



The San Diego Miata Club News Letter

Volume 19, Number 9

Annual Meeting, November 8, Auto Museum, 10 am

Lunch will be served. This is the meeting when you get to say who's going to lead you thru this next year.

Peak to Peak to Peak to Peak/Fall Foliage

(Hey, only got to one of the four "P's" but it was well worth it!)

Rick Kagamaster

I was informed by the run leader (Alan Kagan) that, although I only participated in half of the run, it was mandatory I write an article describing my experience during the "Peak to Peak to Peak to Peak / Fall Foliage" run. He said this requirement is specifically spelled out in the club's by-laws although I must not have the correct link to them in my

browser. To avoid any public flogging and/or tarring and feathering (did I say I was allergic to chicken feathers yet? Oh, wait, that's a question for some other medical procedure ... never mind.) here 'tiz ...

Having heard from so many how much fun was had on last year's "Peak to Peak to Peak to Peak/Fall Foliage" run, CJ & I were kinda bummed we would not be able to participate this year. After looking at

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Angeles Crest Highway Fun Run

Bill Bennett

For ten members of the San Diego Miata Club, Oct. 1st, 2014 was an event-filled day to remember.

Starting at 5:00 AM in the pitch-black of the "Park & Ride" lot at the juncture of the I-15 & 76, we huddled in the cold and dark, sipping hot coffee and signing release forms until we were sure that everyone going on our adventure was accounted for. A hasty trip up the I-15 plunged us headlong into some of

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Photo by Alan Kagan

the planned route we discovered - because of living in Orange County - that we might be able to salvage a bit of fun after all and still join the (anticipated) large group for part of the run. I contacted Alan to see if the group would be ok with us joining them for just one of the four peaks – the up to Mt. Baldy and over to Arrowhead on Sunday part. Needless to say the answer was a resounding “of course”! As it turned out CJ over obligated for that Sunday and was unable to even go for the day, so I set out solo to meet the group at their first “comfort stop” at McDonalds in Glendale. I planned it so that I would arrive ahead of the group ‘cuz I wanted to make sure they did not have to wait on me – and knowing how rambunctious a group of SDMC Miatas can be after a long freeway run to a comfort stop I wanted to score a primo parking spot before they arrived! After fueling up, parking (in a good spot too!), getting the top down, and rigging up the CB (I wanted to be ready to go ya know!) I settled down to read my Kindle until the group arrived.

Right on time that blue NB with “The Weather Lady” and her designated driver whip into Mickey D’s parking lot. Alan pulls up next to me grinning and says “the group’s all here!” I do a slow head turn left and right and realize ... our two Miatas ARE the group! Now I’m wondering, does the rest of SDMC know something they haven’t told me? Were all

those stories about last year’s great run just a slight bit of exaggeration? Am I gonna regret driving to Glendora??? AAAHHHHH!!!! Figuring, what the (heck), it’s a beautiful day, I’m already here with a full tank of gas, let’s just go with it. Well, I gotta tell ya, it was the right decision. We started the morning with a phenomenal run up Glendora Mt. Rd and then across Glendora Ridge Rd on our way to Mt. Baldy. Yeah, I’d heard all the stories about the bicyclists on last year’s run and how they, and apparently a few of y’all (to quote an unnamed Texas gal), ummm ... shall I say ... enthusiastically interacted. We also had a fair amount of bicyclists on both roads but these must have been different ones ‘cuz they were very courteous and conscious about road sharing with us with lots of friendly waves and smiles. Could the stories have been exaggerated?? Were the Facebook posts only a myth? Hmmm ... I might have to check into that. But I digress ... I had done this route a number of times before on the motorcycle but not in recent years. In fact it had been about 5 years since Glendora Mt. Rd, and a bit over 10 years since Glendora Ridge Rd, and never in the Miata so it was like a brand new route for me. How was it you ask? Well, at the beginning of the twisties the fearless leader came on the CB and stated “we’re gonna take it a little slower today”. Apparently that statement was just for the sake of the co-pilot as I really liked his definition of “slow”. I’m not sure but I think I

heard a bit of screaming and saw some flailing of arms but maybe she was just doing a weather check as her temp reports were spot-on all day! Suffice to say we ensured the Miatas were handling up to our expectations. And we didn't hit a single bicyclist either – or exchange spirited greetings!

