



TWISTS & TURNS

The newsletter of the San Diego Miata Club

Volume 17, Number 4

April 2012

A Rookie takes on Mazda Raceway at Laguna Seca

By: Steve Waid

Since I bought my first Miata in 1996 (a 1990) and became aware of Laguna Seca, I began saying that one day I would drive it during a track day. This was before Mazda acquired the raceway, and before I had ever heard the expression "bucket list," but once I did then driving Laguna Seca was put at the top of the list.

In 1998 I experienced my first track day at Thunderhill in that white '90 and before I became "yellered." Since buying the 2002 I have driven

Willow Springs, Fontana (road course and oval), Las Vegas (road course), and of course, Texas Motor Speedway at Miata World II. But, still I had not driven Mazda Raceway at Laguna Seca.

Now, that has changed. With the Miatas at MRLS 2012 just completed, my beloved wife and I experienced Laguna Seca first hand, and I now can cross #1 off my bucket list. As a "fantasy race car driver" I have now been able to drive the corkscrew and Andretti hairpin with the aplomb of the aforementioned Andretti.

I know I will now bore some of you, but humor me. The adrenaline rushes through me every time I think about what I experienced. I am going to share this rookie's experiences as they occurred throughout the event. Maybe you will enjoy the recollections and maybe you won't, but I hope you will appreciate how excited I was and still am.

Laurie and I arrived at the track before noon Friday. There was an open track day going on, and longtime friend and former SDMC member Jon Martinez was participating in his Subaru WRX. Jon had offered me a ride if I got there before his last run group, and I was excited about seeing the track at speed before I drove it "my own self." Jon is an experienced Laguna Seca driver in his Miata, a Porsche Boxster, and the WRX.

The supercharged WRX had way more acceleration than I knew I could get out of my normally aspirated Miata, but this allowed Jon to demonstrate the "classic racing line" of the track and helped me familiarize myself with how the track flowed. That night as I tried to sleep I was "driving the line" in my head.

My track day was Sunday which turned out to be a blessing because it rained really hard Saturday morning. The track was still open so most were taking their laps, albeit considerably slower. At noon I was able to take three pace laps with Laurie. My first experience driving Laguna Seca was in the rain with the top up. That night as I tried to sleep, again, I was "driving the line" in my head.

Saturday morning was bright sun with clear skies, although a little cool (mid 50s) with some wind. I didn't care, because the top was going down ... the shocks were at their firmest ... and tire pressure was increased. I was ready! So here we go! This will be a rookie's description of how the course presented itself to this "fantasy race car driver" in his normally aspirated Miata.

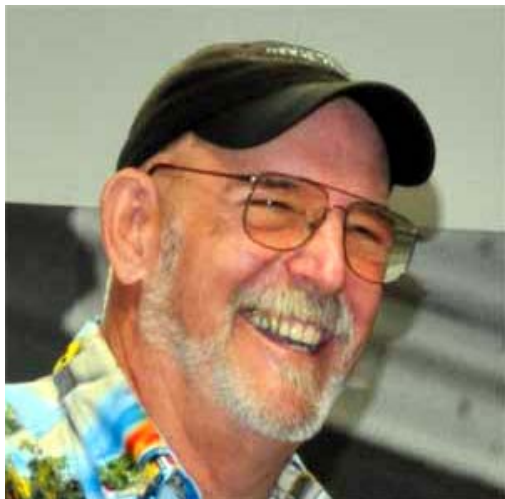
Turn 1 is just beyond the start/finish line and after you have crested the highest point on the main straight. There is no need to brake or slow. I think it should be renamed Bend 1 because the turn is barely noticeable. I stay to the extreme left as I go through the bend.



Continued on Page 3

Photo by: Mark Booth

A Message from the President ...



*by President
Daryled Bristol*

Well another month in the bag, we began with a Wildflower Run but the weather didn't cooperate with the flower season (no rain) but there were many interesting desert sculptures. The weather was beautiful for a run and we managed to pick up some new friends.

