



TWISTS & TURNS

The newsletter of the San Diego Miata Club

Volume 17, Number 2

Feb. 2012

SDMC Attends 2012 SJVMC Coastal Run

by Daryled Bristol



Photo by Daryled Bristol



Photo by Daryled Bristol

Friday, January 28, we gathered at the Deer Springs park and ride to begin another adventure. The starting crew included Diane & Aunt Jane, Sharon, Dell, Gordon & Gypsy, Steve & Laurie, Allan & Jill, Perry & Becky, Suze & Carolyn, Neal & Grace, and Daryled & Carlan.

That makes 10 cars led by the notorious Steve & Laurie Waid. A quick run to the Summit Inn at the crest of the Cajon Pass where we paused to replenish our stomachs and add Rick & CJ to the parade. Onward to Kramer Junction and fuel and then West to Bakersfield and beyond.

Along the way Steve started to show symptoms of fever, and for the first time in a long time the old yellow flamer had its top up with the sun shining. We made Fresno in reasonable time, checked in and topped off our fuel tanks for the morning run. Stopped for dinner with a small group from the San Joaquin Valley Miata Club. Returned to the Ramada Inn to retire for a run to the coast the next day.

The original plan to run to Monterey and then South to San Simeon was scrapped due to Highway 1's closure but a suitable alternative was selected. Shortly after retiring I was awakened by insistent knocking at our door. Who would be so impatient that it couldn't wait until the morning? Laurie Waid informed me that Steve was being transported to the hospital for high fever and uncontrollable chills. Well, that will put a damper on our Coastal Cruise for sure, the big guy is the spark that helps all situations look a little better and now he is sidelined.

Saturday morning we gathered in the lobby for the drive to Denny's where we met up with the SJVMC and our run leaders. I inform all of the Waid's situation and their desire that we carry on. At Denny's we learned that the directions we got the night before were no longer valid due to another road closure! But we carried on and the final destination was still a go. Along the way we picked up Jeff & Jan. King City was our lunch break, followed closely by a fuel stop. We traveled many back country roads, most of which were new to us. Destination reached in the early afternoon, and even with the many changes the run was about as good as it gets.

Retiring to the Fogcatcher on Moonstone Beach was an added pleasure. We met for dinner at the Moonstone Bar & Grill where they were able to seat all 25 of us very quickly on two separate tables; good meal with good company to wrap up a great day. Somewhere we acquired another car with Garry & Barbara.

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A Message from the President ...

President's Message



*by President
Daryled Bristol*

OK, the first month is out of the way, four-plus weeks and three runs are in the books for 2012. The Rose Run, Twin Peaks and beyond and the SJVMC Coastal Cruise. We are looking great for a driving/eating car club and my hopes are that we will let nothing stand in our way in the months to come.

I am in the final months of my opportunity to lead the San Diego Miata Club and have learned a great deal.

Number 1: This isn't something you can do by yourself, there is a tremendous staff to support and guide the club. I have spent the greater part of my life relying on one person and have found that to work for me (does not play well with others comes to mind). If it all turns bad, all I have ever had to do is look in the mirror to find the problem. Well after what seems like a lifetime of experiences I get to learn to rely on the advice and consult of others. I am proud to say this team is the greatest; the only thing they seem to require is a mannequin to stand up front.

Number 2: Although it seems as if the rats are leaving the sinking ship there has been a smooth transition in many positions with a few still to come. I am now confident that there are folks out there in SDMC land that will step up and assume these duties.

Number 3. Crazy as it may be I do intend to run for the same office for the coming year. I have found it to be an amazing experience and even with someone as inept as myself with smooth and slick conversation I can make a difference and offer a little direction in our club. I am proud of our accomplishments this past year as the elected officials and volunteers should be.

WE DONE GOOD!

