



The San Diego Miata Club News Letter

Volume 18, Number 8

How 'Bout A Lift?

By: Gene Streeter

On top of Mt. Baldy,
All covered with trees,
I had a great breakfast,
With friends in SDMC.

Club touring's a pleasure,
And always too brief,
No speeding citations...
Was quite a relief.

The "Back Story" and an Up-front Apology?

I was "commissioned" to write this newsletter article (not necessarily the "Old Smokey" re-mix above) in the wake of our recent run to Mount Baldy, but not in the monetary sense that usually comes to mind. Not only did I seriously enjoy the run, but I have also nominated it for Academy Award consideration. That's right...our own SDMC version of the academy awards and the Annual Meeting agenda that tolerates it. Run leader Alan Kagan was hoping "Ferris" would write the article, but I didn't let on that was my intention anyway.

If you've already read his truncated version of the event he planned and promoted, please realize he had agreed to do so under duress. You see, I believe

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Greatest Show On (Near) Turf

By: Steve Waid

Sunday, September 15th dawned with clear skies and a prediction of cooler weather than we had been experiencing. This was a blessing as 8 SDMC cars and owners were looking forward to participation in the Greatest Show on Turf being held at Cottonwood Country Club in El Cajon for the first time. As it turned out, it got to about 90 degrees (but it was a dry heat) about the time the show was over and we were all leaving.

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Photography By: Leo Dailey

the highest compliment that can be paid the run leader is a newsletter submission documenting just how special it was – by one of the participants. Please consider that approach when you have an experience similar to mine.

We convened in Escondido for a driver's meeting (shorter than any I've conducted – guaranteed!) at 5:50 AM on an otherwise normal Saturday morning. My wife opined (once again) that I wasn't in full possession of my mental faculties; running a little late, I even left home before I could ingest a fortifying cup of coffee. As it happens, I wasn't the only one running "stag" that morning. Leaving our Deer Springs rendezvous (Note to our newly-commissioned editor and proof-readers - same pay contract as mine: "yes, that was intentional; yes, I know it's cheesy, but that's how I roll."), we made good time travelling to Glendora in the initial early morning darkness.

Poetry in Motion...

Our final rendezvous prior to running Glendora Mountain Road into Mount Baldy was stalled when one of Alan's NSX Club brethren was late in joining us. More accurately, I think his intention was to

exercise his testosterone-laden ride and leave us in his dusty wake. The call went out for those of us with similar high-speed intentions. When Alan insisted I join the "chase group," I smelled some sort of "set-up," something on the order of "fox and hounds" or worse. Having been recently anointed a driving "Big Dog" by none other than Steve "Obi" Waid, I acquiesced and joined the two other SDMC rides bearing Leo and "Stitch" and Caesar Mazzeo. Off we went across roughly twenty miles of wonderfully sinuous and scenic road.

"Chris" was our escort in his sinister black coupe, raising his arm whenever we encountered cyclists in the lane, on the side, or any combination of a rolling road block. His exhaust note bristled in short bursts, his left arm thrust out the window every time we came upon occasionally indignant specimens of the cycling set. ("As a matter of fact, yes I do own the entire road.") We were courteous, shared the road, and gave wide berth whenever possible. Chris's left arm got a work-out, as did our shifting, clutching, and braking appendages. (You sound so...technical, Ferris.) We traversed the ridge right on his rear bumper, at times resembling one of those articulated busses from the not-so-distant metropolitan area below. (Hey, Les, there's another

public transportation option for travelling to The Petersen.)

Known simply as “GMR” to road bike riders, motorcyclists, sports-racers, even drifters, it’s one of the longest contiguous twisted ribbons of asphalt I’ve ever driven. It doesn’t have the pronounced elevation changes of our vaunted Mt. Palomar run, but the quantity and variety of curves made it worth the effort of getting there. Officially, the views to both the Pacific Ocean (including Catalina Island) and the Mojave Desert are spectacular when weather conditions permit. In the chase group, it was all about navigating the mountain ridge, finding the rhythm, and staying out of trouble. (Since the signage made clear vehicles would be impounded for speeding excesses and other anti-social behavior, I was “conflicted” to say the least.)

