



# TWISTS & TURNS

April 2022

## SDMC Gillespie Field Run 1/29/2022

By Richard Taylor, Photos by Mark Booth

It was a perfect day. Well, almost perfect. Perfect would have been sunshine, blue skies and temperature around 75 degrees. Ehhh that's sometimes over rated. But hey, it was perfect in the fact that we were back on the road again and ready to rip on some of the fun roads we love in San Diego County. And that was the main thing. We had not had a fun run since the Rose Run on 1/1/2022 and prior to that, crickets. Judging by the turnout for the run, club members were anxious to get back in the swing of things. The count relayed to me was 27 cars and 45 souls. Holy smokes! Not exactly what I really said when I saw all of the people and cars but you get the idea.

As it turns out, this was also my magnetics run. Even though I have in the club for awhile, it took me this long to get a run together because I wanted to do something different. Since its inception 25 years ago, SDMC has been just about everywhere in the county, seen all of the sights and eaten in many many restaurants. Fortunately about a year and a half ago I was introduced to the Allen Airways Flying Museum at Gillespie Field. A volunteer organization I belong to decided to have our annual appreciation dinner at the museum. From the moment I walked in I knew I had the perfect destination for my magnetics run. And since we are a club that travels in part on its stomach, it also helped that a short walk from the museum is the Gillespie Field Café. Now all



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I needed was a route to get us there. Enter Steve Norris our erstwhile VP and events coordinator. With his direction, a route was designed that started in Escondido, wound past Lake Wolford, a couple of casinos, and we eventually arrived at the South Grade leading to Palomar Mountain. That's when the real fun began, Yep, serious twisties. Uphill. We climbed the mountain past the 5000 foot elevation mark until we arrived at the Palomar Country Store for the scheduled comfort stop. Now having done several pre runs I had an idea what to expect temperature wise. However, it was colder than I thought it would be. I was not the only one who could not wait to get back on the road and turn up the car heater.

Back on the road again, this time we took the East Grade down the mountain. More twisties, blind curves, 180 degree turns, you know what I mean-the stuff Miatas are made for. In other words, FUN! Down at the bottom of the mountain we passed Lake Henshaw, another SDMC favorite and oft-visited place. Then we are on our way to Santa Ysabel, then on to Ramona. Back to some semblance of civilization (I guess). Now here we have a cautionary tale. While passing through Ramona, I noticed that I was not getting any response to my radio transmissions. I could receive but not transmit. Turns out that my radio battery was on its last legs because I did not have the foresight to charge it before the run. Richard you dumb bunny. Things worked out though because Daryled pulled alongside and I was able to signal him that I was having radio difficulty and he notified the rest of the group. It was also fortunate that we were at a point in our trip that radio communication was nice but not all that necessary. Hand signals worked just fine the rest of the way. Next stop, the museum.

Our group snaked through the parking lot of Gillespie Field and came to a stop at the gate leading to the tarmac of the airfield. I obtained the remote to open the gate and we drove to the front of the custom designed and built hanger that serves as the museum. After parking my car, I acted as parking director to guide all of the cars to park in front of the hanger. When parking was complete I could not help but marvel at the sight of all of our Miatas lined up in two orderly rows.

We were then greeted by and led inside by Mr. Bill Allen who is a pilot, businessman, and curator and owner of the museum with his wife Claudia. By the smiles and looks on the faces of those who went inside I can't help but think that they were as impressed by the the contents as I was the first time I saw it. I won't go into detail about the contents but anyone who would like an idea of what it is like can visit [allenairwaysmuseum.com](http://allenairwaysmuseum.com) to find out. Bill then



took most of the group on a guided tour of his facility while others did their own personal unguided tour. Bill and his wife Claudia are responsible for bringing in all of the memorabilia and aircraft. Bill's involvement in obtaining the artifacts is evident by his detailed description of everything there. After the tour was over it was time to eat.

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The restaurant served diner style food that was tasty and plentiful. The wait staff was attentive and engaging. Coupled with the open air environment of the facility and planes taking off, landing and moving around in proximity to the restaurant made for a unique dining experience. So much so that some of the group were still enjoying themselves past closing time. Bill and Claudia joined us for lunch and I am told that acquaintances were renewed

and/or formed. After lunch, several club members returned with them to the hanger.

