



# TWISTS & TURNS

May 2019

## AutoMatters & More: Enjoy Your Car More with Club Runs

By Jan Wagner

Membership in an active, local car club adds greatly to the enjoyment of a car. Club runs are one of their most popular activities. People who drive a particular make or model of car meet to go for a fun drive somewhere.

Over the years, I've belonged to several active car clubs, including the San Diego chapters of the Porsche Club of America and the BMW Car Club of America, the Mustang Club of San Diego, and the San Diego Miata Club.

I've owned three Miatas (though not all at once) in my lifetime. Then I decided that I wanted something brutally powerful, so I sold my Miata to buy a 2011 Mustang GT. It has a beautiful red leather interior and a 6-speed manual transmission. It was a Pioneer Audio project car. As much as I enjoy its power and space, driving it on public roads requires holding it back. To exercise its big 412

horsepower V-8, it demands a race track, not public roads. Miatas, with their much smaller engines, can be driven aggressively while remaining within safe, legal speeds. I miss that.

With only about 14,000 miles, my Mustang GT is still like new, but I placed a deposit on another Miata. I need to sell my Mustang before that car arrives.

Even though I've been away for almost ten years, I recognized many familiar faces at my first meeting. They recognized me too, and welcomed me back.

From the club emails I learned about several upcoming club runs. One in particular got my attention. It was to be a run to see the wildflowers bloom in the Anza-Borrego Desert east of San Diego, near the town of Borrego Springs. Due to the unusually frequent rains this past winter, we have a bumper crop of wildflowers in the desert – so much so that they have made the national news several times.

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My current fun car – a very low mileage 2011 Mustang GT

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# Shamrock Shenanigans – 2019

by John Lord

*Photos by Mark Booth*

With all the good weather we've been having lately, it's hard to believe that as recently ago as March 16<sup>th</sup>, the weather service seldom had good news for California Miata devotees. But on the last calendar weekend before Spring, Winter was beginning to loosen its soggy grasp at long last.

25 cars with a total of 40 occupants gathered on a chilly Saturday morning at the Rancho San Diego for the first weekend club run in months. There was the usual catching up, since not everyone who comes on runs attends monthly club meetings, and admiration of new cars and new bling. But the real star of that morning was a dog named Quincy, who delighted us with her playful antics while we waited for last-minute arrivals.

Phyllis and I have led a few of these runs now. We began hosting this run back in 2015, under a different (and longer) name. Weather, work, and calendar forced us to delay the run last year, but we've been known to put this run on in other times of the year as well. This was, I believe, the sixth time we've led this run on this route. All of which is to say, this wasn't our first rodeo.



The drivers' meeting focused on the usual elements of all the things we remind ourselves of before the run. While we have lots of experienced drivers, it had been a while since the last

run of this size, and there were some newbies and fresh faces among us. And since not every Miata had a CB or even a 'nagivator' on board, we were reminded about the importance of leaving bread crumbs at turns to help people stay on track. We also encouraged people to drive at their own pace, promising many queue-ups for re-grouping.



Most of us were bundled up against the cold as the run began, determined not to let the chilly morning deter our top-down enjoyment of the beautiful green scenery. Lyon's Valley Road's delightful curves did not disappoint, though there was a wet spot or two on the road along the way, as some of the hillsides were still shedding some excess water. Japatul Road's sweeping curves were a different sort of fun, and the rural vistas were greened up nicely from all the recent rain. And I would be remiss if I didn't mention all the flowers. Spring had already begun to put on a show for us, whetting our appetites for the following week's run to Borrego Springs.

We even managed to take advantage of most of the best twisties on the way to Lake Cuyamaca! That's not always possible because of traffic on the road. But this day, all 25 Miatas were grouped together at the time, and there were no OTMs immediately behind us. So, a little strategic deceleration allowed us to put some distance between our group and the OTMs ahead of us, which meant we could take the twisties at a more Miata-worthy pace. CB's helped us coordinate all this. (Rick Kagamaster and I would have called this a rolling 'Red Rock' maneuver, but that's another story.)

*Cont'd on Page 6*

## Rear View Mirror



By Gene Streeter

May, 2019

### *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*

I never thought of folk duo and lyricists Paul Simon and Art Garfunkel as San Diego weather forecasters, but they're certainly on point. The month of May should shape up nicely; that means more top-down weather and SDMC activities.

I missed the opening of the Cruisin' Grand season, then missed the Kemptons' inaugural run through Fallbrook and the surrounding countryside. My excuses for both? Let me borrow Elvis Presley's twitching-lip mantra "TCB" - takin' care of business. I was finally getting after some of that deferred maintenance at the old homestead and putting the wraps on my long-term emissions challenge. I refuse to revisit last month's tale of that whole ordeal. I'm putting April behind me.