Upcoming Events

02/25/12	Adam's Polish Detailing Demo	9:00AM - 12:00PM	Adam's Polish 634 Calle Ladera Escondido, CA 92025	Alan Kagan alankagan@att.net
3/16-17/12	Laughlin Getaway	TBD	Aquarius Casino Resort 1900 S. Casino Drive Laughlin, NV 89029	Bari Russell barirussell@cox.net (949) 588-1531
3/22/12	SDMC Monthly Meeting	7:00PM - 8:00PM	Boll Weevil San Diego, CA	Daryled Bristol president@sandiegomiataclub.org



SDMC Attends SJVMC Coastal Run *(cont.)*



Photo by Sharon Shaug

Sunday we gathered for another run, led by Rick & CJ, up to Paso Robles and on to Fort Hunter Liggett. Much to our surprise there was no security at the Main Gate and we passed on to Nacimiento Road, plunging some 2700 feet to Highway 1. What a beautiful ride. Driving south on 1 the traffic was at a minimum; what a change when the road is closed to Monterey. Lunch was at the Ragged Point Inn, and more driving on 1 to the Elephant Seal rookery. They were out in force with a hoard of pups and many large Elephant Seals.

That evening we gathered at the Main Street Grill for yet another meal and back to the local hotel/motel for a good nights rest.

Monday morning most of the group headed out for the return trip to San Diego; we had other plans to remain for one more day and our own drive home. We spent the day scouring the beaches for Moonstones and other precious bits before driving up to San Simeon and the Sebastian Store. The famed restaurant is closed on Mondays (just our luck) so we settled for a walk on the deserted beach. We came upon a sign warning us of approaching Elephant Seals, what seals? Before us lay what looks like two tons of fur covered blubber and it was only when another beachcomber let us in on the secret that that indeed was an Elephant Seal. We were closer than we were comfortable with so we beat a hasty retreat.

We never saw any movement from the beached mammoth but we felt better in putting space between us and him. We stopped at the Mexican Restaurant for a quick lunch and then back to Cambria for some walk around time in the West Village, art galleries galore with many whimsical displays. Jewellery stores and, of course, the casual clothing store for the ladies. Sunday evening dining experience was at Moonstone beach, Sea Chest Restaurant & Oyster Bar. Again a dining experience that once is enough, Very good food but a bit on the pricey side, Shrimp Salad split, two glasses of wine (one each) for a total of \$60.

Tuesday we wrapped up our stay and headed South intent on staying on Highway 1 as far as it would take us. Some areas had more traffic than we would like but we managed to see Point Magu, Vandenberg, Manhattan Beach, Redondo, Hermosa, Palos Verde, San Pedro, Terminal Island, Long Beach, Seal Beach, Huntington Beach, Newport, Laguna, and Dana Point. Then we were back on the 5 for a quick run to Solana Beach and Pizza Port for a cold beer and Pizza. Home in 40 minutes and back to our own bed. What a great weekend and another Coastal Cruise.



Photo by Sharon Shaug



Photo by Sharon Shaug



Hi again. This is Part II of Prepping your Car for a Driving Event. Part I last month dealt with the outside of the car.

ENGINE AREA

1. BELTS. Check all belts for fatigue, sharp edges (from drying out), shredding and cracking. One bad belt breaking can often derail an adjacent belt and put you on the side of the road. If in doubt stop by at Rocky's Miatomotive and he can give you advise or repair as needed.

2. HOSES. Look for leaks, stains at its ends and feel for unusual soft spots along its length especially the upper radiator hose and the two heater hoses at the rear of the engine. When I went to Colorado I had all new hoses and belts on the engine, and a second complete set in the trunk. Did not take up much room and I did not want to wait in some dim-watt town for three or four days waiting for a shipment to arrive. Almost any

gas station can install if it has the parts (yours).

3. RADIATOR. Check it while it is cold and the car is level. The radiator on our cars should be full to the top when cold and the overflow bottle should be one-third full; there is a line but it is hard to see. The fluid should be of good color, usually green. Any pale color usually means you have a very weak solution. See Rocky for a fix.

4. OIL. Check the dipstick after the engine has run for at least 90 seconds. This will give you close to an "as running level reading" on the dipstick. Shut the engine off and within 30 seconds pull out the dipstick, wipe it off and reinsert for a good reading when you remove it the second time.