I received a phone call from Bill several days ago informing me that he was recovering from a two day bend-er. He was actually kidding. I sent him a bottle of Don Julio 1942 Anejo Tequila as a thank-you and he was implying that he drank the whole thing. We had a good laugh. He said that he really enjoyed our group and invited us to come back again when we are ready. I told him that he could count on it. So plan on SDMC making this run again in the future. And the next time I will be sure my radio is fully charged!





# "Go Like Hell"

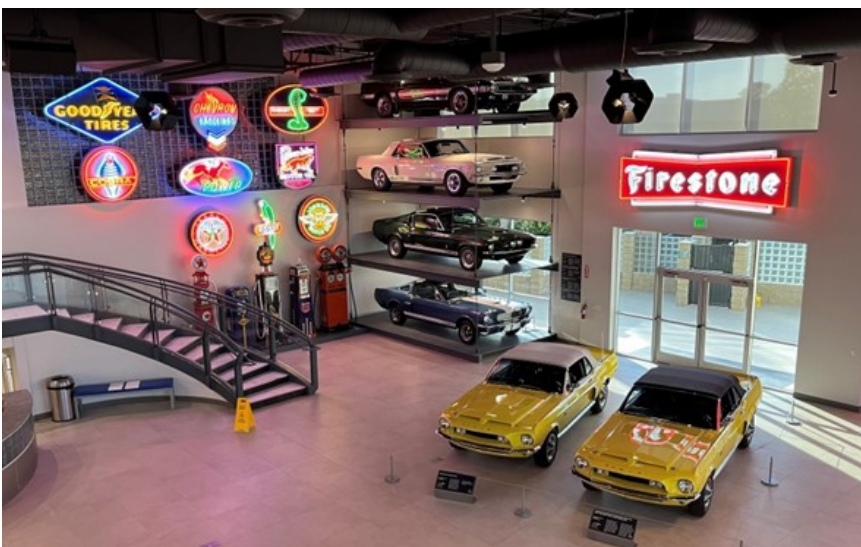
*Hand-printed sign by Carroll Shelby, that he displayed to encourage driver Ken Miles at the 1966 Le Mans*

*By Lynn Nolan*

A visit to the Segerstrom Museum SDMC members would enjoy, perhaps even a run destination.

Racing legend, iconic personality Carroll Shelby has had a profound impact on automobile racing and design. We were inspired by the news that [Segerstrom Shelby Event Center](#) had opened in October in Irvine. This stunning venue showcases an exquisite collection of Shelby's cars and is designed to also spotlight his extensive accomplishments. It is also a celebration of his life. It seems so American in portrayal of American ingenuity, competitive spirit, pride in accomplishment, and the freedom that driving embodies.

As we entered through the double glass doors, it almost seemed as though Carroll Shelby himself would step forward to greet us with his wide grin and Texas affability. The two-tiered, 41,000 sq. foot structure is a stunner and reflective of his bigger-than-life persona.



We were immediately captivated by the ambiance in the Grand Salon that is created by the spiral staircase to the second tier, as well as the Mustangs stacked high in the corner. Illuminated gas station globes and colorful neon lighting enhance this remarkable experience.

Shelby's beloved Cobras dominate the wall along the concourse and glisten under the lights. They are irresistible, and these exquisite beauties beckoned us to take a closer look. These pristine and awe-

inspiring Shelybs are displayed in a sequence-based chronological historical position so that the story of the cars begins at the beginning. Not only are the cars artfully positioned but they are surrounded by music, videos, photos, vignettes, and dozens of downright fascinating historic artifacts.

Adding to the mind-blowing happening was the fact that we were the only two people visiting the exhibit.

The seductive cars called out to be touched, started up, sat in, and driven! It was not easy to resist! I had an intense urge to hop in car 98, without opening the door of course, and position myself right behind the wheel, as Ken Miles would have done. For just the blink of an eye I could see myself skillfully commandeering that Cobra, feeling the surge of power and navigating the twists and turns, as

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**Go Like Hell** *Cont'd from prev pg.*

I competed with Ferraris!

The complete collection consists of approximately 50-85 cars including, but was not limited to, Cobras, Hertz Mustangs, GT350 GT500KRs, GT500s, and so many more. The second level features muscle car Mustangs including Shelby's final wish car. I



will not disclose what that is, because it would ruin the surprise.

