



TWISTS & TURNS

June 2018

Dell Finally Got Off His Donkey Tour Rear View Mirror

By Dell Pound

Although Dell has been a member for many years, this is the first run he planned and executed—his Magnetics Run.

On April 28th, 20 Miata's gathered at Parkway Plaza in El Cajon. After our drivers meeting, we proceeded on back roads to the community of Crest. The next section was a zig-zag run on various roads that eventually got us to the Desert View Tower. We went thru many of the rural towns in the southeast part of the county including Guatay, Pine Valley and Jacumba. It was hard not to stop when we passed the Candy Cottage but that will be another run.

Many on the run had never visited the Desert View Tower which overlooks the desert and its many windmills at the top of the mountain just be-

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By Gene Streeter

My European "Bucket List"

- ♦ Visit a genuine 1000-year-old castle - check!
- ♦ Ascend and descend the 67 locks that allow river travel from Amsterdam to Budapest - check!
- ♦ Take in some of Europe's "Old World" architecture - check!
- ♦ Absorb some of the history of WW II - check!
- ♦ Savor the flavors of European cuisine - check!
- ♦ Experience the Autobahn flat-out
- ♦ Negotiate the twists and turns of the Italian Alps "top down"



You might even agree "five out of seven" on the list isn't a bad effort.

"The Hills are Alive ..."

Having just returned from a three-week European vacation (think "Sound of Music," not

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Photo by Dale Pound / Dell and Debbie Receive their Magnetics from Bill Bennett (Events Coordinator).

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the National Lampoon version), I have yet another excuse for missing some of the runs of the past month. Before you think I went SKI-ing in the Alps (“spending the kids’ inheritance”), our luxury river cruise along the Rhine, Main, and Danube Rivers was a trust-funded first-time experience in Europe. Lady Bonnie and I spent our first four days In Amsterdam to soak-in the Dutch culture she experienced as a child. Those would prove to be the wettest and coldest days of our visit, where most of our days were both clearer and warmer than those back home in Chula Vista. The boldly-colored tulip is celebrated at Keukenhof Gardens like no other place in the world. We were told that over 7 million bulbs were planted for this event – only open to the public for a few short weeks before their colorful heads are decapitated to harvest the precious bulb.



Where I might regale you with hundreds of photos of majestic cathedrals, Medieval castles and fortified cities, idyllic pastures, classic gardens, and historic sites, I don’t have our editor’s blessing to do so.

Q: What can you do with an article limited to just 500 - 750 words?

A: Penance

I’m actually far from bitter. My last two months’ efforts were bloated in size; Editor Dale did his best to make them fit the newsletter format.

While I never got to drive the Autobahn, we experienced multiple segments of it on various tours and tour buses. Just as in many cities we visited, the volume of traffic was largely prohibitive of any sustained speeds. I found the variety of automobiles dizzying, eclectic. While fuel-sipping economy cars were dominant, station wagons were also plentiful, not having been replaced by the ubiquitous SUV. We traveled with an Australian gent that owned a Mazda dealership who confirmed the popularity of the CX-5 in his home market as well. He reacted favorably to Bonnie’s SDMC sweatshirt and my cap; he had owned some of the “boutique” auto franchises there – BMW, Audi, etc., but was now happier to be selling the Mazda brand at over two hundred units per month.

The “car culture” was most in evidence in the suburbs of Holland, where I spotted multiple “tuner” cars and a gaggle of classic American “iron.” More ironic yet was the general lack of pickup trucks, especially given the volume of camping and travel trailers we saw. Trailer hitchers seemed to the norm on passenger cars. I could count on two hands the number of pickups I spotted over our entire vacation. (Both come as something of a surprise to me – Ed.) Even more surprising, given the country lanes we traveled, pickup trucks outnumbered Miatas – all four generations combined.

The California (and total USA) travelers among the 149 passengers on board paled in comparison to the Australian contingent, numbering nearly fifty. They dominated shipboard interactions, even sharing their tongue-in-cheek reactions to the 60 (or so) castles, and even greater

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number of churches and cathedrals with their version of the Australian ABCs – “another bloody castle,” or “another boring church.”

