



TWISTS & TURNS

April 2021

SDMC 25th Anniversary!

A Look Back (Our Founding President) May, 1996

The President's Message (Edited) *by Mark Booth*

Hello, and Thanks!

Hello fellow Miata enthusiasts and welcome to the first issue of the San Diego Miata Club's official publication. For now, San Diego Miata Club News is just the working title. Let's hear some suggestions from the membership for a permanent title. E-mail any board member or leave your suggestions on the club phone line.

Before getting into what has been happening since our meeting on March 31, I would like to shout a great big thank you to everyone that attended our inaugural meeting and became a charter member! We signed up 34 memberships at that meeting...amazing! As of this writing, we stand at 37 memberships! At least 4 additional applications have been sent out so we should soon see our membership total pass the 40 mark.

I also want to thank all of the hard-working volunteers that have been helping to get this club

off the ground!
Please watch for their names throughout this message. Without their help, this club would not be a reality!
Thanks Gang!



Cont'd on page 2



IN THIS ISSUE

SDMC Logo.....	4
Rear View Mirror.....	5
Programming ND GPS.....	13
Behind the Wheel.....	14
Photos from Yesteryear.....	17
Non Miata Content Learning to Drive...18	
Membership	24
Events.....	25

SDMC Board Meeting April 8, 2021

The next SDMC Board Meeting will be on **Thursday, April 8th at 6:00pm via ZOOM**. All club members who are interested in seeing their board in action are welcome to log in and attend.

President's Message *From First issue* Highlights of the April 11 Board Meeting
Treasurer Mary Beecher has been busy working on the club by-laws and articles of incorporation. We will be incorporating as a nonprofit organization. We need to get the necessary forms filed with the State so we can open a checking account in the club's name.

The board decided to take a "committee" approach to the newsletter. Robert "JTBob" Holland was appointed as our Newsletter Editor. JTBob will be responsible for collecting articles for the newsletter and making certain the newsletter is published in a timely fashion. Members Tom and Stephanie Gould presented the board with some samples of their work on various newsletters. Most impressive! It was unanimously agreed that Tom and Stephanie should be responsible for newsletter design and layout. You are holding their work in your hands right now! The Goulds also presented the board with some rough draft ideas for a club logo. All of the designs were terrific! Look for a few of the design ideas to be printed in the June issue of the newsletter. If anyone else has a logo design they would like to submit, please let a board member know. The membership at large will be voting on the final logo design at a future date.

Other Happenings In addition to keeping track of the membership facts and figures, "Voodoo" Bob Krueger has been hard at work on designing new membership applications that include the club's new post office box and a brief greeting from yours truly. These double-sided applications will be the ones used from this point forward and you should see them popping up on the counters at local Mazda dealers, etc. VBob has also designed a new single-sided application that will eventually be on display at the San Diego Automotive Museum.

Vice President Cindy Paloma has implemented an electronic mail list for the exclusive use of club members with E-mail capability. Now, sending a single E-mail to

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The scene at Angelo's parking lot at the March 31 inaugural meeting (cover and this page).

"sd-miata@cs.ucsd.edu" will automatically place a copy into every (Email capable) member's E-mail box.

Cool!

And while I'm on the subject... JTBob has also volunteered to be our Webmaster. He has already designed a great looking San Diego Miata Club home page on the world wide web.

Please take a look at his work at "<http://mmdshare.ucsd.edu/sdmc.html>". He's recently added clickable links to several other Miata-related web pages as well as some cool San Diego sites. The scene at Angelo's parking lot at the March 31 inaugural meeting (cover and this page).

Let's Be Social

As mentioned at the March 31 meeting, it is my desire to hold monthly "social events" at local restaurants. We all share a common interest in the Miata. However, a fun run or other driving event need not be the only reason we get together and enjoy one another's company. Thus, you will find two "Wheels n' Meals" gatherings listed in the upcoming events. I look forward to getting to know each of you a little better at these meetings.

Don't forget the April 27 fun run to Palm Desert. Secretary Ruth Stark and husband Lou have already prerun the route and are ready to lead the way.

Also, please note that member Rainer Mueller has volunteered to lead a "brisk" fun run on May 26. Some great roads! I plan to make this one. On June 9, Jack Brandais is leading a fun run through San Diego's East County with stops at several Indian gaming halls. Should be great fun.

Down the Road

The Tech Issue of *Miata Magazine* will be hitting mailboxes any day now. Our new chapter will be listed in this issue! We should pick up a few new members from this alone.