April's monthly meeting was memorable, at least from my perspective. I felt the urge to destroy another shirt for my portion of the meeting - I find it's getting harder and harder to upstage President Dave. I sent the buttons flying from my Hawaiian-style shirt for what I believe is a good cause - saving Surf 'N' Safari. (Is that anything like "Save Ferris Bueller?" - Ed.) The dialog began even before our March Board Meeting (can you say "lightly-attended, boys and girls?") with your elected board not convinced we had the stomach for a 5<sup>th</sup> edition.

When President Dave requested I prepare a forward to the survey, what was I to say, having already tossed my pith helmet into the ring? Of course. It appears on Page 8 in the newsletter.

### ***Running Out of Gas at the Concours***

What I didn't miss was the La Jolla Concours event, April 14. Not having gone to the revered Pebble Beach Concours for far too many years, the La Jolla event is far more accessible, in both geography and cost. If you were part of the volunteer crew assembled by members John and Sue Sroka or Ken Hurd, your admission was free. But you probably already knew that. Stringing three nights of too-few hours of sleep together and arriving on the Ellen Browning Scripps Park "Field of Dreams" at 5:00 AM, I knew I was in trouble. Check-in provided a map and assigned portion of said real estate; more importantly, a blast of sugar in the form of a monstrous donut bribe from John and Sue. An injection of caffeine-laden coffee would have been equally appreciated.

Volunteers are a special breed, or so I was told by the retired senior handing out volunteer decals and elegant lunch chits. He offered that he works for three separate organizations (including docent duties at the San Diego Air & Space Museum), filling his calendar and dance card as much as his paid managerial gig ever did. He directed one more observation my way - "once someone learns of your managerial skills, you'll be fighting off the talent scouts." I know some of you already identify with that description.

I did my assigned duty, parking classic Cadillacs (this year's featured marque), Duesenbergs, Packards, and a passel of England-born Bentleys, according to the assigned plot plan and best possible sight lines. My official shift ended at 9:00 AM. It was time to ogle, gather a few photographic mementos, and engage a few of my new-found friends.

*Cont'd on Page 7*





*Enjoy Car Runs, Cont'd from Front Page*

*Photo above by Mark Booth*

The only problem is, I do not yet have a Miata. I asked the run's organizer if I could participate in the run in my decidedly un-Miata-like, 2012 Toyota Prius Plug-in Hybrid. Ken replied, telling me that "You're welcome to come in an OTM (Other Than Miata) at the back, if you'd like." It was settled. I was going!

To beat the anticipated crowds, we agreed to meet at 6:45 AM. Waking up to what looked like a beautiful day, I decided to leave my Prius in the garage and fire up the Mustang. The only problem is, it did not have the required full tank of gas.

At our drivers' meeting, directions were distributed and volunteers agreed to be "sweeps." They would follow our group, to shepherd any stragglers back to the route.

Even though my car had a big power advantage over the Miatas, I could not use much of that power because I needed to maximize my fuel economy. That is not easy to do with a big, thirsty V-8.

Our first stop was at the famous Dudley's Bakery.

When we resumed our journey, the roadways transitioned from what had been relatively straight and flat to a seemingly never-ending series of very short straights followed by low-speed, tight turns on narrow, two-lane mountain roads. My Mustang felt too wide as I followed Miatas and avoided the rocks and vegetation beside me, on our way to the fields of wildflowers.

Once there, we stopped at several places shown

## A Different Perspective

Dona Thompson

### Judy Lutticken

I am a "PPPrrr" - a **Privileged, Pampered and Perfect** Passenger!

I became a **Privileged Passenger** after being asked along on a club run by Les Smith. That was four years ago. Soon after I joined SDMC even though I don't own a Miata!

I am also a very **Pampered Passenger** because of the attention I receive from Les during runs. "Is the AC/heater okay?" "Here's a cooler with the drinks for the run." "How are you doing?" And besides, he's an excellent driver.

I consider myself to be a **Perfect Passenger** because I don't squeal on hairpin curves nor on those narrow twisties with those 'drop-off-the-side-of-mountains'; I don't slam on that imaginary passenger brake pedal; and I don't clutch the seat as we barrel downhill at racing speed! In truth, though, I do have one fault: I'm downright terrible with those run directions; I get too carried away viewing the scenery on those back country roads we travel. "Oh dear, let me see where we are" and "Just follow that car" is about all the help Les has come to expect of me.

My favorite Miata Run is the Twilight Run. Going from the afternoon sun to the beautiful sunset, and then to the twinkling lights of San Diego, is fantastic!