I am not going to get into an oil discussion at this time but I suggest you stay away from the 5 weight base oils, and I NEVER use Mobile... you know what. NEVER.

5. BRAKE AND CLUTCH. Check the fluid level in the brake and clutch reservoir. If it is really low (at or below the lower line) go see Rocky. Low brake fluid usually means very worn brake pads or a leak. The clutch fluid can be low from a leaking slave cylinder (very common). If your fluids have not been change in two years or it is really darkGO SEE ROCKY.

6. PS FLUID. Check the power steering fluid with the engine off. There is usually a cold and hot level indicator. Could be on the other side on some cars. If it is real dark or smelly go see Rocky.

7. AC system. You should run the air conditioning system for 10 minutes once a week to keep the o-rings lubricated so they do not dry out, and this will help keep the refrigerant inside the system. ALWAYS shut OFF the AC if the engine temp is getting too high.

8. AUTOMATIC TRANSMISSION fluid level. Some dip sticks have two levels, cold and hot and they might be on the opposite sides. Keep the engine running while holding each shifter position for 8-10 seconds. Then, with the engine still running, pull the dip stick (near the right rear of the engine), wipe it clean and reinsert for a good reading. If the fluid is dark or stinky go see Rocky for a fluid change.

NEVER, NEVER let anybody power flush your tranny fluid. Miata transmissions tend to dry out or flatten their o-rings, often leak and are found to be one or more quarts low. You should be aware of this by the spots on the floor. Add dexron/mercon one-half quart at a time. Don't overfill.

Can't think of any thing else at this time. Send me your suggestions to either to newsletter@sandiegomiataclub.org (to be forwarded to me) or my email address: larrydennstedt@hotmail.com.and thanks for listening.

Dennstedt



Photo by
Steve & Laurie Waid

As almost everyone knows, in May of this year a group of SDMC members made the trek to drive the complete Route 66 that remains from Chicago to the Santa Monica Pier. As I have spoken with many people about travel in general, there are so many stories regarding going to Europe, Asia, the Holy Lands, South America, and many others locales. The world is a large place. However, there are some common threads that surface in all stories about travel. That is what prompted me to write this perspective of the Route 66 trip that we took.

History:

The history that is shared and experienced by travelers touches all of us as we recall history classes and with some, shared travels. It reminded me of why I even got interested in driving Route 66. At my

age I actually remember my parents taking my brother and me on trips that used Route 66 as our path to our destinations. I remembered!

Route 66 was commissioned by the federal government in 1926 to be the route to the “Land of Milk and Honey” as California was called in the epic 1939 John Steinbeck novel, the Grapes of Wrath. Route 66 started in Chicago and ended in Los Angeles. In the beginning, in an effort to complete it as quickly as possible, the new road connected the main streets of many small towns in Illinois, Missouri, Kansas, and Oklahoma. These main streets were already paved so it saved some of the paving costs but made the road meander somewhat. This is what caused Route 66 to be referred to as “Main Street America” by many.

Once the construction started across the plains of the Texas panhandle and into New Mexico and Arizona, the route followed the railroad tracks and telephone lines as this route used the natural terrain open to simpler grading. Crossing the continental divide and the mountains of northern Arizona changed the “feel” of the road again until it moved into the deserts of California.

The actual route changed many times over the years as traffic increased. The road was at one time completely concrete. There was a loop that went through Santa Fe, New Mexico until 1937 when the loop was bypassed. John Steinbeck called Route 66 “the mother road” and that name stuck, as the Joad family used it to escape the dust bowl of Oklahoma and find their way to California. The 1940 movie version of The Grapes of Wrath actually showed parts of Route 66 and highlighted the climb over Sitgreave Pass in Arizona. In the 1930s, this stretch of road was quite treacherous for the vehicles of the day. Today, it is just scenic.

After World War II we Americans became much more mobile, and as General Motors advertised “See the USA in your Chevrolet”, we drove. Route 66 became the road to drive and Motels and tourist traps popped up everywhere. Kids like my brother and I would help mom and dad find that motel with a pool and “refrigerated rooms”. Oh boy! Only 50 miles to Two Guns where there were mountain lions and Indian cliff dwellings. Would we stop?