Soon, we will also be reaching out to 300-400 national club members via a postcard mailing. Other clubs report an excellent return on investment with this approach. 400 postcards will cost us \$100 to mail but we only need 5 new members to recover that cost. Most clubs are reporting a minimum of 20 new members from such a mailing.

We need more folks to step forward and plan an event, lead a fun run, etc. What is your favorite road? Why not share it with the rest of the club. It is not difficult to do and you will find it rewarding. Please give the idea some consideration.

And finally, my heartfelt thanks to my wonderful wife, Cathy. She's been a big supporter of the new club and has been very patient about me taking the necessary time to get this club off the ground. Heck, she is even working on an article for the newsletter! Wow!

Again, my sincere thanks to each and every one of you. I look forward to many Miata driving years with this great group of people!

Until next month...keep the top down! - Mark



LOGOS :

Let us confess—This has been one of the more difficult projects we've had to deal with, considering it's a dream job: something we're involved in, polite (so far) but exacting clients, unlimited budget.

The club wants something that says San Diego, has at least one of those good-looking cars, and a strong clear name for when members go on the road. We want it to be simple and graphically sophisticated so we can flash it around our peers. The logo needs to be all of these things and useful when reduced to a black-and white penny-sized blob, so we're showing two sizes of each of the leading contenders. Note that the 2 Coronado Bridge versions have reversed tones in the teeny one. We may have to have slightly different versions for different sizes as well as for color schemes of different complexities.

Trust us that if the little one works, we're OK for the grown-up stuff. The car in all three is a scan out of a book, quickly re-touched, but will be simplified and cleanly stylized when a selection is made. San Diego has never had a clear-cut image that can be distorted and still work, like the Golden Gate, even if we do have a couple of great bridges.

—TOM AND STEPHANIE GOULD

The Winner:



1



2



3



San Diego Miata Club News June 1996





Rear View Mirror – April 2021

By Gene Streeter

It's rare when a theme that ties this column's usual ramblings together presents itself so clearly as it has for this month's effort. Editor Larry requested I focus on the 25th Birthday of the San Diego Miata Club and, in particular, the "early days" of our club. Where I took that largely as a compliment, my involvement actually began a full ten years into SDMC's development. It came with my purchase of a gorgeous 2004 Mazdaspeed, resplendent in her form-fitting gown of "Velocity Red Mica." You may have seen her around.



Unlike many of you, I never named her, nor allowed any of Lady Bonnie's suggestions to stick. Please don't allow the "unwoke" male tradition of naming all manner of transportation devices with feminine names offend you here. I saw my Mazdaspeed through rose-colored glasses. as it were, and always thought "her" proportions were perfect ... an affordable version of the 1960s-era Jaguar XKE, perhaps, or a lithe version of the steroidal Dodge Viper.

I would argue the second gen "NB" body style is the most attractive, even to this day. So much so, I would often turn on the garage light for a final appreciative glance before I went to bed. (You know you're a "car guy" or "car person" when you do that – Ed.) Even with the customary aging process, and the inevitable cosmetic flaws that crept in, I never stopped enjoying the view.

Our recent focus on updating club bylaws has reminded us of our club's mission and singular purpose "... enhance the ownership experience of Mazda MX-5 Miata automobiles." It's all about enjoying our cars and the activities that stem from that. While I'll share certain memories of my Mazdaspeed demonstrating my enjoyment, and so much more, I have to warn you the final chapters (just imagine Editor Larry reeling with that revelation) have to do with selling this vehicle to its new owner out of state. With no real prospect of visitation, I'll need to rely

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upon fond memories and a raft of photographs.

SDMC – My Historical Perspective

I officially joined SDMC in July, 2004, shortly after purchasing my beloved Mazdaspeed. Hindsight being 20-20 (so the popular wisdom suggests), I should have joined the club first, then purchased my car. I would have sought out Barb Sullivan (then Barb Shev), Miata salesperson extraordinaire, and been plugged into club activities much sooner. Doing it “my way,” my first actual participation came the following March, a monthly meeting at the now-defunct Boll Weevil. Steve Waid sought me out as a “newbie,” sat right down, and began regaling me with all sorts of information. (Hence Steve’s long-term association with “Regalia?” – Ed.) Doing what he does so well, he drew me into the fold.

I’ve always vacillated on whether to call our celebration of SDMC’s age a “birthday” party or wedding anniversary. Yes, founding father Mark Booth had to correct me once or twice when I got it wrong, but an anniversary speaks to a level of commitment that many of us have. The fact that this particular number of years would be a “silver anniversary” isn’t lost on me. Nor certainly my color-conscious nemesis, whose work appears elsewhere in this publication.

