



The San Diego Miata Club News Letter

Volume 21, Number 3

## REAR VIEW MIRROR

GENE STREETER

***"April Come She Will"***

*April come she will*

*When streams are ripe and swelled with rain;*

*May, she will stay,*

*Resting in my arms again.*



Recognize the song lyrics? Does the moniker "Simon and Garfunkel" strike a familiar chord?

If so, consider me "impressed." (If you also guessed S & G was one of my favorite musical duos in the sixties and seventies, you deserve extra credit.) Normally, that's no easy feat. April bore witness to another significant accomplishment; one that impresses me and makes me proud to be your club president.

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Twenty years and counting. Math never having been my favorite subject, I'm a little concerned that SDMC has now eclipsed our 20th Anniversary in existence and I'm out of fingers and toes to tabulate the ones to come. Twenty years, a "score" to those of you who appreciate classical, historical references, is a significant measure of time. Where many specialty and car clubs don't even survive this long, I certainly defer to the Corvette Owners Club of San Diego, dating back sixty years, or three-score. (Continued on pg. 2)

## MIATA SIGHTINGS IN MULEGE, BAJA CA. SUR

CAROL FREELAND

*Get your motor runnin'*

*Head out on the highway*

*Looking for adventure*

*In whatever comes our way...*

***Steppenwolf "Born to Be Wild" 1968***

Two senior citizens, Steve Taft and Carol Freeland, members in good standing of the San Diego Miata Club, driving an especially modified for Baja 1996 Toyota Land Cruiser, and towing a 17 foot Mako fishing skiff, are heading down Mexico Highway 1 bound for Mulege, Baja CA Sur. Our song of the day from Steppenwolf is a must-have mantra for the (Continued on pg. 8)

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It's also not unusual for some automobile and collector car clubs to outlive the production years of their namesake vehicle – Amphicar to Zephyr. Quite a few “roadsters” (loosely defined) have come and gone in the space of our club's existence. Given our club's current health and some additional Miata model diversity, I'm convinced we'll both be around at least another decade, or two. I have designs on being an active SDMC member for that timeframe as well. (*El Presidente* also likes the song “**El Condor Pasa - If I Could**”. Maybe this reference will capture Alan Kagan's attention.

### ***“I'm a Soul Man ...”***

My comment about model diversity has implications for us as well. Our historic fixation on Miata car color is due, in large part, to the fact that Miatas came in one chassis configuration and body style through the NA and NB generations, the first fifteen years of their production. For most of us, minor variances in powertrain and option packages weren't nearly as easy to appreciate as the typically vibrant colors, sometimes distinguishing one year from the next. Many of those colors were reminiscent of M&Ms, jelly beans, and Skittles. Here's a thought: maybe our club was subliminally pre-disposed to our snacking habits by the very colors of our cars. But I digress ...

Oh, sure, you could bolt on a hardtop (I still love the expression “Frankenstein” bolts), spoiler, or ground effects package, but not until the 3rd generation “NC” came on the scene did the personalities and styles really start to differentiate. Its RX-8 chassis dynamics and power retractable hardtops (PRHTs to the inner circle) broadened the Miata's appeal, along with paddle shifters and navigation screens.

The 4th Generation “ND” represents a “clean sheet” design exercise and new chassis. The vehicle dynamics team wanted to reclaim the soul of the original and, arguably, have. The coming “RF” retractable fastback version takes the PHRT concept a different direction, capturing the interest of automotive journalists and prospective customers everywhere. Mark Booth and my son, David, report that it looks even better in person than in any photos to date. Even niche vehicles need to adapt to changing technologies and customer expectations over time. (I hope the Miata never becomes a brand unto itself with a proliferation of models - think “Mini” and a model lineup ranging from its “ragtop” Roadster, now defunct, to an AWD SUV.) No matter your appreciation of the Miata's current, “sophisticated/European-German/upscale” (ND design team explanation) color palette, I hope it never loses its soul.

### ***Thanks ... for the Memories***

Despite our recent trend of moderate attendance at our Annual Meetings at the Balboa Park Automotive Museum, nearly a hundred members attended the 20th Anniversary Party held there. I'd be remiss if I didn't thank Chairman Neal Mills, Jon Connor, and our colorful Regalia team of Steve and Laurie Waid for their planning and hard work. I was honored to be the Master of Ceremonies, and honor each of our Founding Members in attendance.