My scariest time on a Miata Run was a time when we climbed Palomar Mountain. We had just pulled into the rest stop at the top when I spotted the HUGE line of women in front of the women's restroom. Now that was frightening!

I truly enjoy the loud and informal monthly Miata meeting. Both Gene and Dave have conducted great meetings. I delight in Dennis's Treasurer Report - "We've got money!" And my favorite: the infamous Steve Waid Birthday Song. I should also mention the delicious food and exceptional service we consistently receive. (I just don't know how the servers keep track of it all.)

Being part of the San Diego Miata Club has given me many friends and treasured memories - benefits that should continue for years to come. How very lucky I am.

PPPrrrr!

T&T



on the Borrego Springs Flower Map. Our customary group photo was taken by the head of a large metal sculpture of a serpent. Other nearby sculptures included a Jeep.

After we'd enjoyed the flowers, we caravanned to La Casa del Zorro resort in Borrego Springs, where we had lunch.

After lunch, we commenced our drive back to San Diego. My car indicated less than 80 miles to empty, and the distance to our gas station stop (at Harrah's Rincon Casino) would be 55 miles. I went into full fuel-saving mode, actually increasing my remaining driving range by another nine miles. A gas station never looked so good!

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ner



T&T





Photo by Mark Booth

We made a pit stop at Lake Cuyamaca, enjoying the company and the scenery, if not the chilly temperature. The next leg of our journey took us on Engineer Road and Boulder Creek Road. This is always an adventure, because the road is narrow, winding, and not always well-maintained. But the pay-off is lots of fun and some spectacular scenery and vistas. We stopped for an early lunch at Santa Ysabel's Apple Country Restaurant. I have to say that I was quite impressed at the way the staff took care of us! Not only was the food great, but they did a great job of feeding our sizable group in a relatively short time.



Photo by Mark Booth

After lunch, there was a whole lot of fun still to be had. Mesa Grande Road was fun, though at that altitude, it wasn't yet quite as green as most of the rest of the run had been thus far. Next up was Palomar Mountain, which seldom disappoints, and it certainly didn't this day! By the time we came down the other side, many were peeling off layers of clothing, because the thermometer had finally begun to climb. Mark

Booth reported a temperature as high as 85° before the day was out. As we made our way along Highway 76, we had to endure some congestion due to an increased number of OTMs.



Photo by Mark Booth

But that only made Couser Canyon and Lilac Valley Road all the more enjoyable.

There are many elements that go into making and keeping a Fun Run fun. As the group spreads apart, CB messages sometimes have to be relayed from the front of the line to the sweeps and back. People did a great job of passing messages and road hazard updates along. This sort of thing can be overdone, but our group seems to have settled in the Goldilocks zone – just right! Our route provided many queueing opportunities, which helped to keep the group together. And special thanks to Steve and Laurie Waid for another great job as sweeps, and to 'shepherd' Ted Kesler.

By the time we got to Dairy Queen in Escondido, our numbers had dwindled quite a bit, but was a wonderful day it was. Thanks again to all who participated!



Photo by Mark Booth

**T&T**

## **"This Is a Driving Club"**

There simply isn't room to share all the stories and images I gathered that day, let alone those that John assembled on our behalf. I've narrowed the field to just three that best exemplify my experience. Shopcoatwearing Joel Carosh, hailing from Stockton, California was my favorite exhibitor and character. This was his first Concours show, and he was determined to present his car in the best possible light. He offered me a polishing cloth several times, realizing the enormity of the task. Mind you, this is a 1927 Bentley 3.0 Litre (it's spelled differently across the pond, old chap. – Ed.) driven frequently and enjoyed even more often. You wouldn't confuse this roadster on steroids with being either a "garage queen" or "trailer queen," as the vernacular goes. As the bugs, rock chips, and various fluid seepages attest, this is a driver's car. As I captured the photo of the massive headlamps and driving lamps, he lured me further into his web, then demanded "what does that club badge say?" NOT Bentley owner's club, not show 'n shine club ... it says *Bentley Driving Club*. Sound remotely familiar? I was already headed home when Ken Hurd's Awards Ceremony crew worked their magic and summoned Joel's prized Bentley to the presentation area to receive his award – 2<sup>nd</sup> in Class.

### **Best of Show**

It's more than just a contrast in colors, it's about lifestyle and *objets d'art*. William Lyon, Jr. brought both a class-winning Cadillac sedan and an exotic, bespoke Duesenberg that had originally been delivered to a wealthy customer in India. Luxury and custom touches abound, even apart from the striking orange body color and leather interior. The oversized (by our power-assisted standards) steering wheel is artfully wrapped and woven in natural rattan. If you recall either version of my account of last year's event, I shared that Gen. Wm. Lyon's Collection (in Orange County's *Coto de Caza*) presented last year's show-stopping, pants-soiling Duesenberg Model J Murphy-bodied boattail roadster. (Not judged Best of Show once the judge's khakis were blackened by ex-

haust soot and condensation.)



