the entertainment value.

***"Life goes by pretty fast. If you don't stop and look around once in a while, you could miss it."***

***- Ferris Bueller***

Bonnie and I are calling this over-due remake "part deux" because it sounds so French and sophisticated, but realize that plans to produce a Ferris Bueller movie sequel never quite got off the ground. Most of the key actors were willing to reprise their original roles, provided John Hughes directed the effort. Problem was, the script was written by someone other than Director Hughes; all through his career, he only produced the movies where he authored the script. Most of you know he died last year before the negotiations could get serious.

Feel challenged to join us on Friday, September 24

# MX-5 Miatafest celebrates 20 years of Mazda roadster

*Published in the Orange County Register, July 19, 2010*

**by Matt Degen**

If you love Miatas, there was only one place to be this past weekend: At Mazda's R&D facility in Irvine, where hundreds of MX-5 roadsters and even more of their passionate owners and admirers were celebrating the inaugural MX-5 Miatafest to coincide with the car's 20th anniversary.

Along with cars from all three of its generations was a gathering that made the event even more special: Some of the guys who designed and engineered the car two decades ago in Irvine.

Tom Matano, Bob Hall, Mark Jordan and Norman Garrett were all on hand at the event to reflect on how they came about creating what was a radical car at the time: a back-to-basics roadster that aimed to be sexy, fun to drive and affordable — and one made in Japan, not Britain.



Photo taken by Mark Booth

While the men are now doing other work

(Matano is an executive director at San Francisco's Academy of Art Institute and Hall works for Proton in Malaysia, for example), they all returned to Irvine for this special occasion.

More than a dozen Miata clubs and owners from all over the U.S. showed up for the event, the first of what could be an annual gathering, said Kim Neal, who works in marketing at Mazda and helped organize the event. Pretty impressive, considering the whole thing came about via word of mouth among Miata enthusiasts.

About 300 cars were on display in all at the event, which also featured a panel discussion with the designers, tours of the design center and vendor displays.

Talking about the years in the 1980s leading up to the official 1989 introduction of the Mazda MX-5 Miata, Jordan said, "We just wanted to build the car for ourselves."

The Miata debuted as a 1990 model and, even three generations later retains much of the look, simplicity and sheer driving joy as the first models. (Regular Auto Motion readers know I myself own and cherish a 2000 model, despite a pesky check engine light that has — sigh — illuminated once again.)

The Miata has been dubbed the world's most popular roadster, and is closing in on total sales of 1 million vehicles.

For the Irvine team that originally dreamed up the Miata, the car was much more than just another consumer product, said Garrett, who is now a consulting engineer in Atlanta.

"We wanted it to be special," Matano said over lunch. "We put our thought and passion into it."

Of course, back then Mazda's presence in the U.S. and North America was much smaller. Instead of having the glistening white complex that is now the R&D facility on Red Hill Avenue, the Miata team was working out of a tent and other temporary structures at the site.

*Continued on Page 8*



## MX-5 Miatafest celebrates 20 years of Mazda roadster (cont.)

In fact, in addition to designing the Miata, Matano also helped design the very building where we were sitting, which opened in 1988.

"We were doing everything at that time," Matano said with a laugh.

He, by the way, still drives a Miata, his sole car in San Francisco. His is a 1996 M edition with gray interior.

Matano isn't the only one with an affinity for those first-gen (1990-1997) Miatas.

Jordan, who also worked on the design team of the original Miata, says they still stand out in his eyes.

"I still prefer the first design," he said. "When the second generation came out (in 1999), it seemed so fresh."

But now, Jordan said, after two decades, the original MX-5 Miata "has grown fresh to me again."



Photo taken by Mark Booth

## Twilight Run Recap

by Mark Booth

Wow... what a terrific turnout! The official count (at the top of Mt. Laguna) was 69 Miatas and 3 OTMs. That's up substantially from last year. Cathy and I very much appreciate the continued support for this simple and easygoing fun run!