I was privileged to have visited many culturally significant places and experienced a lot of wonderful things in our travels, but one occasion was more impactful than anything else. Given my gradually-acquired comfort in public speaking, I mounted the “pulpit” at the Zeppelin Field in Nuremberg where Adolf Hitler once conducted his week-long political rallies. Imagine a stadium erected of granite slabs and concrete capable of

seating 500,000, with room left over for military displays and goose-stepping soldiers bent on a very different version of Western Europe. Coupled with the adjacent Documentation Center, the entire experience there proved to be very sobering, despite the fact that I had begun to develop a certain tolerance for wine and beer.

Appreciate our significant place in the automotive firmament; revel in the warmth and diversity of our membership, and continue respecting everyone’s contributions. See you soon San Diego Miata Club. **T&T**



SCCA Novice Autocross School

By Terry Thompson

The SCCA Novice Autocross Driving School was held Thursday, May 10th through Saturday May 12th. The Thursday classroom session was for beginners. Class instructors shared insights, terms, and concepts so beginners could learn to speak the same Autocross language. In my humble opinion the best advice of the evening was, “Regardless of your level of experience and how many classes you attend it all comes down to seat time”.

The Saturday track session introduced us to “Tech Inspection” - think of it as a quick track safety check (wheels bolted on tight, battery bolted down, optimum tire pressure, working brakes, and [working] seatbelts) - and emptying the Miata out (to avoid any flying objects). We also received a quick verbal lesson on working the

course and a guided course walk with my instructor - SDMC’s own Daryled Bristol.

I had an amazing time learning how far I can push my Miata. I did not spin out but was loose as a goose many times and had Daryled holding on for his life! I would like to thank my co-pilot, Julie Thompson, for insisting that I attend this school as soon as possible. **T&T**



Mis-Adventures in Tuscany

By Rulon Jensen

Imagine if you will a group of six Other Than Miatas (OTMs) driving through the hills of Italy on a five and a half hour run (it actually took us over eight hours) from Umbria to Tuscany. Trying to keep together when every few miles one must negotiate a “roundabout” is not easy. Each car was a different make, from a two-cylinder French Renault (AKA piece of garbage) all the way up to a six-cylinder VW Tiguan, making it a bit difficult to figure out if any particular car in the lead’s rear-view mirror was part of our group? Add to the situation the facts that the CB radios didn’t work from inside cars that don’t come with a convertible top and that two of our drivers arriving in Italy with cell phones “locked” to AT&T making them useless and you have a recipe for disaster. To help alleviate the lack of GPS tracking by the car with the AT&T phones, our run-leader’s spouse (thank you, Dona!) graciously loaned them her phone.

We left Miataland (and sadly, our Miatas) shortly before eleven and headed out in our six OTMs, thinking that we would arrive at our destination by late afternoon. On the way our group got lost... **a lot!** And quickly! We didn’t even make it past the first roundabout before we took a wrong turn. And then on just the second roundabout we temporarily lost three of our cars as they did not see which exit the first three cars had taken. Regrouping became the motto of the day.

After about six road hours and still being at least half an hour away from our destination, we discovered that our group had dwindled to four cars. We pulled off the road and into a parking lot and got on the phone with the two missing cars. They were both given the address of our current location. Within 20 minutes one of the missing cars found its way to where we were patiently waiting. The sixth car, you ask? Well, lets just say that they must have taken a few additional wrong roundabout exits and were nowhere to be found.

When they finally got back into cell phone range, we were able to have a brief conversation where they were able to tell us where they were and that their cell phone battery was running low on power. No way would it last long enough to

guide them to our current location. The suggestion that perhaps we should go to them was discussed. Before we could finish the conversation their phone went dead. Now we had one car lost somewhere in Tuscany and all we knew was that they were stranded without phone or GPS near the San Gimignano museum (pronounced Gee-Me-Nyano). What were we to do?

Seeing as how I had the only red car in the group, making me easier to spot in the rear-view mirror, and also having a functioning GPS phone, I was designated the sweep vehicle in our run. I volunteered to drive to the San Gimignano museum – a location that quickly popped up in Google Maps as being only 18 minutes away. My wife wasn’t sold on the plan but she wasn’t driving so off we went on our errand of rescue while the other four cars proceeded to our accommodations for the evening. Our adventure started a little before 6:00 PM.

Upon arriving in San Gimignano we found it to be an ancient city/castle surrounded by what looked to be at least a 100-foot high wall. Driving around the outside of the castle I did not see our lost OTM and my GPS was directing me into the castle walls. Here is where I completely abandoned reason and common sense. I don’t know how I didn’t think to ask myself why our lost driver would ever enter a walled city; of course he wouldn’t, but I was focused on my destination and blindly followed my GPS towards the city’s museum.