Best in Show 1935  
Duesenberg  
Gurney Nutting  
"Roadster"

This stunning (Competition) orange-over-black beauty took home Best of Show honors, in addition to awards for Best in Class and Excellence in Design. Your eyes don't deceive you, the interior leather is dyed to match the orange exterior. Garish? Maybe, but the net effect is undeniable. As the judges were running through their paces, I engaged the very approachable Mr. Lyon in a few questions – "Were you able to verify the interior color was original to this beautiful example?" He answered credibly, well aware I wasn't one of the judges. "We have pictures of the exterior and restored it accurately. There simply isn't any evidence of the interior color ... we went with our best guess." Best guess or not, I think you'll agree this vehicle is stunning.

### **The Relentless Pursuit of Perfection**

Then there was a decades-old acquaintance named Gary Jarvis. Much like some of the fully-pedigreed classics worth millions of dollars, Gary's striking red Mercedes Benz 250 SL "Pagoda-roof" entry was automotive perfection. Lady Bonnie and I were in the Mercedes-Benz Club (Orange County Chapter), owning a gently-used 380 SLC and always made to feel welcome among a more genteel membership. Our young children were surrogate grandchildren at the events we attended. Among my fond memories, Gary had carved out a very unique space for himself. He halted his ground-up restoration of a 300SL, the fabled Gull Wing, a factory racer-turned-civilian grand tourer.

Plated, powder-coated, and a study in mechanical perfection, Gary mounted a single seat and

Continued on pg. 14



## *Surf 'N Safari Survey - Introduction by Gene Streeter*

If you attended April's monthly meeting, there was a significant showing of hands indicating interest in hosting Surf 'N Safari V in the fall of 2020. I'd like to think it was my presentation of the concept, but I know better. It was likely Laurie Waid's recounting of the details and the memory jogs in all of you that planned, executed, and participated in any of our previous versions. (Or, perhaps Steve's insistence the Car Show was one of the 2015 highlights.) Quite a few of you have enjoyed all four of them. Want a refresher? Or, just want an account of the festivities? Have a look at the November, 2015 Newsletter, archived and linked on our website.

### *Let's Get Serious About Our Fun*

You should have a sense of SDMC's reputation within the Miata community for holding "the" regional event to attend. Realize that many of the most memorable events in our own club history are tied to each of the four distinctly different versions in three different resort venues. It's well-established that planning needs to begin eighteen months in advance. Hence, the urgency around this survey.

While there was a good meeting turnout, your Board wants to reach as many members as possible to more accurately gauge the levels of interest and commitment to the process. No matter how engaged the Surf 'N Safari a Committee, its Chairman (I've volunteered, with my wife's permission), the Fun Team, or the Board might be, we can't do this without you as party-goers and volunteers. I've attached a volunteer outline to provide some concrete details. We'll also need committee members over the entire planning process. Personally, I enjoyed the string of those meetings and emails. Plus, it allowed most of us to develop new and deeper friendships.

Here's what you need to do. Scan or print and complete the survey (page 17) Board Secretary Julie Thompson has prepared for this effort. Depending on your preferences, you can email it to([secretary@sandiegomiataclub.org](mailto:secretary@sandiegomiataclub.org)) or send a hard copy addressed to Julie Thompson. Her mailing address is 952 Bittersweet St. Escondido, CA 92026

**Your prompt response(s)** will determine whether or not we undertake and host the fifth edition of our nearly-patented Surf 'N Safari event. Thank you.

[Surf 'N' Safari survey on Page 17](#)

Cont'd on next page



## Example Only: Surf 'N Safari Volunteer Needs

### Thursday:

Hospitality Suite: None  
Gazebo: Noon until 7 PM  
Help with registration  
Answer questions  
Sell raffle tickets  
6 volunteers (two 2 hour shifts of 2 people and one 3 hour shift of 2 people)  
Fun Team: 1 volunteer to assist with run sign-up (Fun Team will provide)

### Friday:

Hospitality Suite: 9 AM to 6 PM.  
Answer questions  
Help visitors as needed  
Sell raffle tickets  
8 volunteers (three 2 hour shifts of 2 people and one 3 hour shift of 2 people)  
Gazebo: 8 AM to 6 PM  
Help with registration  
Answer questions  
Sell raffle tickets  
10 volunteers (Five 2 hour shifts of 2 people)  
Fun Team: 8 AM to 10 AM  
3 volunteers (1 at Gazebo and 2 to assist with run coordination/departure) (Fun Team will provide)  
Barbeque: Welcome guests  
Check people in (by checking lanyards)  
2 volunteers (SNS Committee)