It seems that wherever we travel we seem to collect admirers and folks who want to join in the fun. They can't help but get trapped in the everlasting smiles of our members and the absolute fun we are having. There is also a growing acceptance of impromptu runs (recently described as Geezer runs) for those that are free during the week and, weather permitting and the mood moves us, we will gather just for the heck of it and drive. \$5 a gallon gas is a concern (I topped off baby blue the other day at Costco: \$40+)

The year has been enjoyable and challenging all at the same time. The elected officials have stayed steadfast with some concern as to how long will they remain. These are the folks who do the majority of the work while I get to take all the credit. Without this core I fear the traditional club would soon fail to function, and I am truly grateful. Sue Hinkle, "the little engine that could." My entertainment chairman AKA "Treasurer", Gene Streeter and the ever present but often overlooked Administrative Assistant Dennis Garon. This keeps the wheels greased and moving forward.

Then we turn to the "Administrative Board," those good folks who volunteer their time to tend to the everyday nuts and bolts of the club. They keep us together as one big happy family.

Neal Mills replacing the ever bubbly Diane Foster as Events Coordinator. Diane has been events coordinator for three years and she is getting some well-earned relief with Neal at the helm. We will certainly miss Diane's direction and ever willingness to assist in any capacity.

Then there is Terri & John Eberst taking care of membership; they recently requested a well-earned relief and Chris Jones stepped up to a position that requires constant attention. Our gratitude to Terri & John and to Chris for readily willing to take over.

Not all of the Administrative Board is changing (AMEN), Club E-Mail Bob Kleeman, Webmaster Dan Garcia, Regalia Steve & Laurie Waid, Historian Elinor Shack, and Name Badges (as if she didn't have enough to do just looking after Jack) is Sue Hinkle

Then there is the Twist & Turns Staff. Les Smith has been the Newsletter Editor for as long as I can recall and now he has a replacement/assistant in Rick Spurgeon; kudos to both of you.

And our latest change is David & Kari Streeter as Layout Editor have a replacement in a new member Jack White. One heck of a welcome aboard.

As my first year as president I can only say how much I have learned to appreciate the contribution of the members. Mostly the folks who get little or no recognition for their participation. Folks like Gypsy and Gordon for opening their home for the club picnic, Tom Thompson the driving force that provided us with our Miata club shirts (second edition), the plank holders, Mark Booth and Art Hamilton offering support at each and every turn (OK, Art isn't a plank holder, he just happened to miss the very first meeting.) Ted & Sue Kessler just to mention a few.

I hope that members new and old get around to meet these good folks and enjoy their company. There are at least 20 people that I have failed to mention, good friends Neal & Grace, Jeff & Jan Fredricks, and 200 like-minded souls. Probably more, but if you haven't got the gist of this message by now I have failed miserably in this communication.

A Rookie Takes on Mazda Raceway at Laguna Seca *(cont.)*



Photo by: Mark Booth

I am now at top speed as I approach the braking zone into Turn 2 (The Andretti Hairpin). This is a left hander with a very late apex when driving the classic line. For some reason, I mastered this turn quite well and usually gained on my fellow drivers. The exit is to the extreme right which necessitates pulling the car to the extreme left and onto the rumble strip to enter the Turn 3 right hander.

From the exit of turn 2 through turn 3 and the Turn 4 right hander to the entrance to Turn 5, staying on the outside rumble strips before the late apexes and hitting the rumble strips on the apexes results in a very fast entrance to turn 5. In fact I think I hit a top speed similar to the main straight at this point (somewhere between 80 and 90 mph).

At breakfast Sunday morning, Brian Goodwin (Goodwin Racing and an event sponsor) told me that when you start up the hill after turn 5 in a normally aspirated Miata, you have time to place a cell phone call. Although a little bit of an exaggeration, I could have used more acceleration.

Turn 6 is a left hander and has a dip at the apex. Entering the turn from the extreme right at near full throttle gives you a “woop moment,” much like you feel when you crest the top of a roller coaster and start down. The tendency is to want to lift off of the throttle which will merely cause trouble when the car comes back down ... only there is no thrust from the rear wheels. Many spin outs, I’m told, occur here.

Now it is a continued uphill through Turn 7, which is also more of a bend, ‘til you have a blind crest leading to the braking zone for the left turn into the famed corkscrew.