I had been as far up as the Mt. Baldy Ski Resort parking lot several times in the past but had never gone beyond that point. The ride up the lift, the views while we were eating breakfast on the veranda (well until a bee chased us back inside), the hike up to the grand vista over the desert, and then a phenomenal view from the chair lift on the way back down were just awesome. The weather stayed Chamber-of-Commerce perfect with the temp a comfortable shorts-and-polo level even at the top. This was the absolute best 20 bucks (Alan's awesome TravelZoo deal ya know) I've spent in a very long time! Well worth it! Those of you who've done this run already know this, those that haven't need to make this run 'cuz you are missing a good one!

Heading down the mountain it was decided to modify the run a bit on the way up to Lake Arrowhead Resort. Not a single Miata in the group objected – pretty cool huh? Dang! CJ was right, sarcasm DOES stain a shirt!! Anyway, we went up the 15 and off at the 138 to take the "back road" up. For those that know that route, there is a stretch just east of the 15 that is tailor made for Miatas and once again we gave it it's full due. After passing Lake Silverwood we got into the upper set of twisties and met several non-English reading drivers (had to be, they missed ALL the "slower traffic use turnouts" signs) with poor hearing (Horn? What horn? And it wasn't even us honking!) That slowed us down quite a bit. I told Jill (aforementioned "Weather Lady") that CJ, not knowing she would not be able to go, must have pre-arranged and paid them so she would be able to sight-see (whadda ya mean you don't wanna get car sick?) as that's what she says when she is with me. Apparently Jill contracts "Pace Cars" for similar reasons and these were doing exactly what the girls paid them to do! Regardless it was still a very picturesque run as there was already a fair bit of fall color showing along the way. We then took an alternate route to Arrowhead to stay off the 18 that involved more mountain roads via Lake Gregory. All in all a very nice journey to the Resort.

We arrived at the Lake Arrowhead Resort in the early afternoon where the group met up with Jan and Jeff. They had arranged to meet the original group there and were already checked in with a "room with a view". For Jan that meant the pool and the lake. For Jeff it meant a nice flat-screen TV showing the Chargers game. While waiting for the other room to be ready we all commandeered a comfortable veranda and enjoyed good conversation with views of the lake and the pool. This was also a strategic move as we were out of sight of any of the big screen TVs around the resort lobby - Alan was taping the Chargers game and did not want to spoil it so we all happily obliged him. Later Jeff, Jan and I moved into the lounge in front of the really big screen while Alan and Jill got checked in. The stated reason was so we could commandeer "the good seats" for drinks and hors d'oeuvres once the game was over. I think the real reason was so Jeff could get to see the end of the game. Unfortunately I think that didn't work out so well for Jeff 'cuz I think the Chargers lost – oh well ... best laid plans and all that. Once Alan and Jill re-joined us, more really good "get to know you better" conversation ensued (probably helped somewhat by the arrival of additional libations) resulting in several little know facts being revealed - much to the delight of not only us but to some of the surrounding guests of the resort. The conversation eventually moved to plans for Monday's events involving the 3rd and 4th peaks (Big Bear and Idyllwild) as well as what time and where to meet for breakfast. This was my cue as I had that four-letter-word "work" looming Monday morning and would eventually have to head back down the mountain. I have to admit, even this last part (that the others didn't have to do) was a very enjoyable experience. The night air was very clear and I was able to see all the lights of the LA Basin while driving back down the mountain towards home.

Was I bummed I only got one of the four peaks? Yeah, if Monday was half as good as Sunday it was a great day too! Would I do it again? You bet! If Alan and Jill put this run together again sometime in the future I'm gonna make sure both CJ and my calendars are free and we are gonna make the WHOLE trip! You should too, you won't regret it! - RK ●



Photo by Bill Bennett

the worst LA traffic there was, and we alternated between 65-70 mph and “stop and go” for the next forty miles or so until we finally arrived in La Canada/Flintridge for a quick gas-up and then breakfast at the Hill Street Café. Lonnie & Kay Kernes had taken the carpool lane option on the way up and had arrived early and made sure the restaurant was ready for us when we arrived. The food was great and the conversation even better.

The Angeles Crest Highway is one of the most amazing roads in Southern California. With the backside of the San Gabriel Mountains on one side and the Mojave Desert on the other, it is 60 miles of non-stop curves that connect Los Angeles with the little mountain community of Wrightwood and the High Desert. Reaching 7000 feet elevation at one point, the road passes several well-known ski resorts. But there was no skiing today, we were cooking our tires on an almost infinite number of

left and right-hand hair-pin turns, dodging rocks and pine cones and taking-in the gorgeous flora and fauna, if you could break your concentration long enough to enjoy the surrounding beauty.