As it happened, our high-speed driving intentions were partially dashed by an installment of the “Tour de Foothills” cycling event unleashed on us that day. In fairness to Alan, his pre-run had been with the NSX Club on a day with only random cyclists displaying their colorful gear and spandex-clad musculature. (Yes, Ted, I know those shorts and jerseys are functional as well.) Note to Alan and self in a similar situation: check the calendar, eh?

“The mountains are calling and I must go.”

- John Muir

Arriving in sleepy little Mt. Baldy Village, we waited for the remaining six Miatas to join us while the dilute adrenaline could be reabsorbed in our bodies. We were ready for the next leg of our own “tour” and adventure. A short drive to the ski area for check-in and we boarded the ski lift for our ascent to the peak and “Top of the Notch” restaurant. The chair lift was a twenty-minute ride suspended from towers, cables, and gears pressed into service in 1952, and covering the final 1400-odd feet in elevation to the 7800’ peak. I was so comfortable that I didn’t even pull my

security bar into position. The sun lovingly caressed our faces and skin through light clouds and a rich canopy of oak, bay, fir, cedar, and pine. (Oh, Ferris, you’re so romantic.)

While I doubt that Diners Drive-ins and Dives will be visiting the restaurant for Sunday Brunch any time soon, the food was certainly satisfying and more than welcome. Now nearly eleven o’clock, my stomach had been growling at decibel levels approaching those of my Mazdaspeed exhaust. (Sorry, folks, that’s where the metaphor ends... this is a family publication.) As Alan will proudly tell you, the \$19.00 ticket for the lift (both ways, in case you wondered) and all-you-eat brunch was a serious bargain. Even though one of Alan’s trademarks is politely known as “embellishment,” I had to agree with him the entire time. Add in the social interactions, and the experience was priceless. Would I do it again? You betcha.

Basic ski lodge décor and expansive decks provided photo opportunities as well. Re-fueled and refreshed, we hiked a modest distance to the ridge just above and behind the structures. Feeling his oats (or the more modest oxygen content of air at this elevation), one of us began ringing the huge brass bell outside the lodge. I’m guessing this bell has winter season purposes such as avalanche warning, summoning skiers, etc., but a carillon tower it is not. (Oh, Ferris, you’re such a kiddier.)

Throughout most of the morning, I realized and openly shared that I had never visited this area, never driven the road, never even knew how special they were outside of the occasional news stories associated with them. Sure, I had been to the mountains, even lived in the mountains for multiple years...just not this mountain, this place, or with this view. It was easy to get your bearings perched on the northeast side of the mountain - we had a commanding view of I-15 and Cajon Summit off in the distance. Most of us know and recognize that as the route to Las Vegas, where Mr. Kagan plans his next exploit – the annual SEMA show and the greatest car show ... ever! ■

(Greatest Show On (Near) Turf continued)



Photography By: Steve Waid

We met up for a quick cup of coffee in Spring Valley before caravanning the two miles to the show location. As it turned out, half of our Miatas were in shade throughout the show, and we were able to create some of our own shade with one EZ Up.

The Greatest Show on Turf is a show that SDMC has supported for almost a decade now. This annual show, although continuing to re-brand itself, is one that supports the Car Club Association of San Diego. SDMC has been a member for over 15 years. Although there was no recognition given at the show, SDMC was the club with the most cars entered. I was, again, proud to be wearing my Miata Club "colors" as we made our way throughout the day. ■



Photography By: Steve Waid

Here's The Article

By: Alan Kagan

We met at Deer Springs. We drove up the freeway and stopped in Glendora at McDonalds Rte 66 where we were met by a lone NSX. We "pit stopped" then saddled up, drove a twisty road, dodged bikers, slowed down for a bunch of gravel, rode a lift, ate breakfast, oohed and awwwed and went home.