Where Bob Hope once got the lion's share of credit for his travelling shows in support of U.S. troop morale, the entertainers he marshalled for those shows were the real attraction. This is not to suggest, even remotely, I'm a contemporary version of Bob Hope, but to remind that being the Master of Ceremonies of a presentation is a far cry from being the actual entertainment. So it was at our 20th Anniversary Party, April 9th.

Mark Booth invested 45 hours of effort in his 45-minute photo-presentation, paring the avalanche of member submissions from over a thousand to 450 for the final cut, representing just the last ten years. As Mark indicated, the first ten years had been largely “in the can” since the last Anniversary Party.

Apologies for the late April edition – just couldn’t overlook the opportunity to make this our 20th Anniversary edition. The sharp-eyed among you probably took notice of this being labeled our April-May edition on the website. Editor Jon Dingee has been working solo for some time now; coupled with his “other” work/life commitments, this effort has worn him down over time. With the coming June edition of Twists ‘N Turns, welcome Laurie Waid to the Editor’s desk. Laurie brings energy, enthusiasm, and her significant influence (“arm-twisting” seems like such a strong term) to the role. She looks forward to keeping me on a tighter schedule.



With the final slide count being 670, the challenge for all those present was to scan the image for the event context and the participants. You only had a few seconds (3.25 seconds, to be precise) to appreciate each individual slide of the collection amassed. Also impressive was the level of member participation – the final three slides were dedicated to member credits, and the overall volume. Save for the title slides, there was no indexing or narration to disturb the ambience of the recorded sound track.

Mark was “tireless” in his efforts to produce a polished presentation. (Thank you, Captain Obvious. – Ed.) The end result was worthy of your attendance and attention. It was exceedingly well-received and greatly appreciated.

### ***“Ebony and Ivory ... in perfect har-mo-ny”***

In stark contrast to Mark’s presentation, my slideshow had narration, but every slide was identical; there were no images being projected. Think about that for a moment. As I explained to the throngs of curious observers, I chose not to compete with Mark’s presentation. Rather, I decided to allow each member of the audience an opportunity to *imagine* the situation being described, or simply to witness the handiwork of an artist gone mad. A brightly-lit white screen for a backdrop (Thank you, Tom Thompson) and artist’s prop, the house lights were dimmed, while some creative dufus clicked his way through what Chairman Neal Mills loosely described as “entertainment.” OK, so I borrowed the imaginary slide show and clicker idea from comedian Jackie Vernon, but the script came from personal experience.

### ***The Exit Polls Are Wrong!***

Let’s take a critical look at the two very different presentations, shall we? Where Mark Booth spent 45 hours preparing his 45-minute presentation, I invested 10 hours on my 18-minute presentation, including making my own prop. Harkening back (Did you really use harkening? That’s the real reason I’m worn-down. – Ed) to my earlier math confession, here are the numbers:

- Where Mark amassed 670 slides, I carefully chose all 112 in my presentation
  - o My opponent spent 45 hours on his presentation, that works out to a little over 4 minutes per slide
  - o Where I invested ten hours on my presentation, including interruptions, that averages out to 5.4 minutes per slide
- Where his were in color, mine were “black and white” a la Ansel Adams

- On an investment of time-per-slide basis, my presentation was the clear winner, but ...
- Initially, there were hecklers in the audience, pointing to my lack of substance
- While the critics eventually admitted liking my presentation, Mark's volume of positive feedback was roughly four times that of mine, earning him the majority of the available delegates.

This being an election year (every year is for SDMC), I'm sensitive to voter feedback and the issues. I'm already hearing comments to the effect I'm a "lame duck." What's that all about? There's no reason to wound or disparage any waterfowl in the process.

### ***"Fly Me to the Moon"***

If you weren't there, I hope you had a good excuse. For example, the one I heard from Rick and Diane Spurgeon. You know Rick as the "kite dude," making Diane at least as patient as some other member wives. They had committed to an SDKC (San Diego **Kite** Club) event taking place at Seaport Village – same date and time. The idea was to introduce children and families to kite building, decoration, and flying. With rain in the forecast, the event organizers were sufficiently hydrophobic to cancel the entire event. Thank you, Rick and Diane for joining us at the Automobile Museum, where we stayed dry the entire time. Hey, didn't Ben Franklin discover the electrical nature of lightning while flying a kite in a thunderstorm?