### **Shelby Hertz Mustangs**

Automatic transmissions graced most Shelby Hertz Mustangs. But, the first 85 black and gold colored cars shipped with rugged 4 speeds, racing-style brakes and no power steering. Hertz complained to Shelby that customers were burning up the clutches, and the replacement cost was killing them. After that, Shelby only installed automatic transmissions. The "Rent-A-Racer" name came about as many of the GT350's were raced all weekend then returned on Monday. Legend has it some people would pull the 305 HP Shelby built engine, then install a standard 289 V-8 and return the car to Hertz. The counter clerks did not know the difference. They were only concerned that the car came back in one piece.

Words do not do justice to this remarkable display! You must see it for yourself! Just a word of advice before you go, if you can, read "Go Like Hell: Ford, Ferrari and Their Battle for Speed and Glory at Le Mans" by A.J. Baime. The title is self-explanatory. It is an easy read and you will not be able to put it down. Also, or instead, watch Ford vs Ferrari, a 2019 release, directed by James Mangold and based upon that book. This true story highlights Ford's gutsy battle to take on Enzo Ferrari in the 24 hours Le Mans race in 1966. Both are useful primers that will enhance your Segerstrom Shelby Event Center visit.

The Center, **open Thursday through Sunday 10 am to 4 pm**, is in Irvine at 5 Whatney. General admission is \$15.00, Seniors and military \$10.00. Profit goes to The Shriners for Children Medical Center in Pasadena and the Carroll Shelby Foundation.





*This Behind the Wheel "introduces" David Kempton. It was written to spotlight Dave's life, accomplishments, his Miata, etc. We are now faced with the news of the passing of Gail, Dave's wife. This article is sadly and respectfully dedicated to Gail, as a tribute to a well-lived life that she and Dave shared.*

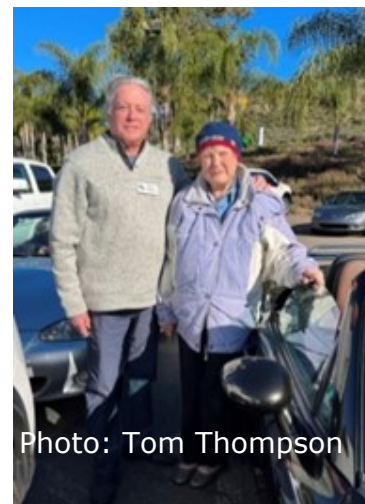


Photo: Tom Thompson



## Behind the Wheel

By

Lynn Nolan

It's a **car club!**

**David Kempton**

**Welcome to SDMC**



In 2013, **David Kempton** screeched into the Miata club, in his new 2013 Brilliant Black hardtop convertible! Like others in SDMC, he enjoys the camaraderie with other Miata car enthusiasts as well as the runs and trips.

### **Mods**

Kicking it up a notch, Dave's Miata now has newer larger wheels, an invisible bra, and a sporty luggage rack.

### **Early Beginnings**

Dave's family moved often in his early days. His father was an attorney working for GE, and they lived in Kentucky and upstate New York, finally settling in Westport, Connecticut. Westport is a beautiful, upscale town about fifty-two miles from New York and borders the Long Island Sound.

### **Reading Writing and 'Rithmetic**

Dave graduated from Staples High School in Westport.

He went on to attend [Illinois College](#) in Jacksonville, Illinois, a small liberal arts school, finally earning his degree at George Williams College in Chicago. He graduated in 1964 with a BA in Group Dynamics and Organizational Structure.



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**BTW**, *Cont'd from prev.pg.* Dave then attended the University of Michigan in Ann Arbor, where he successfully completed his Master's Degree of Education.

Subsequently, he went on to Pepperdine University. He needs to finish his thesis for a PhD, although it is not currently the top entry on his to-do list.

### **Off to Work We Go!**

*"Do what you love and you'll never work another day in your life." (I consulted the University of Google to properly credit to this oft heard quote. It seems that Confucius is the person responsible for saying this.)*

At an early age, Dave realized that a life of debutantes and country clubs was not his style. He said that the women he met in Connecticut seemed vacuous and materialistic, looking only for guys to provide them with the finer accoutrements of life. *(Connecticut isn't the only place with women like that!)*

Dave left the area to attend college in the Midwest, and it was at Illinois College, a small private liberal arts college in Jacksonville, Illinois, that he met Gail. She was the woman that he had been seeking—a woman of substance, with core values that were in alignment with his. (Gail insists that it was love at first sight). They tied the knot, and moved to Chicago to finish their education at a school that would help them with their professional goals.