Photo taken by Mark Booth

A big thanks to Tom Thompson for doing an excellent job as sweep!! When there are that many Miatas (and we're trying so hard to keep them all together), it puts extra pressure on the sweep car. I think we owe Tom a steak dinner! :)

I took a few photos and I'll post those in the next day or so. I also shot some video with a trunk-mounted camera but, unfortunately, an early look at that looks like it didn't turn out too well. The camera was twisted and we are all driving a little bit sideways.

Again, our thanks to everyone that took a few hours out of their day to share some of the San Diego backcountry roads with us! Of course, we'll do it again next year! :) If you want to mark you calendars now, the 17th Annual Twilight Fun Run will be on **Saturday, July 23, 2011**.



"There will be lots of driving events happening during Surf 'N' Safari '10. On Friday, there will be a morning and afternoon drives to the historic mining town of Julian. There will also be morning and afternoon drives to Palomar Mountain and the famous observatory. Both of these drives will include some of the twistiest roads in San Diego county. And, of course, there will also be the aforementioned drive to K1 Speed for go cart racing.

The big signature driving event for SNS '10 will be the Surfin' San Diego Rally on Saturday! I am on the planning committee for the rally and it is shaping up nicely! The Surfin' San Diego Rally is not a time/speed/distance rally. Rather, it will be a sightseeing adventure along San Diego's coastline with planned stops at various points of interest. The rally will emphasize the "surf" aspect of Surf 'N' Safari. Participants will find themselves searching for answers to the various rally questions and having a great time doing it! A veritable magic tour of some of the best things San Diego has to offer. If you're looking forward to coming to San Diego to see the ocean, you will NOT be disappointed.

One thing is for sure, a fun time will be had by all! Participants will end the day having seen or visited a tremendous and diverse selection of San Diego scenery and landmarks. Then we all get together for the big Saturday night banquet, where the rally winner(s) will be announced. And, of course, fantastic rock and roll entertainment by the Cat•illacs!

**Registration closes on September 15! So, you've only got about 2 weeks of procrastinating time left! Put on your favorite Hawaiian shirt, grab your board, and drive on down to San Diego for Surf 'N' Safari 2010!"**



## Solo Road Trip

by Dan and Chris Garcia



*Roaring Falls - Kings Canyon N.P.*

Ever have one of those times when you just need to get away? Well, Chris and I had reached that point on June 3, after a few weeks of houseguests and family gatherings. So the day after our son and his family departed, we packed our Miata (Mia) and went on a five-day, 1400-mile road trip, with very loose plans on where we were going.

We just knew we were headed toward Yosemite and Sequoia National Parks. We did want to visit some friends we made on the Coastal Run who live in Oakhurst, near Yosemite, but just couldn't connect, what with our busy retired schedules!

## Solo Road Trip *(cont.)*

For some unknown reason, I decided to head up I-15 toward Mammoth. I soon realized that we were retracing the first leg of the Coastal Run back in January, so a stop at the Route 66 Summit Cafe was a must; thanks Steve Waid for the turning us on to this place. The steak sandwich was delicious!

Just a few miles south of Bishop, we saw a sign pointing to cabins and a hot spring. No cabins were available, but the soak was sure welcome: 360 miles of tension gone. We then enjoyed a light dinner and a comfortable night in Bishop, the first rather boring day behind us. We were now ready for some good mountain roads. Oh - the smiles were starting to show.

After breakfast, we headed toward Mammoth and soon found ourselves driving around quite a bit of snow; it sure felt good. Stopped for pictures and Chris wanted to collect some beautiful pine cones. This is where we got our first taste of mountain roads and no traffic. Wow, the smiles were really getting big now. Our plans were to head into Yosemite by way of Tioga pass, but it was still closed, so I headed up to the first pass that was opened, which turned out to be Highway 108 and a blessing.

We had never traveled this highway before and man, what a great lightly traveled twisty road! Mia was straining for air at 9600 feet with those 26% hills on 180 degree turns, but of course no problems. It was getting rather chilly with the 5-6 foot snow banks. I don't know about Chris, but I was looking like the Cheshire Cat. The down side was just as fun. We spent the night in Sonora, poised to tackle Yosemite the next day.

We traveled to a less visited part of Yosemite - the Hetch Hetchy Reservoir. The dead end road proved to be another Miata-made route. Some parts with no center lines and many curves on the side on the mountains - great looking ahead for other cars. This valley is beautiful and the water falls and rivers were raging!