What Makes SDMC So Great?

When you think that our membership once approached 600, you would be forgiven for asking that very question. I’m most qualified to share my own perspectives, and maybe even a few telling images to illustrate my points. Yes, there’s a special car involved at its core. The most popular sports car ... ever. More than that, though, it met the needs of folks wanting more fun in their transportation and weekend driving. It was never intended as a “family car,” nor one that need to serve multiple purposes. It was my therapy car, a way to escape the daily grind and satisfy my inner Steve McQueen, or Walter Mitty. As it happens, I ended up being able to satisfy my inner “Shriner” as well. Don’t worry ... I’ll explain.

I’ve always enjoyed the act of driving an automobile. My Mazdaspeed was just more engaging than any other vehicles I’ve owned. (My 1969 MGB was engaging as well, but just not in the same manner.) Whether driving solo, with my wife, one of my sons, or my father, the Mazdaspeed somehow brought out the best in me. Courtesy of my SDMC membership, I’ve explored San Diego



and well beyond in the company of like-minded people. I had the pleasure of taking my Dad on two major road trips of note – to Dallas and “Miata World” in 2009 and the “Ultimate Miata Road Trip” to Chicago and back via Route 66 in 2011. Mark and Cathy Booth led a small cadre of us across the entire length of the Mother Road; it was epic. (If you want to read more detail, see the archived June/July 2011 Twists ‘N Turns.) Had I been allowed to accompany him, his



RVM, from prev. page Veteran's Honor Flight to Washington D.C. it would have been our special version of a *trifecta*.

We were once, literally, "standing on the corner ... in Winslow, Arizona." We lapped the "old" high-banked Texas Motor Speedway at speeds above 110 mph; late in the day, after most others had their fill of escorted runs. For the record, he was quiet and resolute. We sampled our first-ever Red Bull energy drinks being served up by attractive co-eds in cute Isuzus at Texas Motorsports Park; then we took to the road course there, among herds of Miatas, as well as Mustangs and Camaros. He smiled his encouragement lap after lap. We spray-painted our names on classic American luxury iron partially buried in the Texas soil at Cadillac Ranch. We shared everything on the breakfast menu on a single plate in Cuba, Missouri; you might have even heard of it - "Willis's Pile o' Food."

With Lady Bonnie, I've "searched for Madonna" a number of times, only to find some of our favorite things to do on the Central Coast – tour Hearst Castle, drive on the sands at Pismo Beach, make our contribution to the walls of Bubblegum Alley, and laugh 'til our sides hurt at the melodrama theater in Oceano.

We've concocted six "Ferris Bueller's Day Off" runs over the years. They were always mid-week, so participants had to "ditch" school or work to better enjoy the adventure. Where I was hoping to make it an SDMC "signature run," I haven't delivered a sequel in six years. For those of you that haven't experienced one, handsome Ferris (played by who else ... me), Sloan, and Cameron lead participants on a tour of little-known San Diego County attractions and surprises. Sorry guys, no downloadable run directions or maps.

In the same movie vein, I used to derive a great deal of enjoyment in hosting the "Oscars" as part of our Annual Meetings; that was when they were conducted in May. I sported a faux tuxedo to set myself apart from the invited audience. My cohost was a willing SDMC lady, also "dressed to the nines" and having only that many minutes to rehearse her lines. We had great fun recognizing all the runs and events of the previous year, rewarding the category winners with a coveted Oscar.

Dressing-up and delivering these roles and participating in the various parades our club has done all served to pull me hermit crab-like from my social shell. It's been uncomfortable and fun all at the same time. It's helped expose my "inner Shriner" as I alluded to earlier. I have SDMC to thank for much of my social development. The attached photos help illustrate my tale.



You'll have to trust me on this ... this club has done more to bring me out of my shell than anything I've ever done. Notice the "other" patrons at Annie's Café (Lake Elsinore) looking on and enjoying the show. I just finished reading a poem I wrote for the occasion; it must have been my delivery. (That's "Annie" laughing with

Cont'd on page 8



Miata Clubs, especially SDMC, frequently converged on Mazda Raceway Laguna Seca for special events. These Miatas are assembled solely for the purpose of doing parade laps on the track, as part of the 25th Anniversary of our engaging roadsters. If you look carefully, you can probably pick out my Mazdaspeed in this gathering – it's the red one.