At the dinner Saturday night guest author, Garth Stein, writer of *The Art of Racing in the Rain* (appropriate for the day) was telling the story of the first time he rode with someone at Laguna Seca and asked him what he was looking for in the way of a marker as he crested before the corkscrew. His answer was, “I don’t know!” Having now driven Laguna Seca, I know that his answer was probably as good as any. You kind of just hold on, brake, stay to the right, and then when you finally see the turn in apex, you do just that. It is a thrill each time. It requires some “pucker power” each time.

Turn 8A is the quick left into the corkscrew where you aim toward the oak trees. When you make this turn you cannot see the right hand Turn 8B which comes up almost immediately after the left and is what makes this corkscrew-like ... and, hence, the name.

Oh, if I didn’t already mention it, this is also a sudden drop in elevation ... kind of like driving off of a cliff, or at least it feels like it. Speeds slow down, but still are in the 45 to 55 mph range.



Photo by: Mark Booth

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2012 Members of the Year Introduction: Bonnie & Gene Streeter



Presented by Diane Foster

This past year's San Diego Miata Club Member of the Year had the pleasure of introducing her successors at the April 7 Annual Meeting. These are her remarks:

I can't believe it's been one year ... it's gone by so very fast ... sort of like the way Steve Waid leads a string of Miatas -eh?

I've been enjoying my trophy to the max, and last year I said I would never give it up. I was so honored to be chosen to receive it. This honor hasn't worn off, but my selfishness has waned a bit ... and so I will part with it and bestow it generously to a well-deserved person or people.

As you sit there in your seats trembling ... "Is it me ?"... perhaps it is

So many of you folks go beyond recognition for all the outstanding things you do to make our club "one of a kind"... one that stands out throughout the national Miata world ... It is apparent how much you enjoy your Miatas and also how much you enjoy the camaraderie of each other. Each of you is so unique and contribute so much that it is very difficult to pick a "Member of the Year." So ... with that being said, I decided to just keep this lovely trophy one more year 'til I can decide! Thank you ...

Seriously, I have watched, listened and taken in all the types of activities, runs, events and the like that you all have produced over this past year. A particular member or members stand out as having gone the extra mile to not only put smiles on our faces and miles on our cars, and food in our tummies and taken us to extreme places and adventures ... not just this year but in years past ... I think his, her or their minds goes into overdrive when thinking of doing anything ... and has taken our bank account to extreme highs also.....

Bonnie and Gene Streeter ... Come on up here!

This couple not only contributed all this to our club, but also contributed a son and daughter-in-law who have done lots for our club for many a year ... and still do!!!

Continued on Page 7

MEMBERSHIP CORNER

As of March 1st
139 memberships (38 single, 101 dual) for a total of 240 members

Lew Moats
Domingo & Maria Dias
Robert & Victoria Dietrich
Vembra & David Holnagel
Dawn Coats & Jan Wright

CHULA VISTA
SAN DIEGO
LEMON GROVE
ENCINITAS
VISTA

2006 Classic red
2004 Velocity Red Mica
1992 Classic Red
2011 Dolphin Grey
1991 Classic Red

Technical Advice Part III: Preparing for a Driving Event - Clothing and Gear

by Larry Dennstedt

1. HAT ... for shade to eyes and/or sun protection. Make sure that it will STAY ON! A floppy hat or one that keeps lifting up IS a DISTRACTION from driving at club pace. Enough said.

2. DARK GLASSES ... some dark glasses will darken but will NOT stop glare. I polarized my prescription lenses. Once again make sure that they stay on in windy conditions. I have lost glasses off my face with a wind gust. It's hard to see the rest of the way home. I take spares just in case. Don't forget to clean them just as you did your windows.



3. LAYERS ... I prefer loose fitting and non binding/bunching clothing. This is southern California. It can be foggy and cold at the beach but hot inland and cold again in the mountains. Simple layers work easily to take off or put on. Don't forget to use the blower motor on your feet to blow out the hot stagnate air in the foot wells. Nobody likes hot feet. Especially if you have an automatic transmission.



4. GLOVES ... two problems: they either slip on the wheel or they stick to the wheel and won't easily release. Gloves look kewl and can add to your enjoyment. If your hands sweat and get slippery on the wheel. Try spray anti-perspirant or gloves, but don't use gloves that will adhere to the wheel. A left turn at 60 mph is very scary when you move your hand and the glove stays and actually pulls the wheel to the right. Some gloves keep your hand warm but slip on the wheel thus requiring you to grip harder. Fatigue will result. I tried golfing gloves; they absorb lots of sweat BUT stick to the steering wheel. OOPS!