There were only two roads into the castle, both one-way affairs. I selected the one that had an arrow pointing towards the city walls but only after first trying to turn onto the one marked as an exit only road. Off we went.

Once inside the city walls we came upon another vehicle that was unloading baggage and making a delivery. We patiently waited. (What else could we do? It was a narrow one-way road.) Finally he resumed his trip and we followed him into the city, arriving at a large intersection full of pedestrians and lots of beautiful shops and bars and restaurants. By this time there were no other cars in sight. Best of all, my GPS proudly announced, “You have arrived at your destination.” Only then did common sense return and I realized that we were NOT where we should be. But where were we to go?

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There were three options and I decided to take the widest road where the most people were heading. After less than 200 feet I drove through a tall archway and onto what was obviously the town's central plaza. In the center of the square were several rows of chairs, filled with people awaiting a band and choral group who were dressed in orange and brown uniforms and ready to give a concert. Around the edges of the square were little shops and kiosks. Hundreds of people were walking around, or at least they were until a little red car drove into the center of their plaza. I soon realized that everyone was looking at us! My wife said it felt like the scene out of Indiana Jones, the one where he drives into a crowded market and is surrounded by an angry mob with no apparent escape. I decided against doing a victory lap around the plaza and instead did a slow U-turn while trying to avoid making eye contact with the pedestrians, many of whom appeared to be laughing and pointing at something in our direction.

Back through the archway and facing only two other options, I saw a small car make a left turn and decided to follow him. The turn was tight and required a three-point maneuver to avoid hitting the side of the building. Once down the road I discovered it was narrower than the road we had used to enter the city. By the time I made the turn the other car had disappeared.

The road quickly came to a fork, with one leading down and the other leading up. Logic told me that going up was not the answer and so I proceeded down an even narrower alley. As I was inching my way along, one of the town residents rushed out of his home and frantically shouted and waved at me with gestures that made it clear that I was heading down a dead-end. But there was nowhere to turn around! Nor could I even get out of my car to check out the situation as there were the buildings on the right and a stone wall on the left. It may have been only my imagination, but it seemed that the edges of the side view mirrors had only a couple of inches of clearance on either side of the car. Did I forget to tell you that I was the only one in our group who had elected NOT to buy the full coverage rental insurance?

There was only one thing to do – I had to

back our way out of this narrow twisting alley and up a hill to return to the original intersection.

Let me tell you a little bit about our rental car, a Fiat Panda. This is not a model sold in the US, nor do I ever expect it will be. It has about the same horsepower as an old 1965 VW beetle. You must downshift into first gear just to get up a moderate hill. In reverse it seemed to have even less power. I slowly backed my way up the alley, having to roll forward several times to realign myself when my back-up alarm would start beeping madly. No rear-view camera installed in this baby! As I neared the top, the incline became steeper and the car would NOT back up any further. I felt trapped. I set the emergency brake, revved the engine, said a prayer, and then popped the clutch as I simultaneously released the brake. We lurched backwards with just enough momentum to carry us back into the intersection. The smell of a burning clutch and overheated transmission fluid enveloped our car, but at least we were out of danger.

Left with only one road untraveled, off we went in search of the exit that I knew must exist. Stopping at the first alley that looked promising, I motioned an elderly shopkeeper over to the car. Not wanting her to think me to be some stupid, lost American, I decided to speak to her in Portuguese, asking her if this was the way out? To my amazement she understood and told me in Italian that yes, this was the road out of the city. Twenty minutes later I pulled into our Bed and Breakfast, arriving at 7:50 PM, just two minutes after the missing sixth car had arrived. Instead of GPS, they had resorted to using a good old-fashioned paper map. **T&T**



Rulon and Jadjit with their Fiat Panda

Events Information

June 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 Cruisin' Grand	2 Steve McQueen Car Show
3	4	5	6	7	8	9 K1 Speed Event Novice SOLO Driving School SE Lot "At the Hop" Charity Event
10 SOLO Championship West	11	12	13	14 Flag Day	15	16
17 Father's Day	18	19 FMSC	20 FMSC	21 Miatas at the Fair 2018 Flyin' Miata Summer Camp (FMSC)	22 K1 Speed Event FMSC	23 FMSC
24 FMSC	25 FMSC	26 FMSC	27	28 SDMC Monthly Meeting	29	30