Lonnie & Kay along with Neal Mills, Jon & Melinda Connor, Jackie & Bob Van Hook, Steve Kennison, Pete Pollero and I learned about pushing our cars close to the limits while staying “reasonably close” to the posted speed limits. We also learned about Karma: We paid the initiation fee by having to drive through some pretty miserable LA traffic but were rewarded with some of the most awesome Miata roads SoCal has to offer: In retrospect, I don’t think anyone would begrudge the traffic considering the reward that awaited us on the Angeles Crest, just a little Yin to go with our Yang.

After an hour and a half of sawing back and forth on the steering wheel and getting to know how

(Angeles Crest Highway Fun Run Continued)



Photos by Bill Bennett

well our little cars really handle, we finally reached Wrightwood, which we considered the end of the run. It was early in the afternoon so I offered the group an extension to all of those with the available schedule and gumption to continue on. Most everybody took the challenge and we continued east across I-15 and traversed the twisty 138 riverbed road across the Cajon Pass that morphed into the zig-zag burro path on the backside of the San Bernardino Mountains, then east through Crestline, on to the Rim of the World Drive and into beautiful Lake Arrowhead for a walkabout and a scrumptious Mexican lunch at a building that once housed this picturesque alpine resort's Merry-Go-Round.

"Top down, curvy roads, hints of fall as we climb to 7000 feet with new friends. The only thing on my mind is the road ahead..... full concentration..... life is very small in the seat of my Miata. Comforting. Joyful. Peaceful." Jackie Van Hook

"In all seriousness, one of the best rides I've been on" Pete Pollero

The trip down the hill from Lake Arrowhead and south on I-15 to San Diego County was a cake-walk by comparison and gave us an opportunity to relax and take a breather from a day of rigorous driving. What a great day ! Next time we go from East to West !

"So do not worry about tomorrow, for tomorrow will bring worries of its own. Today's trouble is enough for today." Matthew 6:34 & Jon Connor ●

Rear View Mirror



Gene Streeter

The waning weeks of September and first two of October continued to entertain – vacations, next-gen Miata ND afterglow, even a sizable newsletter behind us – we hit 20 pages. The answer is still “no, I do not receive any financial benefits from pumping-up the size of the publication.” That’s my final answer.

Meeting Minutes and Swag

Certainly not to usurp Secretary Jon Connor’s responsibility, a little recap of the September monthly meeting is probably in order. If you weren’t there, you were in good company, or so the expression goes. As President Mills pointed out that evening, (I was once well-acquainted with a General Mills; I wonder if they’re related) two of our board members and virtually all of our customary meeting presenters were elsewhere – no Events team, no Membership recap, no Regalia, no Treasurer’s report; even the monthly opportunity drawing was barely more than half its typical size. The combination of good weather, less-crowded travel and vacation destinations with schools back in session, and travel options opened up in retirement all conspired to deplete our meeting audience.

I advised Neal in advance I had some swag to distribute – four vendor t-shirts garnered from the garage area at Laguna Seca. The ever-generous Bill

Bennett provided some unique collector key chains to make it even more interesting. The opportunity drawing wasn’t all about the money; it was all about the swag. Midway through our meeting, I offered my assistance with a recap of Miatas @ MRLS and the Speed Festival. I could tell Neal needed a little break; he’s not used to doing a 45-minute set.

As I took the microphone, some good-natured heckling ensued. “*What are you going to do ... recite a poem?*” Dennis Garon thought it was funny, but wife Maryann and others were quick to respond “don’t encourage him.” My recap of Miatas at MRLS briefly touched on the exploits of Chuck Graham, Rosi Romero, and Ginny McLaughlin, all in attendance. I didn’t overlook Greg Lee; it’s just that he wasn’t there to defend himself. I responded honestly to questions about my Presidential candidacy in the wake of the WikiLeaks; our newsletter and my official statement wouldn’t come out for another week.

It’s a Privilege, Not a Right

A poignant moment of the meeting came when repatriated member Larry Clapper asked to share something very personal with us. Slowly and emotionally, he explained that DMV had rescinded his driver’s license. Larry alluded to his getting lost or disoriented; no one pressed for details. I doubt there was a single member in attendance that wasn’t moved by his courage in sharing, or by his plight. Apart from the enjoyment of driving our sports cars, there’s an undeniable element of independence.