This is what I remembered.

My Motivation:

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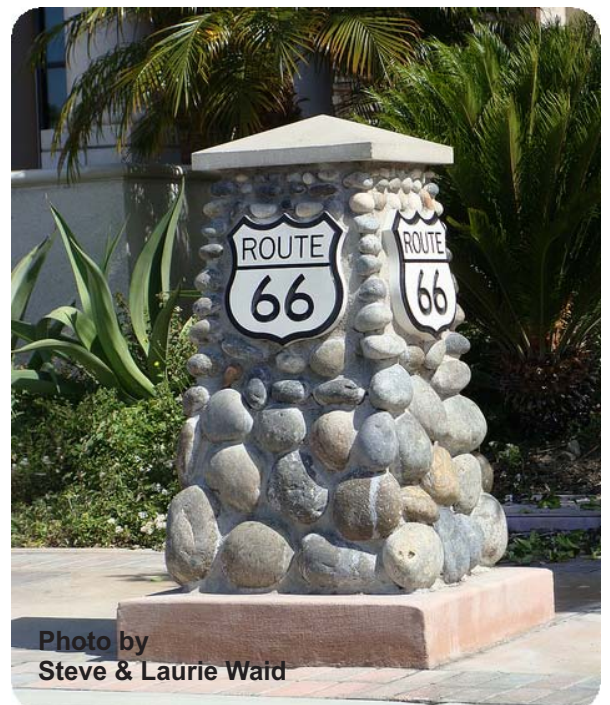


Photo by
Steve & Laurie Waid

An American Road Trip Adventure *(cont.)*

Many of you know that I consider myself to be a “car guy.” Like most of us in SDMC I like to drive. Driving to me is not a destination oriented task that is merely required to get from point A to point B. It is all about enjoying the process. What will we see along the way? What is out there that we don’t even know is there? Look on the map! Here is a road that looks interesting. I’ve never gone that way before. So, off we go. My wife, Laurie, is as much an adventurer as I am, which is a good thing.

In 2006 Disney released the movie *Cars*. It sounded interesting enough, so I went to see it with Laurie and two of our grandkids. I was enthralled by the background story of Route 66 sprinkled throughout. This exposure and reminder caused me to do some research of the history of Route 66. Little did I know that I would be hooked.



Photo by
Steve & Laurie Waid



Photo by
Steve & Laurie Waid

In 2009 I was motivated enough to include almost half of Route 66 on a trip that Laurie and I took along with several other Miata friends on the way to Miata World II in Grapevine, Texas. We drove “the mother road” from the Arizona border to Amarillo, Texas. We spent over 6 days seeing everything we could. We were “standing on the corner in Winslow, Arizona” made famous by the Eagles in their 1972 hit, “Take it Easy.” We were “Gettin’ our Kicks on Route 66.” I use these iconic references to merely point out that Route 66 is entrenched in the American culture more than we sometimes realize.

Our American Adventure:

By May of 2011, 14 members of SDMC had set aside enough time to drive all of Route 66 from Chicago to the Santa Monica Pier. We had planned four days to drive to Chicago, one day to see Chicago, and fourteen days to drive Route 66. As many have found, having a friend along to share the experience makes it even more fun. Well, imagine what it was like with 12 friends and a wife. That was a joy unto itself.

On the way to Chicago we drove through Nevada, Utah, Colorado, Nebraska, and Iowa before getting into Illinois and ultimately arriving in Chicago. One of our initiatives was to stay in as many vintage hotels and motels as practical, in addition to eating in as many historic cafes, diners, and restaurants as possible. Gene Streeter has referred to us as a driving club with an eating disorder. I’m sure some would describe us in reverse, but what matter is that.

During the four days to get to Chicago I had time to see much of America that we forget about. Flyover country! I noted the commerce of America everywhere; truckers, railroads, farmers, small businesses, and small towns. As a native southern Californian, and a part of the west coast megalopolis, I commented to Laurie that I bet most of these people didn’t care at all what was happening in the lives of Charlie Sheen or Lindsey Lohan. I wondered if *People* magazine was in the waiting rooms of their dentist offices. I thought of “purple mountains majesty”, of “along the fruited plains”, and “sea to shiny sea.” To me this was an American reality check.