San Diego Miata Club June Events

By Bill Bennett

May was a good month for Miata-ing: A large group from SDMC, led by the Thompsons and Lynn Nolan journeyed to Italy for the "Beyond Miatoland: The Italy Run" and we're all excited to hear the post-trip debriefing they'll give us when they return. Steve Waid took us on our monthly summer ritual, Cruisin' Grand, on the fourth of May. Dale Pound, will take us on his magnetics run "Run Around the County" on the 19th of May (as of this writing, yet to happen) and there have been solo and K1 Speed events for those of you into wringing out your cars or K1 Speed's karts.

Which brings me to June:

Chronologically, our first event, on Friday, June 1, will start with another "Cruisin' Grand" led by Steve Waid. We'll start with a meet-up at

around 6 PM for dinner at Tom's #23 on the corner of South Center City Parkway and West 5th Ave. in Escondido. Around 7 PM, Steve will lead the group cruise of Grand Ave. and then park to allow participants to walk Grand Ave. to check out all the cars and action. This is usually followed by a stop for pie and maybe ice cream. This is a great event that I never get tired of and an opportunity to visit with other members and share stories about neat rods and customs on display.

On Saturday, June 2nd, I'm going to lead the group to the "Steve McQueen Car & Motorcycle Show" at the Boy's Republic in Chino Hills. This is a great event and it sponsors the Boy's Republic which takes-in troubled boys **AND** girls from throughout Southern California and helps them get their lives on a meaningful track by teaching them working skills that will aid them the rest of their lives. Chad McQueen and a group of

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Events Continued

“Steve’s Friends” make this event happen and it features McQueen-centric cars: Porsches, Ferraris, Mustangs, Meyers Manx’s along with McQueen-centric motorcycles: Husquarnas, Harleys, Bultacos, Indians, Triumphs, etc. They also display period trailers, stationary engines, and all sorts of interesting vehicles. Their official beverage is designated the root beer float and you’ll come home with a souvenir mug if you try one. You’ll have a wonderful day seeing all the displays, picking up a souvenir t-shirt or hat and even have the opportunity to tour the grounds and learn about the fantastic work done by the Boy’s Republic. But I’ve saved the best for last. On our way to the car show, we’ll stop in Elsinore at Annie’s Café for breakfast. Come hungry and ready to be entertained. Annie (Jan) loves the San Diego Miata Club and they welcome us in with open arms and the stop is gobs of fun. If you’ve been before you know what I mean. If you haven’t, you’re in for some fun surprises !

Saturday, June 9th will be a busy day for SDMC’ers, with three activities to grab your attention. For those Solo Racers, there will be an all-day practice session running from approximately 7:30 AM ‘til dusk on the Qualcomm West Lot.

There will be a K1 Speed event at K1 Speed on Main St. in San Diego running from 10 AM ‘til Noon. This event is sponsored by the Corvette Owners Club of San Diego. Contact Craig Moya for more details.

The Garons, Maryanne & Dennis, will be hosting a party at their home with the theme being “At the Hop”. The party sponsors “Gregg’s Goals”, a charity that helps young athletes with scholarships and financial support. The party will feature wine and food tasting, sodas, contests and a silent auction and runs from 3 – 7:30 PM.

Sunday, June 10th, will be the SOLO

Championships in the west lot at Qualcomm, running from approximately 7:30 AM until 5:00 PM. Contact Daryled or Carlan Bristol for more information.

Starting on Tuesday, June 19, a hardy group of souls from the SDMC will be caravanning from San Diego County to Grand Junction, Colorado for Flyin’ Miata’s annual “Summer Camp” and returning Sunday, Monday and probably Tuesday of the next week. This is an annual event that Flyin’ Miata holds for their customers and Miata lovers. It features track days at the Grand Junction Motor Speedway, where participants race their car for time, and can sign up to ride along in some of the “hot rodded” Miatas and Miata-powered cars FM builds. There are also seminars on Miata-related products, tours of the local area and social events to round-out our days in Colorado.

Thursday, June 21st is one of two “Miatas at the Fair 2018” days. Members who participate will show their cars in what organizers tout as “the largest car show in the world”. On this day and another day in July, members have been invited to show their cars in an area adjacent to the fairground’s race track. Participants will get a souvenir photo of their car, free admission to the fair for two and (obviously) free parking.