While living in Chicago, David worked with Puerto Rican street gangs, and participated in community organizing, to help improve community life in the Wicker Park neighborhood. Gail had a teaching position in the area. However, it was a rough and tumble neighborhood. When they were expecting their first child, they knew it was time to move on. *(Can anyone say "destiny?" Please continue reading!)*

Dave then landed his first YMCA job in Grand Rapids, Michigan. In Michigan, YMCA day and resident camps were under Dave's direction, and he also organized youth programs. Several years later, an enticing offer with the Orange County YMCA presented an opportunity to fulfill a lifelong dream to live in California. He had always been enamored with Annette Funicello and the "Beach Blanket Bingo lifestyle". Unfortunately, the timing was off. By the time he got to California, he had two kids, and a wife, and Annette was nowhere to be found.

While Dave was working with the YMCA in Orange County, yet another new and seductive opportunity reared its head. Long Beach State University was in need of a college professor to teach and train young people to work in the field of youth camping and nonprofit organizations. Never one to let the grass grow under his feet, Dave knew it was a fit! He took the position. And, while working at the university, he was also selected as a Recreation Commissioner for the city of Fountain Valley. Dave enjoyed teaching, and the summer break gave him the opportunity to direct summer camps for the YMCA and private Camps.

A private company then approached Dave to direct a Weight Loss and Fitness camp program at the

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**BTW,** *Cont'd from prev.pg.* University of San Diego. He was enthusiastic about the new opportunity and moved from OC to San Diego. The program was very successful and due to that success of that program, the company offered Dave an opportunity to replicate the program on a nationwide basis. Over several years Dave went on to establish these camps in eight states. Eventually, Dave bought his portion of the business, establishing his own company.

After ten years, Dave and Gail decided to move on to other challenges that did not involve camps.

Dave tried early retirement, only to quickly be enticed to return to work to help his son, Scott buy out his boss' business. Mission accomplished! They established BlackSheep Glass, a company that created and marketed hand-blown art glass. (Dave's son is an expert glass blower.) The business grew and prospered, supplying 150 art galleries across the country, and making glass to sell in local art shows throughout the west coast. When the economy failed in 2007, Dave and Scott closed the business, and Dave finally retired—this time for good.

### **Faves**

Dave's career is clearly reflective of his strong connection to the YMCA as well as a lifetime commitment to youth camping. Since retiring, he has volunteered with the Community Campership Council, and the Boys and Girls Foundation, working to ensure that children from underserved communities can attend camp, and enjoy other recreation and education programs.

He enjoys outdoor activities such as bodysurfing, sailing—both as a participant and instructor, riding motorcycles, and traveling with Gail.

He works out regularly, and in his down time, reads mystery novels.

### **Grub**

Italian is a favorite. Dave says that he will eat anything, however, the gastronomic locations for preferential fares are Pacific Coast Fish House Grill and Havana Grill in Clairmont Mesa.

### **Flicks**

Dave prefers theater to movies and is a season ticket holder for Civic Theater, Lamb' Players and the La Jolla Symphony Orchestra. Recently he and Gail enjoyed the remake of West Side Story.

### **Do Re Me Fa So La Ti Do**

Dave is musically inclined and plays trumpet. He also sings bass and baritone in the La Jolla Symphony Chorus and at church.

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## Something Most People Don't Know About Me

Like so many of us, Dave enjoys the nectar of the gods. However he takes that interest and moves it to the next level. Currently David volunteers at Grant James Winery and Ramona Ranch wineries in Ramona. He especially enjoys drinking blended reds from this area and he is learning multiple aspects of wineries-- picking, grape crushing, processing, bottling, etc. *(I asked Dave if he crushes grapes like the barefoot Lucy in an illustrious scene in which she and a local became extremely "competitive" in a vat. He denied that barefoot pursuit!)* A new specialized challenge in the learning curve is the proper way to prune the grapevines because, if improperly done, it can kill the vine. Cheers!!

*"And now you know the rest of the story."*

*Paul Harvey*

zoom

zoom



## Sue Kesler

*By*

*Les Smith*

Longtime-member **Sue Kesler's** passing in January again saddens our hearts. Her infectious laughter and perpetual smile so complemented Ted's dry sense of humor and sage wisdom. How fitting that the first memories shared in several club emails re-

called her rendition of *Smokey the Bear* sung during a run through the Laguna Mountains.