Enjoyed lunch under the pines with perfect weather, then on to the main valley. Again, the falls were raging, but so were the people and cars, we only made one stop to soak our feet in the Merced River, then moved on to Glacier Point, where we once again enjoyed the coolness of snow on the banks, Half Dome and the valley.

On our fourth day, we made it into Kings Canyon National Park and, in my view, the best part of the trip. We went



*Driving between two redwood giants - Sequoia N. P.*

from the visitor center all the way to the end of Route 180, a 72-mile round trip. This route is lightly traveled, and boy what views and what a mountain road. Perfect, especially coming up out of the canyon, even the few cars would get out of the way when they saw a little tops-down roadster racing up from behind.

While down in the canyon, we took a tour of Boyden Caverns and stopped at two waterfalls that were roaring, as was the Kings Canyon River! We visited Hume Lake, just outside the park, which brought back many good memories, as we spent family time playing in the lake several years ago.

On through Sequoia National Park, enjoying the snow and giant redwoods. Spent our last night in Three Rivers, then home with the top up just before we hit Route 99 and I-5. Yes, we had the top up. You see, after four days, I just had too much sun; besides we do not enjoy

freeway driving. So, we turned on the A/C and listened to our iPod. I knew the trip was a blessing by this time, because even I-5 was kind to us - we slowed down to 55 MPH only twice for very short distances. Most of the time I was cruising at 75-80 MPH.

The moral of this story: a Miata road trip can and will do wonders for the soul! Our souls are rested and at peace and waiting for the next road trip!



*Route 108 Sonora Pass - just north of Yosemite N.P.*

I felt like a club reporter when our esteemed Editor dispatched me to the Barrett Jackson Collector Car Auction in Orange County the last weekend of June. A writing assignment and I get to ogle collector cars all day? Want a sample? Try this link. [www.barrett-jackson.com/events/orangecounty](http://www.barrett-jackson.com/events/orangecounty)

Apart from being fodder for Speed TV's endless re-runs of the various Barrett-Jackson auction events, the Orange County Fairgrounds venue lent a carnival atmosphere to the four day event. There was a Ferris wheel (no relation to my alter-ego), oversize "circus" tents, numerous concession stands, even carnival barker types hawking their wares and services.



That same atmosphere spilled over to the attendees themselves, where cosmetics and medical science converged to preserve and enhance some of the species, and not unlike the automobiles themselves. Certainly there were "survivor cars" in attendance, but most were massaged, reconditioned, or rebuilt. For the uninitiated, there is an entire jargon that applies here. Frame-off, or rotisserie restorations, numbers-matching, resto-rods, pro-streeters (again, no relation and despite what you're thinking), tribute vehicles, and provenance (where the current or previous owners were celebrities, icons, or automotive legends.) At times, the collector car auction scene is viewed as little more than a spectator sport, a rich man's hobby. Or, even more cynically, an opportunity for well-heeled patrons to

trot out their award-winning cars, polishing both their lustrous finish and egos at the same time. Rarity and desirability certainly drive the bids higher and higher; some of these vehicles are the very DNA of our automotive dreams. I have yet to meet a serious car enthusiast from the Baby Boomer generation that hasn't lusted after a Cobra, for example. Rare examples of which have commanded prices north of the million dollar mark; dreams, indeed for most of us. But it's also true that these events preserve a heritage and culture that all of us can connect with. If you've toured the Peterson Museum, and I know many of you have, the exhibits and narrations provide wondrous insight into our car culture and our efforts to maintain an "individual" stance in a sea of mass-produced autos. Barry Meguiar (head of the company that supplies all manner of car cosmetics) sums up this connection to the car hobby as "passion." It's what we do for entertainment, it's how we identify ourselves, it's even how we fulfill members' expectations of a car club. There is beauty in mechanical things that function well and dependably – ask any number of SDMC folks that wrench on their own cars; there is artistic beauty in a cohesive design, purposeful lines, a pleasing profile, and in the color – ask Bob Hall, or Tom Matano, or Mark Jordan, three of the guest speakers at the recent MiataFest 20<sup>th</sup> Anniversary celebration in Irvine and largely responsible for the birth of the Miata. There is also beauty in the vehicle's presentation, highly-polished paint, gleaming metal surfaces, and lustrous vinyl, rubber, and leather – ask Mark Booth, Tom Thompson, or President Steve's hired detailer.