Friday, June 22nd, will be a second K1 Speed event at the Main St, San Diego location from 11 AM ‘til 1:00 PM.

The club’s monthly meeting will be on Thursday, June 28th, from 7 PM to 9 PM. Come early and join other members for a pre-meeting dinner at the Hamburger Factory on Midland Rd. in Poway. **T&T**

Membership

By Chris & Linda Jones

Welcome to our newest members of 2018...

Stuart Benjamin
Dominick & Katherine Boccia
Mike & Debra Cannone

San Diego
Escondido
Ramona

1994 White
1996 Starlight Mica
2017 Soul Red Metallic (RF)

Club Runs - Important Information

By Daryled Bristol

There are many concepts/rules for "Club Runs". The following are a few tried and true along with some possibly new ideas to make these back country adventures enjoyable for all involved. For the most part they are laid out to engage the Miata driver in driving the Miata in the environment it was designed for. The Miata/MX-5 is a 2 seat sports car/roadster. It is not a straight line rocket and there are many manufactured rides out there that can navigate these roads faster and safer. The Miata was conceived to have a joyful, trouble free, top down day with friends.

With that in mind The San Diego Miata Club has come up with some straight forward common sense guide lines.

1. Bread Crumbs: These are for all drivers, the single driver and the driver that simply is not paying attention to the route. The concept is "If you can't see the driver in your rear view mirror and the directions indicate a course change (TURN) slow or stop at the turn until the following driver can see you and then proceed". Yes this will separate you from the drivers in front of you and sooner or later they will notice your absence and slow enough for you to catch up. The ideal situation is that each car has a driver adept at driving, a good, dependable CB radio and an operator that can properly operate it, a Navigator/Co Driver that is reading the directions and a whole lot of luck. Recommendations to make it run smoother is to position new/novice drivers between cars with two occupants and CB radios that function. Ideally near the "Sweep" who will gladly retrieve any and all misguided members. I have noted that some drivers desire to drive "top up" which reduces rear vision considerably. It's

hard to detect a driver if you can't see behind you. If you feel the need to drive top up please run at the back of the pack with any new driver in front of you.

2. CB Radios: These come in all shapes and sizes. The club favorite seems to be the Cobra 75 WX ST with all the controls in the handset. This is not the only solution, the handheld walkie-talkie type with a utility connection to reliable power and a magnetic antenna seems to function just fine. For those not familiar with CB (Citizen Band) it does not require a license it is limited to 5 watts of output power by law and is line of sight (if you can't see them you can't talk to them). The quality of different units varies and price does not guarantee performance. Chat with your friendly club member for their take on this. The use of CB's is always up for debate, it can seem like an open party line during a run. It should be used for communication between run participants, the lead and the sweep. On occasion some members might like to educate you on the finer points of shellfish preparation or the proper planting of the rare chartreuse crocus. Please pick a time and place for this, there are more important things going on. The run leader will attempt to choose a CB channel that is not in popular use (truckers use 19 and 21 commonly and channel 9 is for emergency only, known as the "REACT" station). Once you dial in the channel and prior to starting the run do a simple radio check so you will understand that you are being heard and that you can hear others. Understand what "Squelch and Volume" controls do and use them to your best advantage. Be respectful of others you never know who is listening.

3. Queue Up: This is the run leader's option to stop along the route to gather all the drivers together. We will often get separated due to many situations. Traffic is the biggest item and we will often pull off the road to allow other non-

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Behind the Wheel

By Lynn Nolan

Steve Waid

Miata year, model, color, and name: 2002 Blazing Yellow Mica with Flames, "Obi Waid"

Member since: 1997

I grew up in: Temple City, CA

Name of College/University: Cal Poly Pomona, BS in Accounting 1970

Occupation: Corporate Controller, Retired

If I could have done anything in life it would have been: pretty much what I ended up doing. When I was young I, of course, wanted to be a pilot, a professional football player, an astronaut...you get the picture. But as my life unfolded, it turned out to be pretty great. Of course finding the perfect woman helped a lot.



Steve's Perfect Woman (Laurie) and Steve Waid

Favorite Restaurants: anything that is American Comfort Food.

Favorite Food: I am a pastry kind of guy. Pies are my favorite.