“It’s a privilege, not a right” – read the 116-page DMV handbook if you doubt my suggestion. Now you know that’s gonna be good reading. Now 88, my father and I have had a conversation about this very subject. I hope that my dad’s good judgment will recognize if his physical and mental faculties are no longer sufficient to safely operate his 3800-pound missile, and surrender his driver’s license, should that day come. Failing that, it’s my responsibility to intervene if his driving capabilities put himself and others in peril; not just the DMV’s.

Fast, Not Furious

Our deadline for article submission for the October release of ***Twists 'N Turns*** had already passed when the most recent running of Nevada's Silver State Classic shattered the relative quiet of the high desert between Lund and Hiko. As you may recall from my August article "Walter Mitty Me," this 90-mile road race runs over public highway US 318 twice a year to satisfy adrenaline junkies with an automotive vice.

Our own Wally Stevens, co-pilot Greg Lee, and Sandy Bagnall were part of this 27th running, sending me occasional e-mail updates from the event venues. Wally was forced to run the 1-Mile Shootout by virtue of his higher speed class, 130 MPH average for the distance. His first time in this longer top-speed contest, he tripped the lights at over 172 miles an hour, the fastest he's ever driven. He would learn at Sunday evening's awards banquet his time was good enough for 4th place in the standings.

Come Sunday, Greg and Wally conspired to run the "tightest" race result of his ten attempts to date. Less than half a second (.42 seconds, to be exact) off the perfect average result of 130 miles per hour over 90 miles. An awesome result, but still only good enough for a 2nd place in their class. Given Wally's modesty and Greg's hectic schedule, I'm guessing neither of them has submitted their personal accounts of the event. It certainly deserved mention here.

A Matter of Balance

You may have heard or read that a veteran Silver State contestant, Phil Bowser, lost his life in that same event. His older Porsche careened off the road and tumbled into the desert. His daughter/navigator was bruised and shaken but her safety equipment preserved her as designed. As a veteran volunteer course worker, and being familiar with the Old Farts Race Team, Sandy was rattled and emotional in her communication with me.

I responded with some sensitivity for her loss, but somewhat philosophically. While it's truly sad this competitor died, the inherent danger in any

racing event or sporting activity is what attracts participants in the first place. It's just so satisfying to think that one's skill and preparation enabled the "victory" and allowed you to cheat death in the process. In the risk vs. reward calculation, the greater the risk, the greater the adrenaline rush, endorphin high, and psychic rewards. Personally, I like the way Wally balances the two.

I'm reminded of the Ron Howard-produced movie, *Rush*, and its intricate portrayal of Formula 1 champions Niki Lauda and James Hunt. Lauda was an engineer, logical, and deliberate in every move; the antithesis of impulsive, romantic, devil-may-care James Hunt in their pursuit of the F1 title. (Yes, I've watched it several times since it's been airing on HBO.) Fierce competitor though he was, Niki Lauda consistently made risk vs. rewards calculations; he was badly burned in a fiery crash the one time he failed to heed his own good advice.

Living Life – Vicariously

Picture me working, slightly green with envy, while Miata friends are touring this vast and infinitely interesting country. (I was going to say, in my best alliterative style, "pre-pubescent pumpkin green," but I don't want to stand accused of using cheap, literary devices to maintain your attention.)

Route 66 Tour Guides extraordinaire, Mark and Cathy Booth, retraced the entire length of the Route from Chicago to Los Angeles, two cars in tow – Jeff and Jan Frederick, Wally Stevens and Sandy Bagnall. Having headed East from Monterey once the Miatas @ MRLS event wound down, the Booths were on the road (again) for 44 days and covered a lot of familiar ground. Only slighter shorter in days, the Waids and Bristols toured all the way to Maine, the Atlantic Seaboard, and South before heading back West and the familiar comforts of home. I hope some of them share their experiences via articles and photos in this edition or next.

Wally and Sandy shared an occasional photo and text-type of message with me – abandoned

buildings and skeletal towns along Route 66, capped off by a great photo of the Albuquerque Balloon Festival –the “largest event of its kind on earth.” Yes, Sandy, experiencing that event is now on my bucket list. Thank you. Their photo and post from Winslow, Arizona captioned “standin’ on the corner...” touched-off several rounds of “reply to all” e-mail with the next line from the song. Keeping with the theme, my advice to “take it easy” seemed to finally deflate the famous flatbed Ford’s tires. (Whoa, dude!)