There were runs from the North and South, convening at the Automobile Museum and Party. Congratulations to Chuck & Diane Graham in earning your magnetics. Your run was more aggressive than expected, even taking in Barona Casino in the process. I'm certain those touring with you appreciated the extra effort and the roads best-suited to our roadsters. While Rosi Romero's run from the South Bay wasn't quite as aggressive by design, her driving certainly qualified. Realizing she had distanced herself from the rest of her run group, she pulled off and waited for the other vehicles to catch-up and queue-up ... that took four or five minutes. Sweeping her run, Daryled Bristol just let her go; she was having a good time even before getting to the museum and the impending entertainment.

### ***NAFTA and SDMC – an Odd Relationship***

Be certain to read Carol Freeland's tale of her exploits in Mexico (Mulege, Baja Mexico) and attempts to expand our membership base below the border. This is Carol's second submission in as many months. In the future, look for her to interview new members and submit those articles for the benefit of all of us. Recall (some of your club officers are very sensitive to that term) that Les Smith once did an excellent job of doing that; we just got "off-track" a while back. In addition to my entertainment production skills, I'm also capable of some arm-twisting.

## Shoulder Bolts



*"Number One ... is the Loneliest Number"*

As Mark Booth is wont to do (too stuffy, Steve?), he regaled us with this bit of information:

Mazda produced its 1,000,000th Miata on April 22, 2016. Here's a photo of the car:

Very few would contest the claim that "Corvette is America's sports car." Since its first model year in 1953, total production amounts to 1.5 million.



<https://photos.smugmug.com/photos/i-2cgFh7G/0/O/i-2cgFh7G.jpg>



With the one millionth example of Miata just recently produced (worldwide), very few would dispute that our Miata is America's (and the world's) favorite roadster. The record-keepers at Guinness Book have been monitoring its growth for many years. Let's do a little math, shall we? (Not *again*. – Ed)

- Over its 63 years of production, Corvette has produced 1.5 million units
  - o Annual production averages 23,809 per year
- Miata production took 26 years to reach the million-vehicle mark, or 38,461 per year
- Hmmm. (Correction: Mazda never put a rotary-engined Miata into production. – Ed)

### **Letters to the Editor**

Dear Ed.,

It was refreshing to read an article from a brand-new contributor. Carol Freeland's tale about the Borrego Run was detailed and fun to read. "Where's Waldo?" indeed.

Dear reader,

if you liked her first article, you're going to enjoy Carol's second effort – see page 1 and be ready to be entertained.

Another reader writes:

I actually enjoyed the Rear View Mirror article about flood-damaged and "total loss" vehicles. Please keep Streeter writing his column long enough to tell us more about "salvage" titles.

### **"You Wanna Drive a Car or a Pink Slip?"**

An effective "curbstoner" approach, to be sure. The attraction, or the "hook" is typically the below-retail price and the story that usually accompanies the sale. I've known a few of these stories in the past. As a potential customer and an auto damage appraiser, I've been able to see "first-hand" the results of the buyer falling prey to a curbstoner's story downplaying the actual damages or ignoring them completely if the potential buyer isn't asking the right questions.

I've been to my share of auto auctions (often advertised as "IRS or DEA-seized" vehicles), where peeling back the trunk floor mat, interior carpet, or similar, reveals still-buckled floor panels, open gaps, poor weld repairs, etc. Close inspection of the vehicle's structure (you'd be surprised what a mirror and high-powered flashlight can reveal) sometimes reveals a "fix it as cheaply as possible" or "disguise it as best you can" approach to "flipping" salvage vehicles. Let's define a few terms:

"Pink slip" – for the purposes of this story, a certificate of vehicle ownership in California, not an undergarment; but both can be "laundered" ... see below.

"Salvage" certificate vs "Parts Only," or Junked vehicle – a determination made by the insurance company making the decision not to repair an automobile in the wake of a covered loss. Hint: a "Parts Only" certificate eliminates most rebuilders and typically nets lower salvage bids. Of particular note, either title type can be "laundered" into a more desirable "non-branded" title via a sort of shell game transferring ownership from one state to another. The good news here is that more states are working to eliminate this deceitful practice.