Favorite Movies: *Young Frankenstein* is my favorite but *E.T.* and *Close Encounters of the Third*



Kind are up there. Also, I love a great car chase.

Favorite Music: Original Rock and Roll. Give me some Jerry Lee Lewis, Chuck Berry, The Beach Boys, and such.

Hobbies and leisure activities: Outside of most anything car related, I have always enjoyed playing and watching/following most any team sport. Love yellow cars and have owned as many as three at one time.

Something most people don't know about me: I was a licensed soccer referee for about 10 years and head ref of the Rancho Penasquitos soccer program. T&T

Remember, all the most
up to date and complete in-
formation for our events is on
our website at
www.sandiegomiataclub.org

Check there regularly for changes
and additional details!

(Events from Page 8)

Miata drivers to pass. At this point the sweep is in control of the run. When the sweep approaches the group and sees all is clear he will inform the group to move out. It is best if each driver checks to make sure they are clear and immediately moves to the center of the lane. This should happen from the rear to the front with the leader moving out last after the Other Than Miata (OTM) has passed. The sweep is blocking traffic as we do this. If you can recall the old *Le Mans* race start you get the picture but hopefully with less carnage.

4. Playing in the Paint: That is crossing the lines that are painted on the surface of the road. There is generally a line down the center of the road as well as a line on the right side of the road (depending on how well maintained the road is). Some might say "I paid for the whole road so why not use it", well because that truck coming the other way might feel the same, or that bicyclist just around the corner. If this ends badly it tends to scatter parts all along the roadway in the path of your fellow club member. Challenge yourself to stay between the lines. It will help to improve your concentration and your driving skills.

5. Exiting the Roadway: When exiting the roadway, crossing traffic, keep your fellow member in mind; don't leave the road unless you can see a clear path, Don't get caught half in and half out of the driveway with oncoming traffic bearing down on you. Clear the drive way and move to the rear of the parking lot as quick as possible leaving room for others to get off the roadway. Try to pull off the road even if you are not crossing traffic as quickly as possible. We drive small cars and not everyone is paying attention to little ole us. Then you are free to park your beautiful ride and display it at it's best.

6. Speed: There is no set speed for club runs, it is generally whatever the road will allow.

Yes there are posted speed limits and if you ever understood the mind of an Engineer (civil that is) coupled with that of a bureaucrat you might understand what limits are. The engineer makes a decision based on the road at some point and just what they decided was safe for their 83 year old grandmother to traverse said road safely, then the Bureaucrat reduced that by 10 to 20 percent just to avoid litigation (yes they are all lawyers that couldn't make it in the private sector). My apologies if this offends anyone unless you fall into one or more of the mentioned categories. My opinion and I am entitled to it.

If while you are on a run and you are losing sight of the car ahead of you and you happen to notice that you are now the leader of a large parade of Miatas you might be running a bit too slow. Feel free to pull to the right at the first available opportunity and wave the parade past. leaving a large space between you and the car in front is good practice simply to preserve your windshield and the paint on the front of your car but if you are constantly seeing OTM's (again Other Than Miatas) pull onto the highway in front of you your spacing is too great. We want everyone to have a safe and sane experience on Club runs. Some drivers are more familiar with their rides and want the chance to enjoy all that they can. Some members want to enjoy the scenery and we also want them to be able to do so. As a driver I rarely get to enjoy the countryside I pass thru but I do enjoy the drive.

Be respectful of others and have a safe and sane experience.

Lastly these should all be touched on at the drivers meeting just prior to starting a run just as a refresher. We are all here to have fun, drive at your own pace and allow your fellow members to do the same. **T&T**

A Little Humor - Great One Liners!

Steven Wright on Loneliness

"If you think nobody cares about you, try missing a couple of payments."

Beyond Miataland - Epilogue

By Tom Thompson



Lynn Nolan, Ed Grant, Dennis Holt, Chloe Oswald, Faith Holt, Dona Thompson, Larry Lloyd, Linda Doud, Lonnie Kernes, Kaye Kernes, Tom Thompson, Rulon Jenson & Jadjit Lidder

We did it! Over a period of 14 days in May 13 SDMC members flew almost 13,000 miles, drove over 2,000 Km (~1250 miles) through 5 Italian provinces (most of Central Italy), and walked over 60 miles through multiple villages and a few cities. We saw ancient Roman ruins & cities that had been buried and forgotten about for thousands of years. We visited the Vatican, the Ferrari Museum and did some wine tasting. We drove the Amalfi coast. And of course we visited Miataland, and drove special edition Miatas through the Umbrian countryside (a few of them right-hand drive models).