PS. Mazda handed over its naming rights to the WeatherTech Corporation April 1, 2018, after seventeen years. It's now known as "WeatherTech Raceway at Laguna Seca."

It doesn't have to be Halloween for us to enjoy a scary good time together. With our "car to car" radio communications, it doesn't have to be "Get in, sit down, hold on, and shut up!" The first three instructions suffice.





Even at an upscale venue (the Copper Kettle @ the Madonna Inn), SDMC founders Mark and Cathy Booth remind us never to take ourselves too seriously. Many San Diego residents and restaurant owners that have never even owned a Miata know who we are, and the fun we are all about.



Thinking it would be a good way to “off” a third-term club president, Neal Mills posed me in front of a hungry and fearsome T-Rex during a Coastal Cruise run through Oxnard, CA and beyond.

Cont’d on pg 10

We've done a number of club runs to The Nethercutt Collection (and its Tower of Beauty) in Sylmar ... inspecting bespoke vehicles and enjoying each other's company for a cultural weekend.



Early on in my club experience, I exhibited an apparent affinity for parking near "dumpsters." Clever Alan Kagan reminded me of my reputation by sharing this photo from one of our several runs across Angeles Crest Highway (aka "S2").



this photo by Laurie Waid - 2011

Cont'd on pg. 11

This Route 66 landmark served as the inspiration for the "Radiator Springs" portion of the CARS movie. I don't know what inspired Dennis Garon to pose as a gas pump jockey.



Make-A-Wish

I recently viewed the movie "Wish Man," chronicling the life of Arizona Highway Patrol officer Frank Shankwitz. If you're looking for relevance to this story, be patient with me. (Where did you park your Segway? – Ed.) Having been emotionally and physically abandoned by his mother, and his father not knowing they had moved to Arizona in the wake of the custody dispute, little Frank finds work with father figure and mentor Juan Delgadillo at the Snow Cap Diner. Years later, and in the wake of Officer Shankwitz's near-death experience, both of them were part of an effort to make terminal children's wishes come true.

Many of us have visited Seligman, Arizona's Snow Cap diner as part of our Route 66 excursions and had some appreciation for Juan Delgadillo as someone invested in preserving Route 66 (the Mother Road) and its slice of Americana. I suspect most of us didn't realize the gestation of the Make-A-Wish Foundation was also fashioned there. If you've never ordered lunch at the Snow Cap's walk-up window, I recommend "mustard" on your hot dog. Dad and I each made a replica squeeze bottle for ourselves.



"Pay it back, help somebody else. Pay it forward." – Juan Delgadillo

Cont'd on pg. 12

I acquired a second Miata over a year ago, in an effort to provide Lady Bonnie with a slightly larger passenger space and more ground clearance for easier ingress and egress. It didn't hurt that my "new" NC was upgraded to a 2.5-liter powerplant, either. Since I didn't have the room to garage both Miatas, I resigned myself to selling my Mazdaspeed. It was hard to pull the trigger because of all the memories attaching to that vehicle. I advertised her in our newsletter, with weak response to the \$9950 asking price. Wally Stevens reminded me of the Bring-A-Trailer online auction site (one that Dell Pound regularly follows as well) as a good option for the sale. I uploaded dozens of photos, all the requested information, and paid the requisite \$99.00 fee.

Since they would only conduct the 7-day sale on a "No Reserve" basis, I was pretty anxious with the initial auction bids - \$2004 and small increments above that. It wasn't until day five that I began breathing more comfortably. Day seven, and the final hour of the sale saw nine bids, culminating in the \$12,100 winning amount. Maybe it was the "resale red" color, my offer to include all the OEM parts removed over the years, or my timely and thorough responses to all the potential bidders' questions. I'm guessing it was all the above, and the early indication of potential "collector status." Even the near-150,000-mile odometer reading didn't present the hurdle I had expected.

All told, there were 33 bids, 13,536 online views, and 850 people "watching" the sale progress. There were 114 bidder posts (including questions and comments), some of them in reaction to my chosen (for privacy purposes) seller name ... you guessed it ... "Ferris Bueller." Nearly thirty of those posts occurred after the sale was final. Remaining in character, I signed off just as Matthew Broderick did in the movie: "You're still here? It's over. Go home. Go."

I don't know which of us was happier at the end of the sale - me, with the validation of the \$2100 windfall, or the Atlanta, Georgia area buyer. We stay in touch, and it's very gratifying to know that he loves the vehicle as much as I did. He keeps her in his drive-in basement, a man-cave of sorts.