### ***“Curbstoner” -***

Unlicensed used car dealers are using a devious method to lure unsuspecting consumers into buying unsafe salvaged cars: They pose as private car owners instead of as dealers. When the car turns out to be a lemon, the unlicensed dealer is long gone and the consumer has no recourse. Here’s the link to the San Diego City Attorney’s office discussion of this issue:

<https://www.sandiego.gov/sites/default/files/legacy/cityattorney/pdf/2012/curbstoning120300.pdf>

Below are two examples of vehicles declared “total loss.” It’s typically an economics issue, as explained in my previous column. There’s also appraiser and claim handler judgment, both potentially flawed; and both influenced by vehicle and repair facility owners. In the example of the “dark” NB, the damages are largely cosmetic. The front bumper cover, energy absorber, impact bar, aluminum hood, and headlamps are expensive bits as new components, relative to the vehicle’s modest value. If the impact causes air bags to deploy, it’s “all over” on the basis of simple economics.

In the case of the “Copper Red” NC, there’s obvious structural damage to the unitized body structure (“unibody” – defined: no separate frame exists; all the vehicle’s welded panels contribute to the strength of the structure); the frame rails/aprons are swayed right, the left rail is collapsed on itself and requires replacement to restore the vehicle’s designed-in integrity and safety. This is the type of rebuilt salvage vehicle you want to avoid, dear reader, unless repaired correctly by a professional. The economics of that process usually don’t work.

If you sense I’m passionate about this subject, you’re correct. I don’t want any of my friends and fellow members to fall victim to a “good story” and a poorly-repaired automobile. “Caveat emptor” – buyer beware applies extensively in the purchase of such a vehicle. This is not to suggest you shouldn’t ever buy a salvage vehicle, just know the facts. Here’s hoping this was somehow helpful; I want to drive both a safe automobile and a clean “pink slip.”



*Photos courtesy of this auction site:*

<https://erepairables.com/salvage-cars-auktion/cars/mazda/mx-5+miata>

### ***“Late Braking” (sic) News***



While this photo doesn't positively identify member Laurie Bryan as the driver, she has a certificate attesting to her lead foot and being clocked at 150.2 mph around Charlotte Motor Speedway on May 3rd. As part of a company team-building exercise, she received instructions while being chauffeured at 180 miles per hour around the famed track as part of the NASCAR Experience, before climbing behind the wheel for her solo run. Way to go, Laurie!

### ***In “Bohemian Rhapsody”***

On a different, cultural note, those twenty-one of us that attended the Spreckel's Organ Concert, April 23rd, were treated to some pretty impressive laps around the latest ranks of pipes in Balboa Park's century-old outdoor organ, once again the largest of its type in the world. SDMC's own Gina Seashore performed her latest carillon rendition of “Bohemian Rhapsody” during the interlude. You might have seen Laurie Waid's more comprehensive post to the club list and her assessment of SDMC's presence there – “we're not just another car club.” Thank you, Phil Daoust, for making us aware of the concert and Gina's contribution to our San Diego culture.

Stay sharp, stay engaged ... stay cultured, San Diego Mata Club! ■





Baja traveler as one truly never knows “whatever may come your way” in Mexico, but most especially in Baja California, both Norte and Sur states.

We experienced the border crossing blues in Tijuana where neither Steve nor I had crossed the border for about 15 years, usually opting to cross at Tecate and return through Mexicali or Tecate. The powers that be have gone high tech in TJ and of course being suspicious looking characters, we were pulled over to secondary inspection. Our vehicle and boat were then subjected to examination by the giant X-ray machine now in place at the TJ border entry. The term “Drive-Thru” takes on new meaning here. Oh how times have changed using such high tech machines south of the border. Smugglers, dope dealers, arms vendors, and senior citizens, Beware!

We finally passed X-ray inspection and proceeded south down the Highway 1 toll road out of TJ. Having been missing in action for years on this stretch of the road, we marveled at the numerous high-rise buildings constructed the last 15 years along the coast. They are ubiquitous and many are standing vacant located right along the beach waiting for some gringo to come along who is desirous of owning a piece of ocean front real estate. Another song comes to mind by George Strait, Ocean Front Property... “if you buy that I’ll throw the Golden Gate in free.” There truly is a song for every moment.