We stayed in a few typical (corporate style) hotels, but also experienced two examples of agriturismos; literally farmhouses that take in tourists. To be classed as an agriturismo a property must be a working farm. That generally means that the food served there is fresh from the fields, and of course Italians are known for their food preparation skills. We had excellent

meals at both agriturismos.

We experienced driving all kinds of roads in Italy; from the Autostrada to city streets and rural roads to one-lane farm roads that were little more than a dirt trail. We experienced sharing these roads with crazy Italian drivers; from swerving, distracted drivers on the Autostrada to scooter drivers crossing the center line and coming at us in our lane, like kamikazes. We mostly managed to keep 5 cars together through roundabouts, toll booths and unmarked roads. And did it all without the usual convenience of CB radios.

All in all it was truly an *epic* trip. It was also the very first SDMC "run" in a truly foreign land (overseas). Note: the Club has done runs to both Mexico and Canada, but this was the first run that required an ocean crossing to get to the starting point.

Many thanks to our co-planner Lynn Nolan and to our sweeps extraordinaire Rulon & Jadjit who not only kept us together, but also conducted an independent search & rescue operation in San Gimignano. Rulon has stories to tell – ask him. (Ed. Note - read one of Rulon & Jadjit's experiences starting on Page 4.) **T&T**



We presented an SDMC magnetic to our host Andrea Mancini to be prominently displayed at Miataland.

We were the first group to stay at Miataland. He has had other guests but we were the first to bring a group and fill Miataland.

(Dell Finally Got Off His..., Continued from Page 1)

fore the freeway drops down into the Imperial Valley. Built in 1923, it offers spectacular views and a glimpse of what life was like when the only road out in the desert was made of wood planks. The circular room at the base of the tower features many pictures of what life was like back then. There was a small colony of Aliens just outside of the gate to the tower. Their space ships and space junk were everywhere.



Photo by Mark Booth

After dropping into the desert, we took County road S2 to the Scissor Crossing and proceeded to the Banner Grade and back up into the mountains toward Julian. After a brisk drive on Wynola Road, we had a great meal at Wynola Pizza and Bistro.

I was very proud of Debbie's handling of the lead car communications and, for someone that had never handled a CB before, she was a real pro. Daryled and Carlan were the sweeps

and were great at herding a few strays as the day progressed. Their help and communication to the run leader made the run go smoothly.

The run was 145 miles but it still left many great roads to choose from as members headed home.

It seems that the I-8 rest stop near Buckman Springs is becoming the center of the county rest stop (not to be mistaken for the actual center of the county run spot (Dudley's)).

It should be noted that one club member had a car issue that required towing from the base of Banner Grade. The vehicle insurance towing coverage was found to be worthless. AAA was called and they were very helpful and prompt. **T&T**



Photo by Mark Booth

Knock knock.

Who's there?

Spell.

Spell who?

Okay, fine. W-H-O.

Knock knock.

Who's there?

Déja.

Déja who?

Knock knock!

Our Mission

The purpose of the club is to promote the enjoyment of, and enthusiasm for, one of the world's most exciting sports cars—the **Mazda Miata**.

Owning and driving a **Miata** is one of life's great pleasures, and adding the company and camaraderie of like-minded enthusiasts only enhances the experience. Won't you join the fun as we enjoy the beauty of San Diego County from the seat of a very special little roadster?

Let's have fun driving our **Miatas**!

Monthly Meetings

Our monthly meetings are a great opportunity to meet your fellow club members, ask questions, and share stories. **Meetings are held on the fourth Thursday of each month**, except in November and December when we meet on the third Thursday.

We meet at the Old Hamburger Factory Family Restaurant, 14122 Midland Road, Poway 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.

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? 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.

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Laurie Waid
Vice President



Dennis Sullivan
Treasurer



Linda Doud
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The SAN DIEGO MIATA CLUB is a California nonprofit corporation. Twists & Turns is the monthly newsletter of the SAN DIEGO MIATA CLUB. Use of articles or stories by other Miata clubs is hereby granted, provided proper credit is given. Submissions to the newsletter are welcomed and encouraged. When possible, please e-mail your submissions to the newsletter editor. Submissions may also be mailed to the club's post office box. Submission deadline is the 15th of each month. The Editor reserves the right to edit all submissions.