The collector car hobby might miss the mark entirely if those involved didn't drive their prize possessions. Those of you who've toured the Nethercutt Collection remember that these wondrous cars are driven on public roads. I once enjoyed a very special shop tour and meeting with Jay Leno's favorite Duesenberg restorator, Randy Ima. Even though Leno barely blinks at the multi-million-dollar work invoices, Randy's primary complaint was that Jay would drive the car hard enough to "burn" or tarnish the otherwise perfect exhaust components just prior to a Concours showing.





## Collector Car Auctions – What's the Attraction? *(cont.)*



Any doubts that Jay Leno isn't the ultimate car guy should be dispatched when [My Classic Car](#) host Dennis Gage spends hours with Leno each television season with Jay servicing, driving, even thrashing his automotive menagerie.

Every year that safety standards become more stringent, fuel economy minimums get ratcheted upward, and the impact on Mother Earth is expected to be lessened makes the pursuit of individuality more difficult; and the threat to the car hobby and its various passions more real and evident. It's not as if our government is trying to outlaw personal transportation, per se, but

the automobile and its various iterations of motorsports are feeling the pinch.

Noise restrictions, fuel economy mandates, carbon footprints, and occupant/pedestrian safety concerns are conspiring to alter our American way of life and motorized freedom. (Yes, I recognize the distinction between electric motors and the array of petroleum-powered controlled-explosion powerplants...it's a figure of speech.)

Car shows and collector car auctions may well be one of the best ways to fire the passions of our automotive culture; a last hurrah of sorts for the coachbuilders and customizers that pander to our automotive fantasies.

Jerry Standefer once observed in this very publication (Nov. 2006 Editor's Column) that Miatas may not make good collector cars because they were produced in relatively large numbers, didn't cost a king's ransom (before making your way to the F&I office, anyway), and their owners are simply bent on driving them. Will slowly-shifting perceptions about Japanese cars ever becoming classics lead to our Miatas becoming sought-after investments and trailer queens?

We don't need to answer that question here and now; we should just appreciate what the collector car hobby in general, and Barrett-Jackson auctions in particular, do to keep enthusiasm for the automobile and all of its various incarnations on the boil. The passion ignited for rare, exotic, or nostalgic automobiles is the same genetic material that fires us up.

Whether it's about the automobile's performance capabilities, sensuous shapes, appointments, or provenance (can you hear Alain de Cadenet utter this word?), its ability to transport owners and onlookers alike to a more exotic place or memory fuels the bidding. Despite the lackluster economy, and the newness of the Orange County venue, the Barrett-Jackson company sold \$15 million dollars of automobiles over four days, while video production companies generated enough video tape for Speed Channel to make it through to the next auction event – at Mandalay Bay Resort the end of this month. Their signature event is still the annual January pilgrimage to Scottsdale, Arizona.

Perhaps as a precursor to the Ferris Bueller's Day Off run (coming Sept.

24), I took the Friday off work and went "coastal" early in the morning. I paid my \$20 general admission, walked multiple miles, praised and critiqued nearly half of the rolling stock in the various tents, before accepting the auctioneer's invitation to fill the bidders' seats on the main auction floor. It seemed like a nice enough gesture, but they wanted to "pack-out" the room for the television cameras; okay with me. Within the "no reserve" vehicle sales, there were nearly 400 variations on the automotive theme, and only one Japanese sports car – a Datsun Z. There was plenty of eye candy scattered across the many acres that make up the Orange County Fairgrounds, most of it even automotive. There were enough high-profile vendors and activities going on that entire week to render our Surf 'N Safari Chairwoman speechless.

Fully satiated from the experience, I enjoyed the long drive back to San Diego a little more than usual, convertible top down, a smile tattooed across my sun-drenched face. I had a new appreciation for the entertainment bargain my Mazdaspeed represents. Future classic or not, our vehicles are best enjoyed as they were intended to be – responsive, engaging, utterly dependable, and driven.