FIN

(happy) ? ■



Photography By: Interwebs

Speed Festival Weekend... Expanded

By: Steve Waid

Laurie and I had not been members of SDMC for a complete year when the first Coronado Speed Festival took place in October of 1997. It was further west on the base than the current location. The track was configured differently and you could not see the whole course from any vantage



Photography By: Steve Waid

point. You were allowed to walk into the pre-grid as the drivers pulled their cars out onto the track. This practice was eliminated the next year. Parking was not convenient to the track, and there was no vendor area, Car Club Corral, or Car Show. From that inaugural event, the Coronado Speed Festival has grown and become, in my humble opinion, the best automotive event in Southern California. And you are all welcome to my opinion.

I have not missed a Speed Festival since. In 2001, the event was cancelled for obvious reasons but came back strong in 2002. SDMC has been represented in large numbers every year since. When the Car Club Corral was created SDMC was one of the clubs offered the passes. We have been getting these passes for club members ever since. Our presence is always expected and respected. When the first car show was held in 2006, a Miata class was included and continues to this day. This year we had 8 Miatas in the show on Saturday and 5 on Sunday.

The expansion and growth of the Speed Festival itself has coincided with the growth of the SDMC Speed Festival weekend. The Speed Festival, in 2012, added the only professional racing series that it has showcased when it added the Playboy Mazda MX-5 Cup Series race. 2013 was the second year to have our favorite cars racing "for real". Somewhere along the timeline we have expanded SDMC events into Friday and this year even Thursday.

As many of you know my friend from High School, Steve Vannatta, started coming down from his home

in Arroyo Grande (near Pismo Beach) in 2000. Steve is a car guy, but of a different genre. Steve has owned hot rods and old American cars for well over 30 years. He has been a 1940 Ford lover since high school and owns a black '40 with flames which he built some 20 years back. It has been on the cover of Hot Rod Magazine (I think that was the one) and has led a run at the Search for Madonna on several occasions.

Those of you that are registered to the club email list got to experience a little of the "special" kind of competition that Steve and I have shared since High School. Some of you might consider it juvenile, but I don't consider being "juvenile" a bad thing. What this "competition" led to was friendly Kart racing when he was here. At first, just the two of us would go over to K1 and beat up each other. Then, a few years back, Gene Streeter created the first Ferris Bueller Day Run that included Kart Racing. The annual Kart Racing day was also created at the same time.

Steve and I try to slam as much "car stuff" into the



Left to Right: Scott Welch, Rick Spurgeon, Steve Waid, Rick Salvador, Steve Vannatta, Gene Streeter

Photography By: Steve Waid

long weekend as we can. This year we had plenty of help.

Thursday, Lou Stark organized a dinner in Encinitas to coincide with the monthly Encinitas Cruise Night. This year was special because it preceded the 12th annual Wavecrest Car Show that is all Woodies



Photography By: Steve Waid

and wooden bodied vehicles. There were over 50 Woodies at the Cruise Night even though the show wasn't until Saturday. After sharing a meal with Lou and Ruth Stark, Rainer and Marriane Mueller, and Steve, we all walked the Coast Highway in Encinitas. In the area where all of the Woodies were displayed, we found club member Del Pound showing his 1924 Model T Ford Roadster Pick Up.

Friday, we met Kart Racers at IHOP in San Marcos before caravanning to K1 in Carlsbad. Eating is always a part of a good car/racing event. This year we had 4 other drivers competing with Steve and me in the Mini Grand Prix. Due to a timing error affixed to young Scott Welch, he was not recognized by K1 as the race winner. All records including the podium award ceremony shows another as the winner. Thereby, history will proclaim another humble winner. However, we all righted the problem by presenting Scott with the first place medal and inviting him to race against the dreaded Corvette drivers in October. Others participating were Rick Spurgeon, Rick Salvador, Gene Streeter, and Steve and I. After another eating opportunity, Steve and I took off for a drive along the Coast Highway in his new "Ultimate Driving Machine". Ending up in Escondido, we first visited the BMW dealer so we could review the accessories available before departing the few blocks to Cruisin' Grand. This ended a pretty full day of Car Stuff before going home to watch the recorded NASCAR Qualifying.