Contact

The Web

www.sandiegomiataclub.org

Mail

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Coronado, CA 92178-0456

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://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.
8. For complete instructions and club email etiquette go to http://www.sandiegomiataclub.org/for_members/sdmc-list_events.html



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 (30-35 words). Contact newsletter@sandiegomiataclub.org for additional information.

Automotive Services

American Battery. Miata batteries and all other batteries. 525 W. Washington Escondido, 760.746.8010. Contact Jeff Hartmayer. 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 93368). They come to your door, provide quick and professional service.

Express Tire. Auto repair, tires. 12619 Poway Rd., Poway. 858.748.6330. Manager Dick Dolan. Discount 10% on parts & labor incl. tires.

Geri's Bazaar—custom Miata luggage made to fit your specific Miata. Free embroidery to SDMC members. WWW.SHOPGERI-BAZAAR.COM or phone 843.754.8815

Good-Win Racing LLC. Miata intakes, exhausts, shocks, springs & goodies from Racing Beat, Moss & more. www.goodwin-racing.com Special club pricing on RoadsterSports Items only. 858.775.2810.

Hawthorne Wholesale Tire. Tires, wheels, brakes & suspension. 877 Rancheros Dr, San Marcos. Discount. 10% 760.746.6980.

Knobmeister Quality Images. 3595 Gray Cir. 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 Miata Motive 2951 Garnet Ave. San Diego 92109 858.273.2547. Discount: 10% on labor.

Lutz Tire & Service Alignment specialist, tires. 2853 Market St San Diego 619.234.3535. Ask for Mike. Discount. 10% on parts (tires not included).

TJM Enterprises (formerly Magnolia Auto body) Restorations, body work. 10027 Prospect Ave. Santee. 619.562.7861. Ask for T.J. Discount: 10% on labor & parts.

Pitstop Autoglass. Rock chip repairs free to SDMC members. Must show membership card. In-shop only. 858.675.GLASS (4527)

Porterfield Enterprises Brake pads, rotors. 1767 Placentia Ave Costa Mesa 949.548.4470. Discount: 15% on Porterfield & Hawke brake pads, \$10 off rotors, \$9.25 per pt of Motul 600 brake fluid.

Smart Car Care Store—SDMC members received 10% discount. 2260 Main St., Suite 3, Chula Vista 91911 619.575.9274 or 1217 Simpson Way, Escondido, 92029 760.871.8000 smartcarcareproducts.com

Stuart Terry Auto. Specializing in Miata A/C problems, recommended by Rocky's Miata Motive. 4858 El Cajon Blvd. SD 92115. 619.287.9626. Ask for Stuart, 10% discount on parts & labor to \$50

Thompson Automotive. Cool Miata accessories, oil filter relocation kits, gauge kits, air horns, brakes, Voodoo knobs & MORE Discount. 10% 949.366.0322. www.thompson-automotive.com

Tri-City Paint. Professional detailing, products, paint, airbrushes, car covers. West Miramar: 858.909.2100, Santee: 619.448.9140. Discount: body shop price #CM6660.

World Famous Car Wash. Complete professional car care, detail, hand wax, leather treatment. Free shuttle service. 7215 Clairemont Mesa Blvd. SD 858.495.2974. 10% discount.

Mazda Dealerships

Mazda of El Cajon. 619.590.3700. Discount 10% on parts & labor. VIP Membership: 3 oil changes for \$19.95 with \$5 going to Rady's Childrens Hospital.

Mazda of Escondido. 760.395.9990 (Cell) or 760.755.9531/01. Discount: 20% on most parts; 15% on labor (except smog, oil changes, and tire rotation). For purchase, ask for **Barb Sullivan** and get free SDMC membership for 1 year.

Westcott Mazda. National City. Discount 15% on parts exclusive of oil changes. 619.474.1591.

Other Services

David Bryan, your friendly neighborhood REALTOR; Coldwell Banker West Realty. I sell garages with homes! SDMC members who buy or sell a home through me receive a 1 year free home warranty. 619.672.0493. DavidBrealtor@cox.net. DRE#01009295.

**SAN DIEGO MIATA
CLUB**
P.O. Box 421325

Postage

Address

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