## *The Misadventures of Marilyn Miata!*

As told by Marilyn Miata

to the United States! YAHOO!!! The fresh air and wide open spaces, I was ready to hit the road running. Zooooooom! But first I had to make my first stop at something they call a dealership, where I met up with other Miatas from my country. They explained to me how the system here worked- and not to worry, because I would find a home soon. They were right! But what they didn't tell me was something called a trade in, where I would soon lose my family and return back to a different dealership. I had a feeling that something was up that morning when my first owner said "Come on baby, let's go for a ride." HEY! Isn't that the same thing they told the dog?!

Anyway- I was spared the details of what I was traded in for, but every night I would stare at the stars and hope & pray for just the right person to take me home. During this time, Ginny was still on her quest of trying to find the car that has haunted her in her dreams for almost two years now. She researched and test drove everything from the Beemer Z3 Roadster to the Solstice and even the little Honda sports car. But none of them even came close to the one that was in her dream. You see- in her dream she could only see that it was a little grey two seater roadster, but was unable to make out the make and model.

Then one night after she got off from work, she sat at home on her computer with a glass of wine and started checking all of the dealerships again. And all of a sudden there I was! Ginny got so excited at the possibility that this may be the one! She e-mailed them an appointment time for the next day. When she got there I sat tall & proud and shone as bright as I could just to get her attention. After looking under my hood and inside & out, it was test drive time. The sales person had her drive down a road where there was a big glass building and he said "Look to your left! And you can see what you look like in this car!" But she didn't, she was so concentrated on me and her driving that she wouldn't look over. I was very disappointed, but hopeful that this was a good sign that I would be going home with her today. But it didn't happen. She went home to think it over, because she just wanted to be sure. Two weeks, three test drives and three sales people later, she decided that she would stop by one more time. If I was still there it meant that we were meant to be together, but if I was gone, than that meant that I wasn't the car she saw in her dream.

When Ginny showed up, there I was waiting for her! But this time things went very different on this test drive, because this time she did look at us in the big glass building. And realized that it was the same hazy image she had seen in her dreams for the last two years.

Back at the dealership I waited outside and was very nervously waiting to see what today's outcome would be. Am I going home with her this time? I was thinking to myself as I sat and waited. An hour later she emerged from the building carrying a set of keys, walked straight towards me and said "It's time to go home baby!"

YIPPEE!!!! She finally got the message!

That day as I sat at my new home, I was finally able to breathe a big sigh of relief. A HOME AT LAST!

That night as Ginny slept, she had that same reoccurring dream. But this time it was different- you see, in this dream for the first time in years she was able to clearly see the make and model of the car she was driving. And you know what? IT WAS ME!!! And the dream ended, to never return again.

The moral of this story is- You owners might think you picked us out, but in reality we picked YOU!

This is a true story; none of the names has been changed to protect the innocent. Because lets face it, if you own and drive a Miata you're not innocent. Zoom – Zoom Everyone! To be continued?

"Hi!" My name is Marilyn, and I'm a 2003 Titanium Grey Metallic Mazda Miata MX5 Shinsen (SE). I was born in Hiroshima Japan on April 3<sup>rd</sup> 2003, and my production number is 235. I know this because my current owner has nothing better to do than to research my origin. But she's very good to me, so I put up with her.

After a very long boat ride, and I do mean long! The waves were rocky, and the food left a little something to be desired. I finally made it here



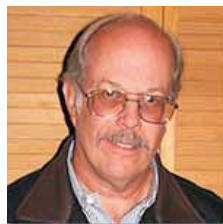
# SDMC OFFICERS



Steve Waid  
President



Sue Hinkle  
Vice - President



Gene Streeter  
Treasurer



Dennis Garon  
Secretary

## Executive Board

"@..." indicates that e-mail address ends in @sandiegomiataclub.org

PRESIDENT	Steve Waid	760.432.0727	president@
VICE PRESIDENT	Sue Hinkle	760.735.9456	vicepresident@
TREASURER	Gene Streeter	619.656.6730	treasurer@
SECRETARY	Dennis Garon	760.747.1115	secretary@