Also on Friday a small group of Miatas carried the homecoming court in the Carlsbad High School homecoming parade. Along with Laurie were



Photography By: Rosi Romero

Neal Mills, Jeff Frederick, Dawn Coates, and Dennis Sullivan.

Saturday arrived and we left Escondido at Zero Dark Thirty driving both Miatas to Tartine's for our meet up with all of the other SDMC folks ready for the first day of "The Race at the Base". Overlooking a little battery issue, we drove into the Car Club Corral where both Waid Miatas were entered in the Car Show. The Miata Club area in the Car Club Corral was prominently placed between the Porsches and the Ferraris. The event was celebrating the 50th Anniversary of the Porsche 911. I guess they just haven't figured out how to upgrade the design. The weather was very nice and even got cool in the late afternoon. The qualifying races bode well for the actual racing to be conducted on Sunday.

Sunday morning started out with Steve declaring himself sick. So, Laurie and I took off leaving him on his own for the first time during the weekend. He eventually woke up and drove himself back to Arroyo Grande, thus missing a day of the weekend for the first time. I had a nice day holding hands with my beloved, the smokin' hot Laurie, and walking around the whole festival grounds. I test drove a couple of VW's as a friend and SCAT member works these test drive events around the country. We eventually found our way into the grandstands where the SDMC crowd had taken over an area. It was another well spent day by me...mostly spent saying "huh?" to those around me. Laurie thinks my hearing loss is worsened by each Speed Festival...or at least that's what I think she said. ■

President's Remarks

September was a busy month for SDMC. Alan Kagan led a run to Mt. Baldy. We took freeways to Glendora and then took Glendora Mountain Road and Glendora Ridge Road to Mt. Baldy. There was some kind of bike event going on so there were bicyclists everywhere but the roads were fantastic. Don't think I've ever seen so many turns per mile. Then there was the Coronado Speed Festival. The vintage racing was fun to watch and the MX-5 Cup racing was hot and heavy. SDMC also participated in the San Diego Car Club Council's car show at Cottonwood Country Club. Hopefully, you participated in one or more of the club events. If you did, and you enjoyed yourself, tell other club members and encourage them to participate in future club events. If you did, and didn't enjoy yourself, please let me know what could have been done better. Hope to see you all at a Fall event.

Neal ■



Photography By: Neal Mills

Oxygen Sensor Replacement

by Gale Chan

In a past life, when cars had caps and rotors and carburetors, and about the only smog device was a PCV, I knew a little about working on my car -- enough to do minor tune-ups. Nowadays, with computers controlling everything under the hood, I no longer have the least idea about how to work on cars.

So when my 1999 Miata's check engine light came on, I figured I just needed to take the Miata to the shop. Except I'd just moved and wasn't near my mechanic anymore. However, I was now much closer to my friend Dave who has an OBD-II reader. At least I could find out what the code is and how dire the problem might be.

At first we couldn't find the connector. Google to the rescue! In the MX-5 Miata Forum: "Where is the OBDII port in the NB?" Answer: "Fuse panel next to your left knee, just above the hood latch. Pull the cover off and look straight UP into the dash. The port won't be visible while sitting normally." All we needed to do is connect up the code reader and read what it said. It said: "ERROR". Hmmm...

When all else fails, try reading the manual. "Ignition must be On". Oops.

The code read P1135. Back to Google. In the MX-5 Miata Forum for NBs: "P1135 CEL on": Here's the definition for the code: P1135 HO2S Bank 1 Sensor 1 Heater Circuit Low Input.

Translated into English: the sensor is still working, but, this heater circuit thingy that warms up the sensor while the engine is cold is not. Presumably that means the car might not run so well before the sensor warms up.

I deemed this to not be a dire problem that required an immediate repair by the first mechanic I could find near my new home. (The CARB folks might disagree, but I didn't ask them.) I asked club members about



mechanics and, of course, all votes were for Allen's Wrench and Rocky's.