Steve and Laurie Waid communicated with me every 1-2 days, on average, and apart from any Facebook updates that Laurie provided the rest of their followers. Truth be known, I begged a little for the personal attention. Both of them “mugged” for the camera, provided some running dialog around the special places they visited, even some video clips, in exchange for my moderately clever e-mails. They even allowed me to make certain tour and cuisine recommendations (Newport Mansions, Mystic Seaport, haddock, and the Waffle House, for example) to make my “virtual” experience more believable.



What a gas! Photo by Mark Booth

Miatas in Vintage Racing?

According to details provided by the seller, there were two serious Miata racers commissioned by Mazda in 1989 and campaigned by Steve Millen. You’re welcome to read the full story on the Flyin’ Miata website, or simply “trust me!” The seller explains further “... these cars are eligible and certified by SVRA for racing in that series.”

Having recently gotten my at-least-annual fix of vintage racing courtesy of the Speed Festival at Coronado, I happened upon that post on the FM website. It truly jarred my sense of time and the meaning of vintage. On the one hand, I’m excited to think that Miatas will be carving up even more racetracks in more events than they already do ... that’s a good thing, right? But the rational, analytical side of my brain (it could happen) is having some difficulty embracing the concept of having our “modern” sports car competing with those that are decades older.

A personal favorite is the group 6 race on the Speed festival program because it features many heavy-hitting “pony cars,” Cobras, and Corvettes. Notably different is a diminutive Ginetta coupe, capably driven by Jeff Kline. Yes, these were practically purpose-built race cars, but the way this diminutive, lemon- yellow missile muscles its way through the field is nothing short of magical. Steve Waid (notably absent this year, leaving me in charge of the SDMC contingent; his first mistake) and I practically arm wrestle for the right to claim this as our eventual winner. No money changes hands, but there are bragging rights, after all.

Shoulder Bolts (graphic)

- Quite a few of our members had travel on their minds, but a few resorted to their OTMs for their luggage-hauling capabilities over the long haul. Here’s a possible solution:



"Sport Utility" Photo "co-opted" by Jerry Standefer, who says "hi"



When "mahogany" is more than just a car color

➤ No, it won't work with the PRHT option. But it can work for those of you that keep your hardtop in place. Think of the additional roll-over protection your roof rack can afford. (Again? Say that five times as fast as you can.) While it certainly detracts from your *cd* number ("coefficient of drag" – refers to aerodynamics, not a cross-dressing preference – Ed.), you have to admit this model has utility. Matching luggage, anyone?

➤ Here's a contribution from one of our eleven loyal readers, Phil Daoust. Phil is also a big fan of the Ferris Bueller's Day Off, so his suggestion was "maybe you can incorporate this into your next run." Perhaps owing to the FIAT marketing plan to "float" new 500s to American shores, Ferrari decided to follow suit. It's currently on display at the Ripley's "Believe It Or Not" exhibition at the Air & Space Museum – Balboa Park.

http://www.huffingtonpost.com/2014/09/15/-wooden-ferrari-boat_n_5823902.html

➤ Speaking of "eleven loyal readers," Steve Taft has petitioned me to be counted as one of that group. It seems he enjoyed the attention, or notoriety, provided him by last month's column in the "wake" of his question "so, what's the word of the month." The only problem with Steve's request is the math; if I add his name to the list, we now have an expression that doesn't quite roll off the tongue. Since it is football season and the noisiest of fans are often referred to as the "12th man" for the impact they can have on the game, your proposal might not be such a bad idea. I'll get back to you, Steve.