We pass Bajamar with its beautiful golf course right on the ocean where development started in the mid-1970’s and where I played golf numerous times in the ‘90’s. It is a great place to stay except during the whole weekend renting a condo at this venue there was no water coming out of the faucets in the condo or anywhere else that I could see. Maybe by now after my stay 20+ years ago that situation has been remedied. We continued through Ensenada and Maneadero, the latter being the world’s most wretched strip mall town which has NADA to recommend it. That is NOTHING to recommend it if you need a translation.

Continuing south, just outside of Santo Tomas, I looked out the side mirror of the Land Cruiser and what do I see? SMOKE! With further observation, I see our skiff whiplashing from side to side which is not a good thing to see when towing anything behind you. STOP THE CAR, I scream. Fortunately, we were by a long strip of dirt on the side of the road so we were able to pull over. This opportunity does not present itself often along Highway 1 and we were grateful to be able to pull over immediately. What we saw was not a pretty sight as the boat trailer had disconnected from the tow ball and had been whiplashing behind us, had broken one safety chain, and had dragged the spare tire to the trailer along the ground creating a baseball sized hole in the spare and much smoke. The list of horrors of what could have happened to the boat is endless. Whew, the spare trailer tire was ruined and one safety chain was broken. BUT additionally, the blade of the boat’s trolling motor attached to the bow of the boat had been forced into the wall of the spare tire on the Land Cruiser. I was standing by the spare and asked Steve “What is that hissing noise?” and he replied, “That is the sidewall of our spare tire which now has a 4 inch slash in the sidewall and all the air is escaping.” There truly is nothing so unnerving as traveling in Baja without a spare tire. But that is what we did until we had time to go to Loreto and buy a new tire.

So there we were by the side of the road with a situation. As we were scratching our heads about what to do next, two big crew cab trucks going north after the Easter week celebration pulled over and a trio of what appeared to be bodybuilders a la Arnold S. exited their vehicles. Muscles flexing, gold chains on their necks sparkling in the sun, they assessed the situation and took command of it right away. Finding some small logs (conveniently left by the side of the road by other travelers in distress), these guys used them to lift the front end of the trailer. The burley bunch had the boat on the tow ball in no time. One of the safety chains was broken but we still had one chain so we were on our way south again after grateful goodbyes to our Good Samaritan road crew. Viva Mexico!!

We continued south to San Quintin and arrived at Catavina to spend the night. Steve suggested a room in





the hotel but I said NO we will stay in the tent on top of the Land Cruiser. This turned out to be a bad decision on my part as a gale force wind started up that evening and truly there was no rest for the weary with all the noise and rattling caused by the strong wind. Another song comes to mind as usual: "A Whole Lot of Shakin' Going On" sung by Jerry Lee Lewis.

Next day, after hardly any sleep, thanks to my insisting on camping out, we travelled south to San Quintin and Guerrero Negro crossing the border to Baja Sur state. Finally we reach the Sea of Cortez side of the peninsula passing by Santa Rosalia, an old copper mining town, and on to Mulege the town with the river oasis of palms that was our final destination.

By now you may be wondering why this article appears in a Miata Club newsletter.

It appears here because of all things, when we were at the PEMEX gas station in Mulege a few days after arriving here, I saw a young man with a red NA Miata talking to the Federal Police who patrol the main highway. I walked over to talk to

him about his Miata since they are not seen frequently in Baja or any part of Mexico for that matter. I gave Gabriel one of the San Diego Miata Club cards with the website address on it and talked to him for a bit about his car. He has owned it for about a month.

Two days later when I was at the ATM in town, Gabriel, the young Miata owner was standing next to me to make a withdrawal. He asked me why his Miata was not in the pictures on our club website (after only 2 days) of my taking the photo of his car. I was very apologetic about this omission and wrote to El Presidente Gene Streeter about this so the situation could be corrected as soon as possible and the only photo of a Miata I have ever seen in Mexico anywhere at anytime could appear in the club newsletter.

Prior to this chance meeting with Gabriel, the only other Miata driver I heard about in Mexico with their car was Alan Kagan. He had sent me a photo of his red ND in front of a business in Tijuana which has a sign: La Casa de Los Pies and photos of feet in various positions clearly visible on the sign overhead. I will not quiz Alan on what he was doing in TJ in his new red Miata across from this business, but there he was; let your imagination run wild.