## Administrative Board

MEMBERSHIP	John & Terri Eberst		membership@
EVENTS COORDINATOR	Diane Foster	760.703.2020	dianefoster5@gmail.com
CLUB E-MAIL	Bob Kleeman	619.501.9776	postmaster@
WEBMASTER	Jerry Standefer		webmaster@
CLUB REGALIA	Bryan & Vicki Kiehl		regalia@
HISTORIAN	Elinor Shack	858.485.0278	mshack@san.rr.com
NAME BADGES	Sue Hinkle	760.735.9456	sportscarr@sbcglobal.net

## Twists & Turns Staff

EDITOR	Les Smith		newsletter@
LAYOUT EDITOR	David & Kari Streeter	760.317.1028	davidstreeter@yahoo.com
MAILING COORDINATORS	Steve & Paula Kennison		kennison@san.rr.com
PRINTING	Los Angeles Business Forms		webmaster@

The SAN DIEGO MIATA CLUB is a California nonprofit 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

### THE WEB

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

### HOOR VOICE MESSAGE LINE

619-434-2007

### MAIL

P.O. Box 261921  
San Diego, CA 92196

### 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

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

## 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!**

## 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:**

**September 23rd**

## 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.

## Twists & Turns Printed By:



David Beggs  
Account Executive

9111 S. La Cienega Blvd.  
Suite 101  
Inglewood, CA 90301

310-215-3911 office  
310-365-4770 cell  
[dave@labfprint.com](mailto:dave@labfprint.com)



Ferris Bueller

# September Events



Sept. 19	Surf N Safari Volunteer Run	10:00AM - 2:00PM	North County Westfield Shopping Town	Sue Hinkle & Brenda Kay
Sept. 20	Kayak for Kure & Run	5:30PM - 8:30PM	Aqua Adventures 1548 Quivira Way San Diego 92109 619-523-9577	Diane Foster 760.703.2020
Sept. 23	Monthly Meeting	7:00PM - 8:00PM	Boll Weevil Restaurant	Steve Waid 760.732.0727
Sept. 24	Ferris Bueller's Day Off Part Deux	All Day	Mazda of Escondido	Gene & Bonnie Streeter (619) 656-6730
Sept. 25 - 26	Coronado Speed Festival	All Day	Tartine's Coronado Island	Steve Waid 760.732.0727

# CORONADO SPEED FESTIVAL



## Experience the Excitement

The 13th annual Fleet Week Coronado Speed Festival – “The Race at the Base” – is looking forward to a great year. Join thousands of race enthusiasts and fans in this premier motorsports event saluting our nation’s military.

### Event Information

**September 25 and 26, 2010**

**8:30 a.m. to 5 p.m.**

**Parking lot opens at 7:30 a.m.**

**Gates open at 8 a.m.**

**SDMC Meets at Tartine’s**

**1106 First Street**

**Coronado, CA, 92118**

**at 7:00AM Each Morning and**

**Caravan’s In together**

## 2010 Race Categories

- Race 1 – 1952 – 1959 Sports and Production cars – Drum Brake
- Race 2 – 1953 – 1966 Production cars under 2000cc
- Race 3 – 1962 – 1972 Sports Racing and Formula Cars under 2000cc
- Race 4 – 1969 – 1980 Sports Racing and Formula Cars under 2000cc
- Race 5 – 1959 – 1966 Production cars – Disc Brake
- Race 6 – 1965 – 1988 FIA Manufacturer Championship Cars
- Race 7 – 1962 – 1966 Productions cars over 2500cc
- Race 8 – 1966-1972 Historic Trans-AM
- Race 9 – Historic NASCAR

## A Very Special Thank You

Fleet Week Coronado Speed Festival would like to extend a very special “thank you” to the drivers of these unique vintage cars that continue to participate at America’s “Race at the Base” year after year. Without these men and women dedicated to their passion – racing – and in honoring the United States servicemen, the Coronado Speed Festival would not be what it is today. In fact, without these extraordinary individuals who travel near and far, this fine event would not exist.



## Kayaking for the Kure



How about a little change in venue ???