Thanks to all of you that have been part of my Miata story, and will continue to play a part in it.



Thanks for the memories and support, San Diego Mata Club! Happy 25th Birthday!



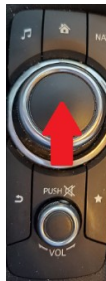
Programming the GPS in an ND

By: Steve Norris

The GPS in the ND is a very good “navigator” when on one of our fun runs. I use it all the time because I almost always fly solo. This article takes you through the steps for entering one of our routes. A “Starting Location”, followed by “Waypoints” are entered to provide a connect the dots plan for the GPS to follow. The final waypoint becomes the “Final Destination”. This might be more work than you are willing to do but the results are peace of mind that you have a “navigator” to keep you on track. Because the GPS gives verbal directions it is not necessary to view the screen while driving.


After you enter the route into the GPS, you need to make sure it actually follows the route you want. Sometimes the algorithm comes up with solutions that you don’t expect so you need to run a Simulation to double check your results. That is described at the end of this article.

Note: To “select” items in the Navigation system, rotate or lean the large knob in the center console, then press down to make the actual selection. You can also use your finger on the touch screen to make your selection.



There are six ways to add a destination into the GPS:

- Find Address
- Navigate Home (not used when creating a route)
- Points of Interest
- Favorites
- History
- Geocoordinates

Select the  symbol to open the navigation menu

Select the  symbol to Add a Destination



Here is the URL for the GPS article: https://sdmc-mail.groups.io/g/main/files/Programming_GPS_ND.pdf

[Click Here for entire article](#)

Behind the Wheel

By Lynn Nolan



Introducing: Stephen (Steve) Michael Luby

Hometown



Steve grew up in Roosevelt, New York. After high school, he attended college, but like many young men of the time, he says that he was more interested in playing guitar, spending time with his girlfriend, and goofing off. He laments that unfortunately, his grades at school reflected that.

Knowing that he needed to grow up a little, he joined the Navy and he feels that it was one of the momentous decisions of his life. To Steve's amazement, the luck of the Irish was with him (*Please keep reading. This will mean more later.*) His first duty station after boot camp was shore duty in San Diego. He quickly packed up a few possessions and headed west. Steve often jokes that his favorite memory of New York was watching it disappear in his rear-view mirror! Eventually he was transferred to the USS Jouett (DLG-29) and did a tour of duty in Viet Nam. He left active duty after four years, and in 1968 began civilian life in San Diego where he devoted the next 31 years to performing combat systems engineering and deployment, as a Navy civilian supervisor, project, and program manager. He retired in 2002.

In 1972, Steve met his wife of 46 years, Ann, on a blind date, well-orchestrated by her aunt and a friend of Steve's. Ann was a Navy brat, born in South Carolina and she had lived in several cities throughout the US. Her father had retired to San Diego where Steve had begun civilian life. They married and now have two lovely daughters, Erin, 42, and Tara, 36, as well as a 5-year-old grandson, Grayson.

Steve laughingly recalls that when he and Ann first started dating, he was driving a 1972 Datsun 240Z. A short time later Ann acquired a 1968 MGB. Fun cars both, but they laugh that the MGB loved its mechanic more than it loved Ann. As children came along, the two-seater sport cars no longer fit the picture and both unfortunately had to go. Steve still misses the 240Z.

Joining SDMC

Steve says he never expected to own a Miata. While visiting his youngest daughter's family in Arizona, his 19-year-old step-grandson said that he wanted to sell his car and get something a little larger as a daily driver. Asking what he was driving, he said "Oh, a Miata". That piqued Steve's interest and he asked to see it. They went out, removed the car cover and he remarked "Oh, my." Parked there was a 2001 LS in Brilliant Black, in excellent condition and with reasonably low mileage. After a 15 minute test

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BTW, from prev. page

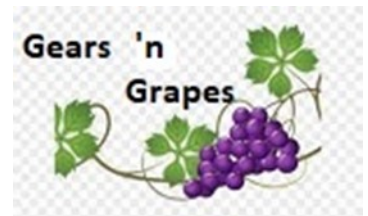
drive, Steve told him “sold”. Steve now tells people that you do not ever want to drive a Miata. When asked why, he tells them “You’re

gonna buy it!”

Delving into the internet labyrinth for Miata information is the way he discovered SDMC. When he attended his first meeting last January, he was warmly welcomed by Gene Streeter. Steve was impressed by the size of the gathering and the friendliness of everyone.