### Saturday:

Hospitality Suite: 9 AM to 4 PM  
Answer questions  
Help visitors as needed  
6 volunteers (two 2 hour shifts of 2 people and one 3 hour shift of 2 people)  
Gazebo: 8 AM to Noon  
Answer questions  
4 volunteers (two 2 hour shifts of 2 people)  
Fun Team: None  
Banquet: Welcome guests  
Check people in (by checking lanyards)  
2 volunteers (SNS Committee)

### Sunday:

Hospitality Suite: 8 AM to Noon  
4 volunteers (Two 2 hour shifts of 2 people)  
Gazebo: None  
Fun Team: None

### Throughout SNS:

Car wash station: 1 volunteer (Put out buckets/washing materials in AM and removed in PM) (Fun Team to provide)  
Car show judges: 3 volunteers (Fun Team to provide)  
Raffle Coordinator: 1 volunteer (Dell Pound has volunteered)  
Run Leaders/Sweeps: TBD (Fun Team to provide)

# History of the Car Radio

By Lynn Nolan

*You may have already read this story if Ed Grant emailed it to you as he did me. The email article "History of the Car Radio," is so intriguing that I would like to share it. Regrettably I am unable to properly credit the contributor, since a search of the internet failed to identify the author. I hope you enjoy reading this thought provoking story.*

Seems like cars have always had radios, but they didn't.

*Here's the story:*

One evening, in 1929, two young men named William Lear and Elmer Waverin drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Waverin liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I).

It wasn't long before they were taking apart a home radio and trying to get it to work in a car. It wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Waverin identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator," a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Waverin at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Waverin set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his

men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio-so that the passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems.

When the Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

*Cont'd on page 16*



# Behind the Wheel

## Richard Sanders

By Lynn Nolan



Miatas: He and wife Jean have two NC Miatas  
His is Galaxy Gray, hers is Marble White

SDMC member since: 2008

Grew up in: Louisiana

College: Tulane University, New Orleans, La  
BA degree

Occupations:

A) Media Relations, AT&T Corporate, New York City - 25 years. Lived in New Jersey. Children and grandchildren still are on the East Coast.

(B) SAN Diego Zoological Society's Safari Park - 15 years

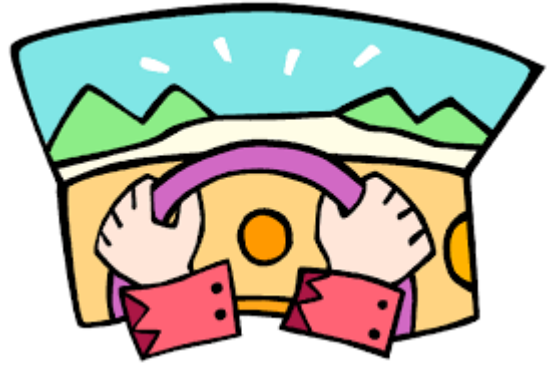
(C) The Times-Picayune, New Orleans - early 1960's. Reporter and Copy Editor.

I can't think of anything I would have changed - except to have bought an Indian motorcycle -- maybe . . . And purchased my first Miata.

I have no favorite restaurants but I like steak, seafood, Mexican and Chinese food, gumbo, red beans and rice, etc.

Favorite Movie:

"The Magnificent Seven" 1960!



Music:

I like 60's, 70's, semi-classical.

I like to visit the Safari Park. Brings back lots of good memories. Jean and I used to go to Colorado and ski. Maybe again sometimes . . .

Our first top down, two seater, was a Triumph TR-3 in 1962. Now, we have two NC's.

Thank you, Mazda, for our great Miatas!

## Borrego Springs Wildflower Run 2019



Photos by Mark Booth

# Events Information

## May 2019

Sun	Mon	Tue	Wed 1	Thu 2	Fri 3 6 pm–10 pm	Sat 4 8:30 am–2:30 pm May the 4th Be With
5	6	7	8	9	10	11
12 Mother's Day	13	14	15	16	17	18 Armed Forces Day 8 am– 11 am Mt Wilson Observatory
19	20	21	22	23 SDMC Monthly Meeting 7pm–8pm	24	25 7 am–4:30 pm SCCA Novice School
26	27 Memorial Day	28	29	30	31	

### San Diego Miata Club

#### May Events

##### Cruisin' Grand 2019

The **first Friday** of every month SDMC invades Escondido for an evening of vintage Hot Rods, Muscle cars and Boulevard Cruisers to the sounds of early Rock and Roll.