5. SHOES ... Use comfortable shoes that give you a good feel of the pedals. Some shoes are too padded at the heel and will make your foot numb over time. This is not good. Definitely do not use sandals or flip flops! They have a tendency to get the straps caught amongst the pedals. This is deadly at 60 mph. Some cars get real hot at the center tunnel next to the gas pedal. Higher top shoes will give some protection to your ankles.

Lastly, avoid any shoes that are wide or have a lot of sole overlap, which can catch the underside of the adjacent pedal. Not good when trying to move feet around quickly. And keep your shoe laces short; big loops are deadly.

I don't think these ideas are up for argument; ask any racer in the group. I need and am open for suggestions for topics or even more detail on any of these last three articles.

Coming up next: driving tips that keep you alive, out of some accidents, reducing fatigue that have worked for others and myself. Thanks for listening (and reading).

Dennstedt





Just back from Spring Mountain Raceway at Pahrump, Nevada. I wanted to be able to drive at a faster pace and feel good about it, so I went to the driving school there. I learned some heel and toe for smoother downshifting and faster braking with it. See www.springmountainmotorsports.com

I also learned more about ABS. I never did too many panic stops and was curious to see how you steer while having deployed the ABS. Also turned off the ABS and found out how easy it is to spin and why we wear helmets ... like in the spin your head really snaps suddenly and you bang your head on a pillar or window. How many of you have really practiced to see how the ABS works?

The school uses radios and you drive a car following an instructor into a corner (yikes can I really go that fast?!). With about four hours at speeds over 130 mph in a Z-06 I was ready for major R and R in the condo. The units rent for \$95 per night to students and they are very nice with fully equipped kitchens and with a balcony that overlooks the racetrack.

Spring Mountain has condos on site and double-sized garages in which most owners have installed lifts. An added bonus for the weekend: the spec Miatas were racing. At least 15 Miata owners have memberships in Spring Mountain and they have their own races every weekend. Memberships are like timeshares as you own a piece of the facility which includes clubhouse, pool, spa and all the creature comforts of a resort. They even sell cars there called "Radicals." No golf but a lot of fun for the car junkies.



Photo courtesy of Spring Mountain Motor Resort Website

The local Miata clubs run events where you can drive your car at speed around the track.

As a second bonus I met a group of engineers and journalists doing testing on the new Fiat Abarths and got a ride in one. These are 160 hp compared to the stock 101 hp.



Photo courtesy of Spring Mountain Motor Resort Website

The Miata group has several of its own instructors; a day with them in your own car is \$250 to \$600 bucks. This will be a future adventure.

This set me up for Laguna Seca and hot laps, the April adventure...

Wally Stevens

2012 Members of the Year Introduction: Bonnie & Gene Streeter *(cont.)*



Photo by: Kari Streeter

My first real encounter with how fabulous and inconspicuous Gene and Bonnie are was when they did the Nethercutt Museum Run. I remember being so surprised at how wonderful and exciting that day was. What a hidden treasure the museum was but then the beautiful drive home through that elite area ... where ? and then of course more food at a fun place. I was just getting a taste for what my "Miata world" was going to be like by having the Streeters in my club!

That run was the kick-off I suppose to the now famous “Ferris Bueller” Run. Now these two Ferris Runs I’ve been on have taken me to places in my backyard, so to speak, that I didn’t know existed. How does Gene, who lives down south, know of these. And I haven’t been the only one with my mouth hanging open, have I???

And who else in the world can make a financial report in a meeting give us members pain in our stomachs from laughing

so much??? Gene, I think you should write the script for Greenspan.

To top it off, this couple, especially Bonnie, offers to sweep at a moments notice with no hesitation and does a great job.

They open their home at Christmas time to host a lovely afternoon for all of us. I know they feel we are all family to them ... and I, for one, think they are “one in a million” and a big part of why our club is a “one in a million club”!

Thanks for all you do and have done for our club ... and especially for me. This is an honor and privilege to present this award to Members of the year 2011- 2012 ... Bonnie and Gene !