➤ I hope all of you plan to attend our 2014 Annual Meeting, November 8th. This represents significant change in our culture, in our traditions, and I'm prepared to help us take the plunge. Instead of emulating the Academy Awards show that captures so much of our attention in the Spring, we're going to establish the selection trends even prior to the gratuitous holiday film releases. As part of our 4th Annual SDMC Academy Awards how, I've secured another gorgeous co-host to help me dish up the humor, recognition, and hardware. See you there! ●



Photo by Alan Kagan

Welcome To Our Newest Members

Barry DruckerOceanside 2015 Liquid Silver Metallic
Linda Pittman.....Oceanside 2006 Marble White

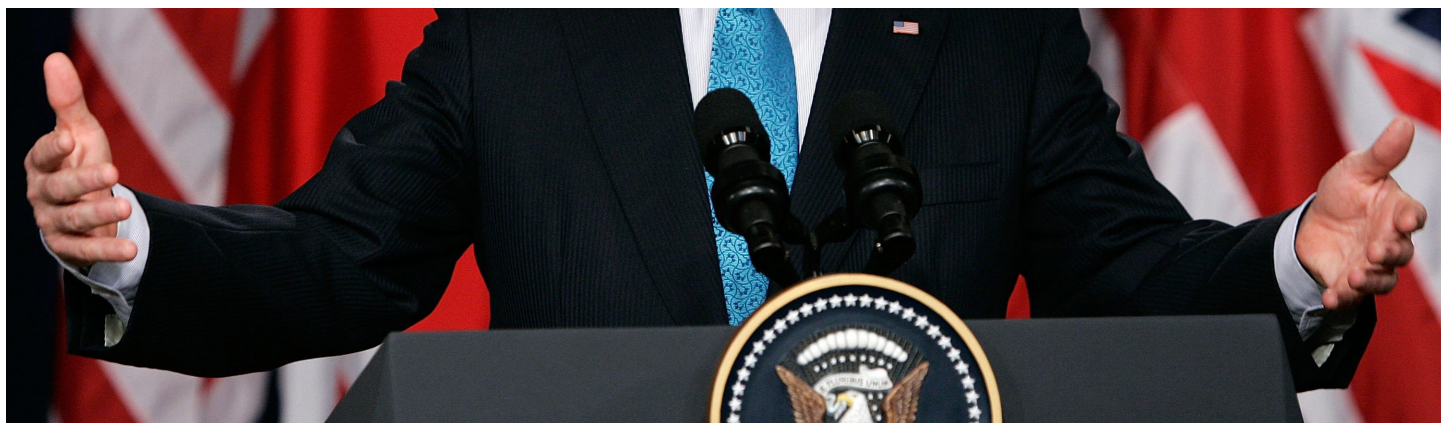
The San Diego Miata Club now stands with

173 Memberships

(42 single, 131 dual)

for a total of 304 members.

President Remarks



The club's annual meeting is just a few days away. Its time to elect officers and plan for 2015 and we need your participation. The meeting will start at 10 am at the San Diego Automotive Museum in Balboa Park. Same location as the past few years. As an inducement (bribe?), pizza and soft drinks will be served following the meeting.

Planning for Surf n' Safari is moving along. Thanks to Dan Garcia, the web site for the event and hotel

reservations is up and looking good. Check it out. You can access it from the front page of the club site or directly at <http://www.sandiegomiataclub.org/sns15/index.html>. While you're there, go ahead and register. It will be a blast!

Have a great month,

Neal

Upcoming Events

Jan & Jeff Frederick



Date	Event	Time	Meeting Location	Point of Contact
Saturday, November 8	Annual SDMC Meeting	Meeting begins at 10:00AM	Automotive Museum, Balboa Park, 2080 Pan American Plaza, San Diego, CA 92101	Neal Mills, nealmills@aol.com
Thursday, November 20	SDMC Monthly Meeting	7:00 – 8:00PM	Boll Weevil Restaurant, 9330 Clairemont Mesa Blvd., San Diego, CA 92123	Neal Mills, nealmills@aol.com
Saturday, November 22	Novice School	TBD	Qualcomm Stadium, South East Lot	
Saturday, December 6	2014 SDMC Holiday Party	6:00PM	Butcher Shop Restaurant, 5255 Kearny Villa Rd., San Diego, CA 92123	Christy Pluciennik, cpluciennik.sd@gmail.com
Sunday, December 7	2014 San Marcos Holiday Parade	TBD	TBD	TBD
Thursday, December 18	SDMC Monthly Meeting	7:00 – 8:00PM	Boll Weevil Restaurant, 9330 Clairemont Mesa Blvd., San Diego, CA 92123	Neal Mills, nealmills@aol.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: **November 20th, 2014**

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 including magnetic fasteners. Add \$2 for shipping to your home. Badge request forms are available at the Regalia table at monthly meetings and on sandiegomiataclub.org in the "Regalia" section. 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

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 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). 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

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One pair, stock, perfect, \$75. DavidPlankpastordavid@pastordavid.com, 760.505.2555

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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