We meet at Tom's #23 on the Southwest corner of Center City Parkway and 5th.St. for a 6 to 7 P.M. dining and social hour, at 7 P.M. we head 1 mile North to Grand Ave. and then cruise Grand Ave. Following our cruise, we park and walk Grand Ave. for about an hour at which time we gather back at the cars and decide what we will do for our 'REQUIRED' "pie and or ice cream run".

For details contact Steve and Laurie at 760-432-0727 or [swaid@cox.net](mailto:swaid@cox.net).

**The "May the 4th. be with You" Run** by Terry and Julie Thompson.

Date: May 4th.

Meeting place: Westfield Maill (formerly the North County Fair) in Escondido.

Meet @ 8:45 A.M. Drivers Meeting @ 8:45 A.M. and Depart @ 9 A.M.

Lunch at Jeremy's on the Hill in Santa Isabel.

Duration: 6 hours until 2:30 P.M.

This a Magnetic's Run for Terry and Julie.

Any questions contact Terry at 442-880-0008

**Mt Wilson Observatory Run** by Ken and Stacy Hurd

May 18th.

No further information as of printing time. Check your email at a later date.

Contact Ken @ 858-229-6105.

**T&T**



# Membership

By Chris & Linda Jones

May 2019

## Welcome to our newest members...

Bill Rote	San Marcos	2009 Liquid Silver Metallic
Janet Haines	Encinitas	1994 White
Mario Miniz	San Diego	2016 Soul Red Metallic
Saul & Elia Sepulveda	Imperial Beach	1993 Brilliant Black

## Our Club's numbers as of 2/15/2019

134 memberships (41 single, 93 dual) for a total of 227 members.

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## Some general Membership info:

**Revised membership renewal form** (rev. 1/28/2019) is now posted on the SDMC website where it can be downloaded, filled out, and printed. Go to: <[http://sandiegomiataclub.org/for\\_members/index.html](http://sandiegomiataclub.org/for_members/index.html)> -- look for "Renewal Application" on that page. Cost: The **\$5 late fee** kicked in on January 31<sup>st</sup>, so renewal is now total of **\$40** for the remainder of 2019.

**Membership Roster.** This updated file is posted on the SDMC-List in Yahoo! Groups. Look for "Files" tab, then "SDMC MEMBER ROSTER" for download. This is only available to active SDMC members, so please don't share the information outside the Club.

**Join SDMC-List.** If you want to get added, send an email request to us and we'll initiate the auto-generated invitation to join. Include your name and email in the request.

Questions ? Updates to your membership information? Email us at [membership@SanDiegoMiataClub.org](mailto:membership@SanDiegoMiataClub.org) and ask.

Thanks!

Chris Jones & Linda Southard  
Your SDMC Membership Team  
[membership@SanDiegoMiataClub.org](mailto:membership@SanDiegoMiataClub.org)

## Upcoming Events Elsewhere

**Remember**, all the most  
up-to-date and complete in-  
formation for our events is on  
our website at  
[www.sandiegomiataclub.org](http://www.sandiegomiataclub.org)

Check there regularly for changes  
and additional details!

**Flyin' Miata Summer Camp** June 20-23,  
2019

<https://www.flyinmiata.com/news/summercamp/>

### Texas Miata Round-up

2019 Texas Miata Round-Up  
September 20, 21 & 22nd, 2019

<https://texasmiataroundup.com/>

### Miatas at Laguna Seca 30th Anniversary

October 11-13, 2019 Sign-ups June 15, 2019  
9 AM PST [https://  
www.miatasatmazdaraceway.com/](https://www.miatasatmazdaraceway.com/)



1939 Bugatti Type 57 C coming off the transport

drove that chassis at shows and gatherings, much to our collective delight. He eventually installed its body, interior, and fitted luggage, filling a trophy case along the way. The restoration shop performing the transformation? Jerry Hjeltness Restoration in nearby Escondido. With some urging, Ferris Bueller may even entertain that as part of his next "Day Off" itinerary. I leafed through his binder of restoration details for the 250 SL in question. In a word, impressive, especially the covers of multiple enthusiast magazines. One pronounced it the "Perfect Pagoda."

Once his daily commuter vehicle, it suffered collision damage to its left flank. No longer pristine, the 250 SL languished in obscurity for eight long years before its owner contracted with Hjeltness shop for its complete restoration. Completed five years later at a cost of \$250,000, the Perfect Pagoda racked-up even more awards than his Gull Wing had. In case you're wondering, a 1967 250 SL originally sold for roughly \$6500. It's currently offered for sale at Gary's La Mesa residence, if you're interested. I didn't dare ask the price. While Gary doesn't operate his roadster the same way Joel Carosh does, his automotive passion certainly doesn't take a back seat.