When I mentioned that it was the O2 sensor, Alan Kagan replied that he'd recently replaced the same sensor on his '99 and it's "not that difficult to do yourself if you are motivated." An inexpensive tool was needed which Alan said I could borrow, or buy at Harbor Freight, and maybe some WD-40.

To be honest, I was not feeling all that motivated. But then I realized this sensor had been replaced before and I pulled out the paperwork. \$275.29 back in 2004. The part number Alan sent me that he had purchased on Amazon was \$76. Suddenly I was motivated.

I found out there are two O2 sensors, and my problematic one was the "upstream" sensor (Sensor 1). I did more web searching to find out more about the inexpensive tool, a special socket just for O2 sensors. Mark Booth posted on MX-5 Miata Forum, "O2 sensor sockets" that he owns the Powerbuilt 648691 O2 sensor socket and available on Amazon. It cost about \$8.

OK, parts costs would be about \$85; a little less if I borrowed the socket from Alan. How much labor

would be involved? On the same O2 sensor sockets forum topic, the way people wrote about these sockets, it sounded like it might be really hard to break the sensor loose. Discussions of two-foot pipes on the end of a breaker bar, whacking with hammers, heating the boss "with an oxy-acetylene or MAPP Gas torch, then quickly get the tool on it and reef as hard as you can."

Also, there was discussion of several brands of penetrating oil, the preferred brands being Kroil and PB Blaster. At 5'0" and 110 lb, would I be able to loosen the O2 sensor even with a 2-foot pipe on a breaker bar?

Since I'd gotten this far in my research, I figured I'd forge ahead and hopefully not need to buy a gas torch. I ordered the Powerbuilt socket and a Denso 234-4606 sensor via Amazon with free shipping. (BTW, the sensor comes with a little packet of special anti-seize compound for O2 sensors.) The -4606 was a little cheaper than the -4144 part that Alan had used. No idea what the difference is.

I totally lucked out and was able to loosen the old sensor without even needing any WD-40, hammer, two-ft pipe, or gas torch. The sensor was a little hard to reach but fortunately the wrench had a small flexible head.

One last issue after installing the new sensor was resetting the check engine light. Back to Google. "The easiest is probably just to pull the BTN1 fuse in the fuse box located under the hood on the passenger side for about 30 seconds. If you pull it out too short, you won't reset the code. If you pull it out too long, you'll lose your radio presets." That worked!

Final tidying action was to cable-tie the cable in one spot. Lastly, the car needed a smog check and passed easily.

So, as a result of my \$35 "investment" in SDMC membership, I reduced my expense for this O2 sensor replacement by at least \$200. ■



SAN DIEGO MIATA CLUB

2013 ANNUAL HOLIDAY PARTY

§

GIFT EXCHANGE

Saturday, December 7, 2013

6:00 - 7:00 Cocktails and Hors d'oeuvres

The Butcher Shop Steakhouse, Kearny Mesa

Menu

Prime Rib with garlic mashed potatoes

Or

Chicken Piccata with wild rice

Mixed green salad

Dessert

\$35.00 per person

RSVP: Christy Pluciennik before 11/23/2013

RSVP at monthly meeting or send to:

Christy Pluciennik, 2472 Antlers Way, San Marcos, CA 92078

Make check payable to: San Diego Miata Club

Include Dinner Choice per person and email address on check

New Members' Bio



Mitch and Elayne Summers live in La Mesa. He is retired from the FAA, DoD, private industry, and a US Navy Electronics Tech career. She is a Mechanical Engineer who attended San Diego State and is a Manufacturing Consultant. Their other family member is Winnie "the Pooch," a female Chihuahua/Terrier mix.

The Summers' Miata is a 2003 red Club Sport model. It was purchased new in 2003 at original El Cajon Mazda dealer, which stopped selling Mazda several years later.

Was the color choice intentional? :

"I have the Club Sport model which only came in red or white," Mitch notes. "I like red but might have picked blue or green if that had been available in the model I bought."