As we left Chicago and started down Route 66 everything began to change. We, of course, were looking for all of the Route 66 highlights that we had studied in advance, but the unexpected is what we expected.

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Photo by
Steve & Laurie Waid

An American Road Trip Adventure *(cont.)*



After driving for a couple of hours we stopped in a small Illinois town for breakfast. It was one of the old diners along the Route and as soon as we walked in we were greeted by a couple of older guys, yes even older than me. They were “from around here” and according to one, did nothing. The waitress was not “from around here.” She was a transplant from 18 miles away. Her name was Vernetta. When questioned as to how she got her name, she responded by saying “I was named after Edgar Allan Poe.” We didn’t pursue this any further. Go figure!

Small towns and local characters became the norm. Throughout the trip we began to notice the different dialects used along with slang. We even had Kentuckian Greg Lee with us, so we had our own interpretations to contend with. As we got into Missouri we began “fixin’

ta” do stuff. In the evenings we would “sit on the stoop” and “recollect.”

Yeaup!

Cuba, Missouri was where we experienced our biggest surprise of the entire trip. We had already checked into the Wagon Wheel Motel, an old Route 66 set of cottages that have been maintained and updated. We had eaten dinner at the iconic Missouri Hicks BBQ and headed into town to see all of the murals. Cuba is known as the City of Murals because of the 12 giant murals on business walls throughout town that depict Cuba history. As we were taking photos we were approached by a local couple who invited us to “their place” to see their collection of automotive and Route 66 memorabilia. Who would have guessed that “their place” was a farm with two barns, a house, a patio and fields filled with more signs, gas pumps, and all things historic than you could expect. Bob and Darlene Mullin open “their place” up to groups and host dinners and meetings at no cost. They are not open to the public, but picked us out because of our cars and the Route 66 magnetics we had on them. They have named “their place” Bob’s Gasoline Alley and Darlene’s Diner. We spent the rest of the evening with them and were invited back the next morning for photos. This was not on our radar. The hospitality offered by the Mullins and the whole town of Cuba was remarkable.

Because Route 66 winds its way through Oklahoma City, we had planned on visiting the Oklahoma City Memorial. I admit to not having seen every kind of memorial ever created. I have been to Gettysburg and the Pearl Harbor Memorial and found them to be very moving, but the Oklahoma City Memorial moved me more than anywhere I have been so far. Perhaps it was because I was alive and aware of the horror of the attack. It is tasteful and beautiful as well as a place to spend time in reflection.



Photo by Steve & Laurie Waid

All along Route 66 we made an effort to eat at all of the places that have been featured on Drive-ins, Diners, and Dives, the Food Channel’s popular show. Lou Mitchell’s, Ariston Café, Café on the Route, and the Midpoint Café, to name a few were well worth the stop. There were other eating spots of note. The Cozy Dog (alleged creator of the first corn dog), the Big Texan (home of the free 72 oz steak), and Ted Drew’s Frozen Custard are Route 66 landmarks.

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An American Road Trip Adventure *(cont.)*



Photo by Steve & Laurie Waid

Much of what you see along Route 66 fits into the following categories: Ruins, restorations, historic sites, and ghost towns. Because of the nature of Route 66 there are a bunch of old restored gas stations, or as they were known in the day, “fillin’ stations.” The other interesting structures that remain in use or as historic structures are bridges. Some of these “fillin’ stations” and bridges date back to the late 1920’s. Many of the old gas stations are restored as landmarks but no longer are in business. Some of them reflect oil companies long since absorbed into larger ones. Phillips 66, as an example got its name from the old road.