Vicky Kiehl and I work on the Birth Center at Palomar Hospital and we have 7 RN's walking for the Susan G. Komen run this yr.. These nurse need to each raise \$2300 each to participate. Luckily I have a friend who owns Aqua Adventures on Mission Bay and is willing to donate all the kayaks and staff needed for us to do a 2 hr paddle on Mission Bay, Monday. Sept. 20th. from 5:30PM - 8:30PM.

We did a fun paddle last yr (the smiles lasted a few weeks)and because it was so successful, we thought about making it into a fund raiser this year and inviting my Miata friends, their friends/family etc to join in. It is for those who have always thought they might want to try kayaking (and haven't), for those who are "jocks", for those who love to help charities, for those who need to make the most out of \$25, and for those who have nothing better to do on Monday. Sept. 20th. from 5:30PM - 8:30PM.....

Come and just have a beautiful evening on the bay as we watch the sun set and the moon rise....I promise you will never forget this evening !!!

Yvonne is our team leader, I'm including her flyer below.. You can send either me or Yvonne your check to reserve your space. If we have enough interest to do a run prior to this, SO BE IT !  
See you September 20th..... Diane Foster

I am so excited about this summer fundraising event! I'd like to invite you to join us for an evening of "Kayaking for the Kure". You will get some exercise, have fun doing it and enjoy our beautiful Mission Bay. \* Aqua Adventures\* is going to\* donate the entire 2 hours\* \*of kayaking to our Susan G. Komen 3day for a Cure\*. Snacks and drinks will also be provided.

## New Members...

New members since 7/14/2010...8 people and one dog:

Steve & Annie Marshall	Oceanside	1994 Brilliant Black
David & Joely Gardner	San Marcos	1992 Crystal White
Luanna Swaney & Bradley Yates	Spring Valley	2002 Laser Blue Mica
Bill Wilner & Penny (Dog)	West Covina	1995 Brilliant Black
Ginny McLaughlin	El Cajon	2003 Titanium Gray Metallic

and 7 Renewals (all people):

Sonny Haskins	San Diego	2003 Splash green mica
Mary & Norm Chabot	San Diego	1999 Twilight Blue Mica
Tom & Cheryl Duncan	Escondido	1993 White
Ken & Carla Tooker	San Diego	1994 Laguna Blue

**203 memberships (73 single, 129 dual) for a total of 334 members. Whoo Hoo!!! Now we're getting there!**

# 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 additional 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.

**Dent Time:** fast reasonable paintless dent removal. 800-420-DENT (3368). They come to your door, provided quick and professional service.

**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](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%

**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

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.

**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

**Mazda of Escondido.** 760-737-3200. Discount: 20% on most parts; 15% on labor (not including smog certification). For purchase, ask for Barb and receive free SDMC membership for 1 year!

**Westcott Mazda.** National City. 619-474-1591. Discount: 15% on parts or labor (except oil changes).

## Other Services

**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!

**FIRST BRAND Inc.** Web/Logo Designs and Development We are currently offering a 10% discount off our promotional packages listed on [www.FIRSTBRAND-inc.com](http://www.FIRSTBRAND-inc.com) or you can call us at 951-672-6677.

**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.

## Classifieds

**FOR SALE: Simpson Race Products Racing Shoes: model 28000 black hightops, size 9 1/2**

Worn one weekend at a Jim Russell racing school. Look like current model 28400 that sells for \$99.95. \$50 or best offer. Call Larry Clapper or Gretchen Vik at 619-280-8942 or email us at [LClapper@cox.net](mailto:LClapper@cox.net).

**Buying or selling your Miata or Miata accessories?** You can do it for free on Miatamart—the Miata for Sale web site, run by SDMC member Rainer Mueller. Check it out at [www.miatamart.com](http://www.miatamart.com)

**Classified ad space is provided at no cost to SDMC members only.** Ads must include first and last names, telephone number, and e-mail address, which must agree with current club roster. Send ads to [davidstreeter@yahoo.com](mailto:davidstreeter@yahoo.com)

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

**SAN DIEGO MIATA CLUB**  
P.O. Box 421325  
San Diego, CA 92142

Postage

Address