So, it was just a week of weird Miata sightings in unexpected places and the hope that I run into Gabriel again so he can check our website and see his photo





with his Miata in our newsletter. Here is one more song for the road: "Gotta Travel On" by Billy Grammer, because tomorrow we take the Land Cruiser where no Miata dare go, namely Bahia Agua Verde on the gulf side near Loreto, an area strictly for high clearance 4x4 vehicles and those who don't mind white knuckles. I am anticipating and praying for an uneventful trip because I don't wanna be singing "Hold On Help is on the Way," but as they say in Mexico, "Como Mexico, no hay dos," meaning:

"There are not two like Mexico." Amen. ■

## Welcome to our newest members...

Greg Dunlap	San Diego	1993 Classic Red
Billy Sprouse	Escondido	2016 Soul Red Metallic (GT)
Rev. Tom & Judy Cook	Alpine	2016 Soul Red Metallic (GT)
Michael Tryon	Winchester	2003 Sunlight Silver Metallic
Tony & Mary Beecher	San Diego	2016 Blue Reflex
Gorden Bundy & June Wennekap	Bonsall	2016 Meteor Gray

Contact information may be found in the membership roster on SDMC-List

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Never too late to stay connected! Although the 2015 SDMC memberships expired, it's not too late to renew for 2016 and continue the year with like-minded Miata fans. You can renew in person at the April 28th monthly meeting, or download the renewal application from the SDMC website and mail it with your check to the address on the form. SDMC membership is still a great deal at only \$35 per calendar year.

Questions? Need a renewal form emailed or snail-mailed to you? Contact us at

[Membership@SanDiegoMiataClub.org](mailto:Membership@SanDiegoMiataClub.org).

**Chris & Linda**

SDMC Membership ■



# Upcoming Events

## **Run Around the Hills May 1, 2016**

**Where:** Meet at TGIF parking lot at Jamacha Rd. and Hwy 94

When: 10:00 AM, Drivers Meeting at 10:15 AM, Departure at 10:30 AM

From the starting point we will "run around the hills" arriving at Julian Station in Wynola at approximately 2:00 PM. Total driving mileage is 114.7. Julian Station has a restaurant (go to [www.mrmanitas.com](http://www.mrmanitas.com) to view the menu, etc. There is live music (Sundays only), beer, mead, wine, and chocolate bar, antique shops, craft shops, pool table, and even an air hockey table. Something for everyone.

Run Leaders: Lonnie and Kaye Kerns

## **Car Club Council's annual meeting and Free Hot Dog picnic Tuesday, May 3th**

Picnic Starts at 6:00 PM

Event will be held on the patio behind the Auto Museum

This Picnic is hosted by the San Diego Association of Car Clubs (Car Club Council). Free hot dogs by "Nana's Heavenly Hot Dogs" and refreshments will be provided by the Council. Come and meet members of the Council and Club members from the other associated Clubs. A good time to see what the Car Club Council does for the Car Enthusiasts in San Diego County. The San Diego Miata Club has been a member for 20 years. Come have some fun, after all that is the SDMC mission statement. There will be a short meeting presentation at 7:00 PM so you can see what the Council is involved in. Bring chairs and extra food to share if you feel it is necessary.

Because parking can be spotty at times, I recommend arriving about 5:30 PM to find parking and then find your way to the patio picnic area.

POC: Steve Waid

## **Cruisin Grand 2016 -6:00 PM - 9:00 PM May 6, 2016**

For May 6, 2016 we will have a change. We will be served dinner at the Waid's house beginning at 6 PM (1772 David Drive, Escondido 92026) before heading over to Grand Ave. We will leave the Waid's at approximately 7 PM to Cruise Grand. Where we go for dessert afterward is currently under review.

The Waid's home is approximately 4 miles for Grand Ave so we won't be wasting too much time getting there.

For details contact Steve Waid at [swaid@cox.net](mailto:swaid@cox.net)

## **Spring Fling 2 - SOCALM Event**

May 20-22, 2016

As of a few days ago, nobody from our club is going.

See Events Calendar for details

## **Touch a Truck Fundraiser for Kids Cancer**

May 22, 2016 10:00 AM - 2:00 PM

KIDS LOVE ALL THE VEHICLES THAT THEY SEE EVERYDAY

The problem is they simply aren't allowed to get close and check them out.

Touch A Truck is an opportunity to share your vehicle with kids of all ages, and in doing so, help us raise much needed awareness and funds for childhood cancer research.