Thanks for indulging me in my tales and automotive fantasies. This is the part where I always get a little "preachy." Let's not assume our passions are unique in the automotive firmament. Nor be insensitive to those of us with

## Member Classified Ads

Classified adds will be published for paid members on a space available basis. Adds will run for a maximum of 90 days.

**ND Miata MX-5 2016 Launch edition:** Manual transmission, soft top 29,080 miles:. Reduced to \$17,900

New run flat tires : good sway bars: Goodwin sport exhaust ( original exhaust comes with car )

Contact Wally Stevens at:  
wallymiata@gmail.com; text or call 619-203-2801

**94 Red R Package car** (non power steering, non power windows, does have A/C, as only option available on an R package)

5 Speed manual

113,000 miles (timing belt done at ~70,000 mile by Rocky's)

Custom 9 way adjustable Bilstein shocks (only 2 sets ever made, custom made for my car)

Racing Beat front sway bar

New Power Stop slotted rotors and pads (all 4 wheels done)

New Interstate battery

New Falken Azenis RT615K+ tires (195/60-14)

New inner and outer shifter boots

Monster Motorsports roll bar

Tan Robbins top (originally was black but PO replaced with tan, for a more "upscale" look)

Lots of things done or are included but too much to list

Please contact me via email to start. [lisaandmike@san.rr.com](mailto:lisaandmike@san.rr.com)

a shared but diverse interest in the unpretentious Miata, certainly destined to be a future classic.

*Stay classy, San Diego Miata Club !*

**T&T**



# 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 all year, for either an individual or a dual membership (two members in the same household). Renewals after January 31 are subject to a \$5 late fee. New members joining the first half of the year pay \$35. Those who join in the second half of the year pay \$20.

## 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.

***Twists & Turns is printed by:***



**For Business Print, Design & Graphics**

12170 Tech Center Dr. Ste. A  
Poway | California | 92064  
**M-F 7am-8pm Weekends 10am-6pm**



**Ken Saward**

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940, he developed the first handheld two-way radio, the Handy-Talkie for the U.S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200.

In 1956, the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the moon.

In 1973 Motorola invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

What ever happened to the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's, he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember the eight-track tape player? Lear invented that.

But what he's really famous for are his contributions to the field of aviation.



He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)



*Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! AND It all started with a woman's suggestion!*

**T&T**

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**Parrotheads Unite**  
**and join us for:**  
**The 11<sup>th</sup> Annual**  
**Gregg's Goals Fundraiser**  
**June 8, 2019, 3 - 7:30 pm**

**Wine, Sodas, Food, Contests**  
(best Jimmy Buffet themed attire)...  
**Silent Auction...** and, of course, **Jimmy Buffet music!**  
**\$35.00 per person until June 1 (\$40.00 after that)**

**Where: Garon's home, 1843 Da Gama Ct. Escondido**  
**Mail checks to: 1843 Da Gama Ct., Escondido, CA 92026**  
**Or send via PayPal - to [wwwgd68@yahoo.com](mailto:wwwgd68@yahoo.com)**  
**Or click [Donate](http://www.wggd.org) button on website: [www.wggd.org](http://www.wggd.org)**



## SDMC MEMBER SURVEY

NAME: \_\_\_\_\_

### CONTACT INFORMATION:

EMAIL ADDRESS: \_\_\_\_\_

DAYTIME PHONE: \_\_\_\_\_

(IF DIFFERENT)

EVENING PHONE: \_\_\_\_\_

DO YOU FEEL THE CLUB SHOULD SPONSOR THE SURF 'N' SAFARI?

YES \_\_\_\_\_ NO \_\_\_\_\_

WHAT IS YOUR VIEW OF THE PURPOSE OF THE EVENT HELD EVERY 5 YEARS IN SAN DIEGO:

FUN \_\_\_\_\_ OUTREACH \_\_\_\_\_ PROVIDE ENTERTAINMENT \_\_\_\_\_

OTHER (PLEASE LIST) \_\_\_\_\_

WOULD YOU CONSIDER PAYING \$165/PERSON OR 300/COUPLE TO ATTEND THE WEEKEND EVENT?