The introduction to their first club run was John Lord’s “Punxsutawney Phil Hearts and Marmots Run” last February. “Hoo boy,” Steve exclaims, “what an introduction!” Steve says that he is still trying to polish Ann’s death grip fingerprints from the dashboard following the Mt. Palomar segment. Steve says that she has subsequently relaxed her grip and has become a great navigator!

Steve and Ann have met quite a few club members and they try to attend as many runs as they can. Steve and Ann earned their magnetics in September 2020 on their Gears & Grapes run. He says that he owes special thanks to Steve Norris for his friendship and instruction on executing a club run. Unfortunately, COVID has precluded Steve’s ability to get to know more club members. The couple is looking forward to when they can all meet more members socially, without looking like Wells Fargo stagecoach bandits.



Modifications

It’s a **car club**! Steve and his grandson have been added the following “improvements” to his Miata:

- AEM cold air intake
- Eibach Pro-Kit spring set
- Koni adjustable shocks
- Borla stainless steel exhaust
- REV 9 Jet Stream side air dams
- Marco Tornado Air Horn

Next up: Sway bars, wheels, and tires

Favorites

Hobbies and Leisure Activities

Aside from local Miata excursions, Ann and Steve have always loved travel and camping. They own a Class C motorhome and tow their Jeep Rubicon (the daily driver) behind it. Before the pandemic, they had been trying to visit one state a year and spend about 6 weeks in each, visiting the known attractions and the little out of the way spots along the road. They find that some of the best entertainment is in those little places and they usually meet the friendliest people. One question they are often asked when others see their California plates is “When are you moving here?”

Steve still plays guitar and tells everyone that he plays well enough to annoy the cat. He also likes to target shoot. Additionally, Ann and Steve have a reasonably sized wine collection. Having a daughter in the trade *really* helps! Although Steve certainly

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BTW, from prev. page would not represent himself as a wine connoisseur, he has a respectable list of Napa wineries that he likes. The impressive list includes Girard, Clos Pegasus, Alpha Omega, Burgess Cellars, Conn Creek, Ridge Vineyards, Schramsberg, Sonoma Coast Vineyards. (Do I "see" a Napa run in the future?)

And, as if he and Ann are not busy enough with their hobbies and leisure activities, Steve adds that a good book can round out the day.

Food and Restaurants

Mexican food, seafood, Italian and a well-prepared steak are favorites. Restaurant favorites include Island Prime, Marine Room, Casa De Pico, and Pietro's in La Mesa. Past faves (now closed) Rainwater's, downtown and Nati's in Ocean Beach.

Movies and Music

The movie genres that Steve prefers are Action and Adventure, Classic Westerns (e.g. The Searchers with John Wayne), and Science Fiction movies "that make sense." (Do they ever make sense?)

Something Most People Don't Know About Me

(Earlier in the article I asked you to keep reading. Steve has the luck of the Irish. Here it is!)

Steve, Ann, and their daughters have dual American and Irish citizenship. Irish citizenship is automatic for the child of an Irish born citizen. Ann's Irish citizenship came post nuptial and their daughters Erin and Tara had their births registered in the Irish Foreign Birth Registry to qualify. This can continue into perpetuity as long as subsequent generations are registered.

Steve's parents lived several townlands apart while growing up in Ireland and they knew each other. In 1926, Steve's dad emigrated and arrived in the US via Ellis Island, working various jobs in the New York/Long Island area. Steve's mother also emigrated and arrived in Boston in 1927. She then went to live and work in Providence RI. Although they were both from Ireland, they did not meet in Ireland, but rather in the US when mutual friends (re) introduced them. They married in 1936 and raised 4 children of which Steve is the youngest. His mother had him when she was 44 years of age. Steve and Ann have visited the Emerald Isle several times where they have an extended family!

zoom zoom

How about sharing your story in T&T? Are you a driver behind the Miata wheel or do you know someone else who is? Interested? You tell your story, I do the rest. For no- obligation information about BTW just email me at lnolan@san.rr.com.



Photos from Yesteryear, courtesy of Mark Booth



1995—A timing belt tech session before the club started. Six of the 11 who became founding members are in this first photo, to the right of the guy with red hair (left to right) in the back row are: Robert "JT" Holland, Woody Woodhouse, Rainier Mueller. Squatting down in the front (left to right) are the other 3 founders: Mark Booth, Voodoo Bob Krueger and Tony Beecher.



1999 - One of the SDMC groups on the way to Miata World in Texas.



1999 - Lunch during Miata World in Texas



Photos from Yesteryear, courtesy of Mark Booth



1999 - On the track at Texas Motor Speedway, Miata World event.