Old bridges are a special subset of the Route 66 experience. Two of the more famous bridges have quite a history and uniqueness about them. The Pony Bridge in Oklahoma, completed in 1933 so that the South Canadian River could be crossed, changed the route again. This famous bridge is made up of 38

trusses or “ponies” and makes it one of the longer such bridges still in existence, at almost $\frac{3}{4}$ of a mile long. The Pony Bridge is still passable today. The Chain of Rocks Bridge crosses the Mississippi River just north of St. Louis. This two lane bridge constructed in 1929 has a 22 degree turn in the middle to make it one of the more unusual bridges of its time. It closed to traffic in 1967 but reopened to foot and bicycle travel in 1999. It was used in the movie, “Escape from New York” in 1981.

The town of Tucumcari, New Mexico was marketed, and still is, with the slogan “Tucumcari Tonight”. The stretch of Route 66 through the town was filled with motels, diners, and tourist stops all lighted with neon. It still is a sight to see. Their effort was to get people to stay at one of the neon signed motels like the famous Blue Swallow or the Safari Inn. We have now stayed in both; the Blue Swallow in 2009 and the Safari Inn in 2011.

Tourist traps were some of the most memorable attractions back in the ‘40s and ‘50s. Have any of you heard of the Blue Whale, Meramec Caverns (Jesse James Hideout), Twin Arrows, Two Guns, and the Jackrabbit Trading Post. Some of these are still thriving today, and yet some are just ruins awaiting restoration. The signs along the old road announcing only 48 miles to the Jesse James Hideout (for example) still exist. One of the more famous signs along the route is the “Here It Is” sign in front of the Jackrabbit Trading Post. Of course, for those of you old enough, there are still Burma Shave signs.

The restoration and marketing of Route 66 is now in full swing. After the final stretch of Route 66 was decommissioned in 1984 (Williams, Arizona) it took several years before two brothers (Degadillo) in Seligman, Arizona created the first state Route 66 Association. Now all 8 Route 66 states have associations, and they are fueling the interest in the old road.

As we traveled we found something to be true that we would never have guessed. There are thousands of international travelers that come to the United States just to travel the Mother Road. In addition to tour busses there are groups that rent motorcycles with a guide in a van carrying luggage and travel all of Main Street America. What we discovered is that in addition to the Japanese, Europeans come to see what they consider to be Americana packaged as Route 66. We befriended Germans, Dutch, French, and a couple from Belgium. I can tell you that the rental car of choice for Route 66 seems to be the Mustang Convertible.

I intentionally mentioned some Route 66 attractions by name thinking that some of you might be interested in Googling them to see what they are all about. I couldn’t have possibly mentioned everything for fear of boring you and missing something. Our car traveled 4,975 miles round trip. Route 66 made up approximately 2,500 of those miles. We never traveled more than 250 miles in a day, and on one day we traveled only 84 miles. There was a lot to see and do...and eat. We arrived on the Santa Monica pier on June 1st and were met by a representative of the California Route 66 Association who had followed our travels thanks to Mark Booth updating our trip on his blog and in Facebook. We were ready to be home, but within days we were already talking about the next trip to see more of this great country.

Oh, and I forgot to mention the tornadoes.



Photo by Steve & Laurie Waid

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Vice - President



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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.

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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.

March Monthly Meeting is:

March 22nd

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 \$14 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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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 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.

Auto Image Paintless dent repair, leather/vinyl/plastic repair, headlight restoration & paint touch up. Free estimates at your home or work. Contact Britt Colton. 619-244-2227. Discount: 10%

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. 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. 303-730-6060.

Langka Corp. Guaranteed paint chip and and restoration products. 800-945-4532. www.langka.com. Discount: 30%.

Rocky's Miatomotive 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.

Pitstop Autoglass Rock chip repairs free to SDCC Miata club members for club Miatas. Must show valid membership card. In-shop only. Non-Miatas save 25% off regular prices. 858-675-GLASS (4527)

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

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. Free market analysis. No transaction fees for SDMC members or referrals!

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Rosin & Associates. Attorneys at law. Accidents, insurance issues, general civil law. No recovery, no fee. Anita Rosin, anita.rosin@rosinlaw.com. 619-543-9600.

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

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

SAN DIEGO MIATA CLUB
P.O. Box 261921
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Postage

Address