This event is a great mix of things that go: race cars and trucks, off-road vehicles, lowriders, construction rigs, moving trucks, delivery trucks, sports cars, dragsters, monster trucks, motorcycles and ATVs, golf carts, emergency vehicles, boats, RVs and trailers, busses, hot rods and classic cars... did we miss anything? Oh yes, YOU!

Registration link

POC Steve Waid

## **May 26th is our next club meeting.**

We're looking for volunteers to lead a run or be in charge of a special event for the months of June and beyond. This is a great opportunity for someone to earn their magnetics or, for experienced run leaders, to lead us on new Miata roads to your favorite locations. Really need more runs/ events down the road - they are rather far and few between for the next few months.

Dan Garcia

SDMC Events Coordinator



# SDMC Officers



President  
Gene Streeter



Vice - President  
Greg Lee



Treasurer  
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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 15th of each month. The Editor reserves the right to edit all submissions.*

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## 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!

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## 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 Wednesday.** We meet at The Hamburger Factory Family Restaurant, 14122 Midland Road, Poway, CA 92064. To contact the restaurant, call (858) 486-4575. 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: **Thursday, May 26<sup>th</sup>**

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## 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.

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## Badges

Have you noticed those engraved plastic name badges that other members wear? Would you like to get one? You can now order them on-line from fellow Miata enthusiast, Joe Portas – the KnobMeister. The .pdf order form is available on our SDMC website. These popular magnetic badges are priced at \$6 each, plus shipping.

# Member Discounts

**M**any vendors offer discounts to Miata Club members. The club does not endorse these vendors, but lists them as a membership benefit. Some offers may require you to show a current SDMC membership card.

Businesses that wish to be listed must offer a discount from their normal retail prices to SDMC members. Listings are limited to five lines (about 30-35 words). Contact [newsletter@sandiegomiataclub.org](mailto:newsletter@sandiegomiataclub.org) for additional information.

## Automotive Services

**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](http://www.goodwin-racing.com). 858-775-2810. Special club price on everything.

**Hawthorne Wholesale Tire.** Tires, wheels, brakes, and suspension. 877 Rancheros Dr., San Marcos. 760-746-6980. Discount: 10%

**Knobmeister Quality Images.** 3595 Gray Circle, Elbert, CO 80106-9652. Joe Portas, [joe@knobmeister.com](mailto:joe@knobmeister.com). 303-730-6060.

**Langka Corp.** Guaranteed paint chip and restoration products. 800-945-4532. [www.langka.com](http://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 SDMC 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.

**Stuart Terry Auto** Specializing in Miata A/C problems (and recommended by Rocky's Miatomotive) 4858 El Cajon Blvd. San Diego, CA 92115 (619) 287-9626 – ask for Stuart 10% Discount on Parts & Labor (maximum of \$50 off)

**Thompson Automotive.** Cool accessories for our cool cars; oil filter relocation kits, gauge kits, air horns, brakes, Voodoo knobs, & MORE. [www.thompson-automotive.com](http://www.thompson-automotive.com). 949-366-0322. Discount: 10%

**Tri-City Paint.** Professional detailing, products, paint, airbrushes, car covers. West Miramar Area: 858-909-2100; Santee, Mission Gorge: 619-448-9140. Discount: Body shop pricing #CM6660.

**U Fix It Automotive.** Open to anyone that wants to work on a car. 6 bays, 5 lifts, and tools, Rent by the hour, day or multi-day. Contact Joel Muoz, 760.544.6181. 10% SDMC discount.

**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](mailto: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](http://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](mailto:wallymiata@gmail.com) or 619-203-2801 Wally Stevens SOCALM & SDMC member.

**Miata hardtop**, excellent condition, from a candy apple red '92 Miata. \$500.00 [ronshort2@yahoo.com](mailto:ronshort2@yahoo.com)

**1994 Mazda Miata MX-5** \$4,000, CLEAN TITLE. NO ACCIDENTS. ORIGINAL ENGINE. WORKING A/C. NEW ROOF. PRISTINE INTERIOR. LOADS OF UPGRADES AND ENHANCEMENTS. Contact Janice Cain for more info. 858-999-7419 (phone or text)

**San Diego Miata Club**  
**PO Box 180456**  
**Coronado CA 92178-0456**