2000 - 4th of July parade in Scripps Ranch.

Photos from Yesteryear, courtesy of Mark Booth



2002 - Mark & Cathy's Twilight Run. Over 90 Miatas attended.

Below, the Waid's Search for Madonna Event, 2003



Fording a small river

Who says we don't drive in the rain?



Twists & Turns

Photos from Yesteryear, courtesy of Mark Booth



2003 - During Room Hopping at Search for Madonna Event.

Below: 2005 - Steve & Laurie Waid's Puke-O-Rama run.



Photos from Yesteryear, courtesy of Mark Booth



2008 = Summer Picnic at Bates Nut Farm.



2010 - Trip from the Madonna Inn to Morro Bay during Search for Madonna event.

2010 - Dinner at McClintock's in Pismo Beach during Search for Madonna event.



Non Miata Content

By Les Smith

Learning to Drive

What do you remember about learning to drive? What crossed your mind during the months immediately before and just after that magical age — 16 for most of us — arrived?

Whatever comes to mind is usually different than that of parents. Most mothers worry about their inexperienced child's safety, especially when a gang of friends pile into the car; fathers especially fret about the major impact a new teenage driver has on the car insurance premium.

That date arrived in 1964 for me. Not too many years earlier, driver's license exams had to be taken in a vehicle with a standard (manual) transmission, most of which were "three on the tree." Thinking of heavy duty six-speed trucks with three-speed transfer cases, I remember wondering how a driver found all those gears as if they were randomly scattered like stars in the heavens. Muscle cars with four-speed transmissions, and especially with shifters in the console, were just emerging in the mid 60s. My mother laughed one day when she heard friends and me talking about this longed-for accessory, recalling how vehicle buyers years earlier paid extra to have three-speed floor shifters moved to the steering column. Nothing is new.

I had to wait several months after turning 16 in May to take Drivers Education that fall; oh what a long summer that was. Coach Weekley put me in the first group and I had my wings by the end of October. Possibly most memorable was my first driver's license. On the application box marked "Age" and where I was to list my birthdate, I wrote 16. Whoever processed it "corrected" my ignorance by guessing at my birth month and put June 1916; that made me 48 years old. Not once when I used it for identification over the next four years — even while at college — did anyone ever question me.

The closest vehicles to a Miata back then for me were Joe Sims' '57 Thunderbird and Bob Stanley's Triumph Spitfire; it was a small country town. I coveted both, and am so glad they birthed my interest in sport cars.

Cars and driving were a way of life more so then than today. If ever there was a "Car City" like LA east of the Mississippi then Spencer, West Virginia, was a contender. (I was born there and moved 25 miles away when I was eight.) Spencer's county newspaper seldom went a week without a photo captioned "Wreck of the Week" planted in the middle of the front page. One's earning that distinction was more a glorification of unsafe driving than a deterrent, except with mothers. Driver tests were given every two weeks in county seats. When a kid in Spencer turned 16, s/he would come to my town to take the learners permit test on a Thursday and then the actual driving test five days later in Spencer the following Tuesday. None of that trial period stuff required of new drivers today. Remember, at that age, every day counted.

For most people, driving eventually morphs from Ultimate Freedom to simple mobility over the years since they were required to plant that vehicle between two parking spot posts at the end of the driving exam. But we're Miata/MX5/124 drivers. That Ultimate Freedom we felt from the beginning continues to bring enjoyment into our lives.

Zoom Zoom

OPERATOR'S LICENSE
STATE OF WEST VIRGINIA
DEPARTMENT OF MOTOR VEHICLES
JACK A. NUCKOLS, COMMISSIONER

Sex	Race	Weight	Height	Hair	Eyes	Birth Date		Code
						Month	Year	
M	W	165	5 06	BN	BE	06	16	0

IMPORTANT! Note Restrictions on Reverse-See Code Above

Expiration Date			License Number	Date Issued		
Month	Day	Year		Month	Day	Year
11	01	68	B020960	10	28	64

SMITH, LESLIE L
BOX 126
ELIZABETH WEST VIRGINIA

SIGNATURE *Leslie L. Smith*
Not valid unless signed in ink

The hard part was getting that birthdate corrected four years later when the license expired.



My top down days with a cool ride, good friends and hot women began at an early age. Mary Sue Westfall (facing) earned "Wreck of the Week" honors a few years later after "totaling" her white Corvair Monza.



Membership

By Chris & Linda Jones

April 2021

Welcome to our newest members...