A Rookie Takes on Mazda Raceway at Laguna Seca *(cont.)*

For me, the most challenging part of Laguna Seca is Turn 9 as you exit the corkscrew. The turn is a left hander, down hill with banking on the right. But when you hit the apex on the left the track levels off and actually becomes slightly off camber on the right which is where the car wants to go. Acceleration throughout this turn is demanded, but making sure that you negotiate the turn and get to the left rumble strip before braking and entering the right hander at Turn 10 is a must or you will be visiting the gravel pit on one side or the other. For me, this was always a thrill.

After successfully negotiating turns 9 and 10 the set up for Turn 11 onto the main straight is a classic “slow in – fast out” turn of more than 90 degrees. It now becomes a “pedal as fast as you can” up the hill to the finish line.

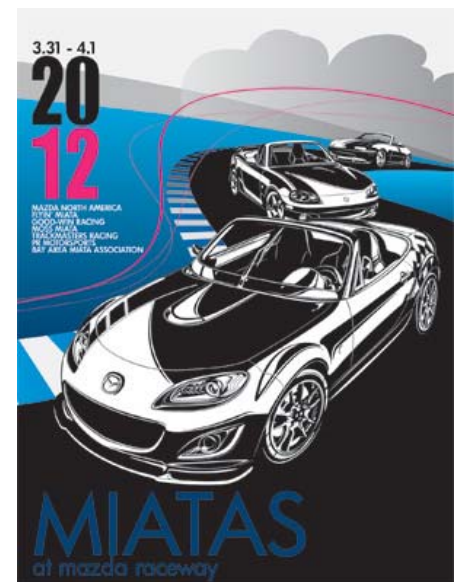
I never counted how many laps I actually drove on Sunday, but I know I was exhausted when I got back to the Embassy Suites in Monterey. Adrenaline pumping and then resting five times takes its toll.

Will I do it again? I don't know.

Do I want to? You bet!

If you have the “fantasy racer” in you I highly recommend the experience. If you don’t, I hope I didn’t bore you too much.

Sunday night as I tried to go to sleep I was still “driving the line” at Laguna Seca in my head.



Member Bio: Dawn Coats



Dawn Coats lives in Vista and is a Client Care Manager, Home Instead Senior Care. Her family includes a trio of pugs named Dash, Sam and Augie. Her hobbies and interests are sailing, motorcycle riding and Miata driving.

Dawn's Miata is a '91 red she bought in 2009 from a private party. What was she looking for in life that steered her into a Miata? "I wanted a 4 wheel motorcycle; something fun to drive!" Previous sports cars Dawn has owned include both a Mustang convertible, and a Jaguar Convertible.

Dawn drives her Miata any time she can. She hasn't had any driving scares in the Miata; at least not like on her bikes, which is why she wanted a Miata.

Upcoming Events

May Events

05/04/12	Cruisin' Grand	6:00PM - 9:00PM	Toms #23 Escondido, CA	Steve Waid swaid@cox.net
05/19/12	Tierrasanta Patriots Day Parade	8:00AM - 12:00PM	Serra High School 5156 Santo Road San Diego 92124	Mary Chabot mmchabot42@gmail.com
05/19/12	Miata Round Up	1:00PM - 7:00PM	Kmart 1855 Main Street Ramona, CA 92065	Chris Walter chriswalter25@yahoo.com
05/24/12	Monthly Meeting	7:00PM - 8:00PM	Boll Weevil San Diego, CA	president@sandiegomiataclub.org
05/26/12	All Aboard	9:30AM - 4:00PM	Albertsons/Target Center 2911 Jamacha Rd. El Cajon, CA 92019	Neal & Grace Mills nealmills@aim.com

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Vice - President



Gene Streeter
Treasurer



Dennis Garon
Secretary

Executive Board

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

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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 email 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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www.sandiegomiataclub.org

24 HOUR VOICE MESSAGE LINE

619-434-2007

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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.

This Month's Monthly Meeting:

April 26th

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.

Twists & Turns Printed By:



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**HITTIN' THE
ROAD**

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 2951 Garnet Ave. San Diego. 858-273-2547. 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).

Salvage Parts - Mainly 1990 to 2005 parts, at least 50% off of cost new. Some 2006 and newer parts including tops, seats and trim. Contact Wally Stevens wallymiata@gmail.com or 619-203-2801

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!

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 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. 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.

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