Previous sports cars:

Mitch had an Austin Healey Sprite (1960 bug-eye), Porsche 356 coupe, and a Mustang 5.0 GT convertible. Elayne had a Nissan 280Z.

Mitch is an autocross competitor and auto race

spectator who likes to read (especially US history & US or British seafaring historical fiction). Elayne plays piano, tends to her rose garden, and composes the "honey do list."

What were you looking for in life that steered you into a Miata:

Fun and sun.

Extent of total driving that will involve the Miata:

Their Miata is driven near daily for errands and local enjoyment drives.

Any driving scares in your Miata:

Elayne is sometimes cut-off by drivers of larger vehicles that don't seem to see her in the Miata. Neither of them has had anything especially scary happen, although Mitch's driving style doesn't always agree with Elayne. She's happier driving the Miata with him as passenger.

Favorite San Diego County road (so far):

Del Dios Highway (S-6) from I-15 west to Rancho Santa Fe village, right turn onto La Granada (S-9) to El Camino Real La Noria and south to Lomas Santa Fe Dr (S-8).

San Diego County "discoveries" while on club runs or just out driving:

The drive from Bostonia (El Cajon area) I-8, to Alpine via Greenfield I-8 exit, La Cresta Road, Mountain View Road, Harbison Canyon Road, and Arnold Way to Tavern Road in Alpine. Nice scenic drive on a Saturday or Sunday morning.

Trips in the Miata being planned:

Looking forward to some runs with the Miata Club.

Other comments that come to mind:

"Is it true that Miata Club members get free gasoline at some stations?" ■

Mr. Todd's Wild Ride

By: Todd Pluciennik

In my youth, I was inspired by 3 rides at Disneyland: The Matterhorn, Space Mountain, and Mr. Toad's Wild Ride*. As you can probably infer, my need for thrill ride induced adrenaline started early.

This persisted through my years, with me "graduating" from Disneyland rides to Knott's Berry Farm (e.g. Montezooma's revenge, among others) and finally to Magic Mountain (too many to list). Finally, after I was licensed for driving, that thrill was realized while living in Ramona (in all places). Right in my backyard I could drive the 78, Wildcat canyon, Highland Valley Road, and Old Julian Hwy, all within a 30 mile radius.

Now that I've experienced additional (awesome) roads that the Miata Club has introduced me to, I'd like to combine some of those "new" roads with the "classic" roads of my youth. Many of you will recognize my selections of roads from the infamous "Puke" run that Steve and Laurie Waid put on (which, in my humble opinion, ranks as "epic").

This is intended to be a spirited run, and there is also a dirt road aspect (about 2 miles of unpaved

road), however, it's passable with a Miata (a bit of "washboard" is about the worst of it). However, there will be an alternate, paved, route.

Let's see your best Mr. Toad / Adventure themed costume. There will be prizes (his and hers) for best costume (taken by vote).

Start Time: Saturday October 26th, Drivers' meeting at 12:45pm, leaving promptly at 1pm

Start Location: Park and Ride adjacent to the Mobil gas station

4730 HIGHWAY 76 (at Old Hwy 395, off I-15)

20 minute pit stop at Mother's kitchen on Palomar

20 minute pit stop at Dudley's

Finish Time: Approximately 4:30pm for dinner

Finish Location: BJ's off Via Rancho Parkway/
Escondido

204 E. Via Rancho, Escondido, CA 92025

(<http://www.bjsrestaurants.com/locations/ca/escondido>)

RSVPs are appreciated so I can get an accurate count for the restaurant. Please email t.pluciennik@gmail.com

*As a side note, unfortunately, Mr. Toad's Wild ride located in Disney World / Magic Kingdom was closed in 1998 (replaced, of all things, by "The Many Adventures of Winnie the Pooh"). It's still available to us SoCal residents at Disneyland, however. ■

Membership Report

WELCOME OUR NEWEST MEMBERS!

Jim & Jan StewartCoronado2013 Liquid Silver Metallic

166 memberships

(48 single, 118 dual) for a total of 284 members.