YES \_\_\_\_\_ NO \_\_\_\_\_

WOULD YOU BE WILLING TO BE A PART OF THE PLANNING COMMITTEE? (REQUIRES ATTENDING REGULAR MEETINGS/MONTHLY AND LIKELY MORE FREQUENTLY AS EVENT GETS CLOSER/ POSSIBLY VIRTUAL MEETINGS)

YES \_\_\_\_\_ NO \_\_\_\_\_

IF YOU ARE WILLING TO HELP, PLACE A CHECK NEXT TO THE SUB-COMMITTEE/COMMITTEES ON WHICH YOU WOULD YOU BE INTERESTED IN WORKING?

\_\_\_\_\_ MARKETING/WEBSITE

\_\_\_\_\_ SPONSORSHIP/BUSINESS ADS

\_\_\_\_\_ REGISTRATIONS ON LINE

\_\_\_\_\_ PROGRAM/POINTS OF INTEREST

\_\_\_\_\_ LIASON TO HOTEL/MEALS

\_\_\_\_\_ RUNS/CAR EVENTS

\_\_\_\_\_ HOSPITALITY SUITE

\_\_\_\_\_ DECORATIONS

\_\_\_\_\_ REGALIA/PRE-ORDER

\_\_\_\_\_ CAR CARE AREA

\_\_\_\_\_ ENTERTAINMENT

\_\_\_\_\_ BANQUET

\_\_\_\_\_ RAFFLES

OTHER COM-  
MENTS \_\_\_\_\_



# SDMC Officers



**David Bryan**  
**President**



**John Lord**  
**Vice President**



**Dennis Sullivan**  
**Treasurer**



**Julie Thompson**  
**Secretary**

## Executive Board

President—David Bryan	<a href="mailto:president@sandiegomiataclub.org">president@sandiegomiataclub.org</a>
Vice President—John Lord	<a href="mailto:vicepresident@sandiegomiataclub.org">vicepresident@sandiegomiataclub.org</a>
Treasurer—Dennis Sullivan	<a href="mailto:treasurer@sandiegomiataclub.org">treasurer@sandiegomiataclub.org</a>
Secretary—Julie Thompson	<a href="mailto:secretary@sandiegomiataclub.org">secretary@sandiegomiataclub.org</a>
Past President—Gene Streeter	<a href="mailto:genestreeter@yahoo.com">genestreeter@yahoo.com</a>

## Administrative Board

Membership—Chris & Linda Jones	<a href="mailto:membership@sandiegomiataclub.org">membership@sandiegomiataclub.org</a>
Events Coordinator—Edwin Grant	<a href="mailto:events@sandiegomiataclub.org">events@sandiegomiataclub.org</a>
Webmaster/Postmaster—Dan Garcia	<a href="mailto:webmaster@sandiegomiataclub.org">webmaster@sandiegomiataclub.org</a>
Club Regalia—Steve & Laurie Waid	<a href="mailto:regalia@sandiegomiataclub.org">regalia@sandiegomiataclub.org</a>
Historian—Elinor Shack	<a href="mailto:mshack@san.rr.com">mshack@san.rr.com</a>

## Twists N Turns Staff

Editor—Larry Lloyd	<a href="mailto:newsletter@sandiegomiataclub.org">newsletter@sandiegomiataclub.org</a>
Proofreaders—Dennis Sullivan, Lynn Nolan, and John Lord	

*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 17th of each month. The Editor reserves the right to edit all submissions.*

# Contact

## The Web

[www.sandiegomiataclub.org](http://www.sandiegomiataclub.org)

## Mail

San Diego Miata Club  
P.O. Box 180456  
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](http://www.sandiegomiataclub.org/for_members/sdmc-list_events.html)



# 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 (30-35 words). Contact [newsletter@sandiegomiataclub.org](mailto: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%

**Bumper Rescue,** Bumper, body and collision repair with excellent quality and paint matching. Near Rocky's old location. Free estimates and free Uber rides back home once you drop off your car. 10% off with mention of this ad. Contact Shay at 619.286.7377.

**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.

**Gerri's Bazaar**—custom Miata luggage made to fit your specific Miata. Free embroidery to SDMC members. [WWW.SHOP-GERI-BAZAAR.COM](http://WWW.SHOP-GERI-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](http://www.goodwin-racing.com) Special club pricing on Roadster-Sports 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](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 Miatamotive** 696 Naples St. Chula Vista 91911 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).

**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](http://smartcarcareproducts.com)

**Stuart Terry Auto.** Specializing in Miata A/C problems, recommended by Rocky's Miatamotive. 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](http://www.thompson-automotive.com)

**TJM Enterprises** (formerly Magnolia Auto body) Restorations, Body Work. 10027 Prospect Ave. Santee. 619.562.7861 Ask for TJ. Discount: 10% on parts and labor.

**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.** 858.395.9990 (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](mailto:DavidBrealtor@cox.net). DRE#01009295.



Address

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