Albert & Heidi Orcino
Bill Lin & Carol Hsu
Mansour Shammās
Brian & Connie Mendenhall
Lyle & Robert Kafader
Bobby & Kelle Covington

San Diego
San Diego
Spring Valley
Lake Forest
Carlsbad
Winchester

1994 Laguna Blue Metallic
2002 Vivid Yellow
2010 Copper Red Mica
2017 Ceramic Metallic
2010 Stormy Blue Mica
2020 Soul Red Crystal Metallic

And welcome back after an extended run...

Harvey Adrian

San Marcos

2020 Polymetal Gray Metallic

Our Club's numbers to date: (annual renewals wrapping up)

136 memberships (40 single, 96 dual) for a total of 232 members
=====

Your Membership Renewal for 2021 – never too late

Per SDMC policy, members renewing after January 31st incur a \$5.00 late fee (total \$40 for the calendar year). If you still plan to renew, do it now to avoid interruption of access to membership news in the SDMC-Mail@groups.io – those accounts were terminated on March 1st for anyone who hasn't renewed

The Membership Renewal Application form is available for download on the Club's website:

<http://sandiegomiataclub.org/for_members/index.html>. Look for the blue "Renewal Application" link in the middle of the "For Members>>>" page; print or download it to your computer. Since we have no in-person meetings, **MAIL** the completed, signed form, along with a check for **\$40.00** (includes the late fee) to the address on the form: SDMC | PO BOX 180456 | CORONADO, CA 92178-0456. **Again: \$40 after January 31st.**

Your SDMC Membership Team,

Chris & Linda Jones
membership@SanDiegoMiataClub.org

Upcoming Events Elsewhere

Remember, all the most

up-to-date and complete

information for our events is

on our website at

www.sandiegomiataclub.org

Check there regularly for changes

and additional details!

Miatas at the Gap MATG XXV

August 5-8, 2021

<https://www.GapMiatas.com>

Miata Reunion

New Jersey Motorsports Park

October 23-24, 2021

<https://miatareunion.com/>

Events Information

San Diego Miata Club

April 2021 Events

By Steve Norris

Our monthly club meeting is scheduled for Thursday April 22nd. It will once again be a Zoom meeting. All current members will receive a Zoom meeting invitation via e-mail with Meeting ID & password prior to the meeting. You can log on before the meeting start time for some socializing. The meeting will start at 7:00.

- ♦ Saturday April 10th. Ortega Highway run from Capistrano to Lake Elsinore. 10 AM TO 12:30. We'll meet in San Juan Capistrano and go over the mountain to Lake Elsinore on the famous Hwy 74 - Ortega Highway.
- ♦ There is an San Diego SCCA track event on the last weekend of April (24-25). Chuckwalla Track Weekend. Check the calendar for details.
- ♦ Sunday, May 2nd 9 AM to 12 PM, "Ladies on the Left" a leisurely Springtime drive to smell the flowers. Ladies who are normally passengers or don't usually ride with their significant others are encouraged to drive. Everyone welcome but this will NOT be a spirited run. Come for a Sunday Drive.

If you want to lead a run or be a Sweep on a run, please contact the Events Coordinator at events@sandiegomiataclub.org.



The Easy Way Down

By Les Smith

Ski slopes are marked by difficulty. The green circle indicates the easiest slope, the one that will get you to the base of the hill the fastest with the least amount of risk or drama.

Why would anyone choose to ski down the difficult black diamond run instead?

Most passionate skiers would ask the question differently: Why wouldn't you? The point of skiing isn't to get to the bottom. The point is how it feels on your way there.

I know you see the similarity with club runs. I once led a 57-mile run from downtown (!) Alpine and to the Viejas Casino. Most drivers of sedans, minivans, SUVs and other primarily-for-mobility vehicles would have taken I-8 to cover the 4.5 miles between that run's start and end points. But by doing so, they missed the pleasure of driving the wonderful variety of East County roads — complete with risks and drama — in a Miata/MX5/124.

This insight is rather difficult for many people to embrace when it comes to learning or personal engagement or art or the work we do each day. There are speed bumps along the way, opportunities unevenly distributed, and unforeseen problems. But none of them gets better when we decide to always seek the easy way to the end.

— Portions abridged from Seth Godin's blog





**Big Creek
Bridge on
Highway 1**

**Miatas at the
Desert View
Tower**



**Miatas in
Moab V
2012**





More Memories from the SDMC Past

Photos by Mark Booth

Miatas in Moab V 2012





Address

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