Upcoming Events

Date	Event	Time	Location	Contact
Saturday, October 12	Tech Day at Rocky's	9:00AM – 3:00PM	Rocky's Miatomotive, 2951 Garnet Ave., Pacific Beach	Rocky Murphy, (858) 273-2547
Sunday, October 13	SDMC vs. COCSD Racers' Run	8:00AM at Bob Stall 10:30 at K1 Speed	Fun Run Start Location – Bob Stall Chevrolet, 7601 Alvarado Rd., La Mesa, CA 91942 Kart Racing Location – K1 Speed, 6212 Corte Del Abeto, Carlsbad, CA	Steve Waid, swaid@cox.net
Friday – Sunday, October 18-20	Pioneer Saloon 100 Year Anniversary Run to Good-springs, NV	Friday - 9:00AM Departure	Deer Springs Rd. Park & Ride (West of I-15), next to Arco Gas Station, 26915 Mesa Rock Rd., Escondido	Wally Stevens, wallymiata@gmail.com
Thursday, October 24	SDMC Meeting	7:00 – 8:00PM	Boll Weevil Restaurant, 9330 Clairemont Mesa Blvd., San Diego, CA 92123	Neal Mills, nealmills@aol.com
Saturday, October 26	Mr. Todd's Wild Ride	12:30 – 6:30PM	Park and Ride Adjacent to Mobile Gas Station (4730 Hwy 76) at Old Hwy 395, Off I-15	Todd Pluciennik, t.pluciennik@gmail.com
Sunday, October 27	Novice Driving School	TBD	Qualcomm Stadium, West Lot	Steve Waid, swaid@cox.net
Saturday, November 2	Dailey Drive-In Run	Run - Drivers' Meeting 4:45PM Drive-In – 6:45PM	Run - Starbucks, 751 Center Dr., San Marcos, CA (Off Nordahl Rd. and Hwy 78) Drive-In – Santee Drive-In, 10990 N. Woodside Ave., Santee	Leo Dailey, noskahn_mx5@yahoo.com
Tuesday – Friday, November 5-8	SEMA Show in Las Vegas	All Day	Las Vegas Convention Center	Alan Kagan, alankagan@hotmail.com
Saturday, November 9	Warriors United Car Show	9:00AM – 3:00PM	Hawthorne Machinery Co., 16945 Camino San Bernardo, San Diego, CA (Rancho Bernardo)	Mark Booth, markbooth@cox.net
Thursday, November 21	SDMC Meeting	7:00 – 8:00PM	Boll Weevil Restaurant, 9330 Clairemont Mesa Blvd., San Diego, CA 92123	Neal Mills, nealmills@aol.com
Sunday, November 24	Mother Goose Parade	TBD	El Cajon	Ginny McLaughlin, Miata.Ginny@gmail.com

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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.

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 1st of each month. The Editor reserves the right to edit all submissions.

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 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.

Next Monthly Meeting: **October 24, 2013**

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. Dennis & Barb Sullivan handle 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.

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 Avenue, San Diego, CA 92109. 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).

TJM Enterprises (formerly Magnolia Autobody). Restorations, body work. 10027 Prospect Avenue, Santee. 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 El Cajon. 619-590-3700. Discount: 20% on parts and labor. VIP Membership: 3 oil changes for \$19.95 with \$5 going to Rady's Children's Hospital.

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

David Bryan your friendly neighborhood REALTOR; Pacific Sotheby's International Realty. I sell garages with homes! I will provide SDMC members who buy or sell a home through me with a free 1-year home warranty. DAVID BRYAN 619.334.4625 DavidBrealtor@cox.net DRE#01009295

FIRST BRAND Inc. Web/Logo Designs and Development We are currently offering a 10% discount off our promotional packages listed on www.FIRSTBRANDinc.com or you can call us at 951-672-6677.

Classifieds

SALVAGE PARTS

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

Buying or selling your Miata or Miata accessories? You can do it \$9.95 for three months 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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