My friendship with Sue and Ted began in the Miata Club. Riding bicycles around Pacific Beach with Ted in the lead. Ironwork in the form of my initials are on the hearth and Christmas decorations made and come out every December. Sue also was one of the women who stayed with Dyanna for half-days during her final weeks while I was at work; she was at the house the morning we moved Dyanna to her hospice residence. A year and a half ago, Sue repaired the stain glass artwork that hangs in my front window after one of its hangers broke; Ted built a frame for the piece that made it indestructible should that ever happen again. Sue will be missed, she was a great friend.



# Cambria Weekend 2022

By Maryanne Garon, Photos by Maryanne Garon

Cruising in our little two-seaters to the Central Coast of California is indeed one of life's great pleasures. On Feb 4, 2022, about 19 cars from the SDMC decided to further pursue those pleasures and embark on a 4 day cruise to Moonlight Beach, Cambria, and other sites on the central coast.

As you all know, when we travel, there are always things that stand out –**HIGHLIGHTS** and yes there are even occasional **LOWLIGHTS**! So rather than a strict cataloging of each twist and turn on, I WILL discuss some of our daily activities, but will try to summarize highlights and lowlights.

First, the planning of the trip was led by Laurie Waid and Julie Thompson, who dubbed it a “free style weekend”. They did a fantastic job from selecting the hotel to restaurant selections to suggested runs to ordering some of the BEST weather we have had! There were multiple opportunities to “do your own thing” on the trip, but club members do like hanging out in groups. Most activities had a number of people on them. I can only write about the runs/activities/meals that Dennis and I did.

## Day 1

On the trip up, we joined the Waid/Thompson caravan. We headed north on the 15 through LA and then briefly stopped at Frazier Park.

**HIGHLIGHT 1:** The beautiful back country roads from Frazier Park to Highway 101, traveling some scenic backroads (Lockwood Valley road, and Hwys 33 and 166). We even got to ford the creek, which did have water running (not quite as deep or perilous event as in past years). Everyone kept up and enjoyed the views.

**HIGHLIGHT 2:** We had a late lunch at the Madonna Inn. They were ready for us, and began calling for groups to be seated after our arrival. We were with four other rowdy couples (Hunts, Thompsons, Dell and Debbie) – but luckily, *were not thrown out*. The only downside is that we couldn't see what happened to the rest of the travel group – as they were in another part of the restaurant. The food tasted great, and a fun time was had. From the Madonna, we hopped (no, waddled) to the cars and proceeded on to the Pelican Inn in Cambria.

**HIGHLIGHT 3 and LOWLIGHT 1:** (for most of us). The Inn provided us with both highlights and lowlights. On the low end, we discovered on arrival that no breakfast was offered. They said we would get a discount for this – and we had to re-think a couple of activities to decide how we would manage breakfast. More disappointing was that the Inn's quality had declined. Our room had a broken fireplace, TV didn't work well and many other “cosmetic issues”, (but the view was great).



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However, the HIGHLIGHTS were: the staff tried to do their best throughout the stay and we had a nice gathering area where there was great camaraderie to match the wine and goodies passed around each day.



## Day 2

**HIGHLIGHT 4:** We joined the Waids, Thompsons and a nice-sized group driving Peachy Canyon Rd, Highway 229 and 58 – all twisty and picturesque country roads in beautiful weather ending in Paso Robles. After our intended brunch site didn't pan out, a local directed us to the Los Robles Café.

**HIGHLIGHT 5:** The Los Robles Café accommodated us all together at a large table. The menu included traditional breakfast and lunch offerings (eggs, pancakes, etc.) and Mexican(!).

I judged the chips, and both salsas and the Huevos Rancheros to be among the best I've had! After lunch, Dennis and I, along with Dell Pound and Debbie Skordilis, decided we wanted to go to a winery and to our next highlight:

**HIGHLIGHT 6:** Eberle Winery—which was able to get us *without a reservation*. We were given an inside table in the main tasting room for a leisurely tasting of some excellent wines. As we sipped our wines and talked, we decided to extend our run to Big Sur, with a lunch stop at Nepenthe for lunch on Sunday – which sounded great. On the way back from the winery, we stopped to shop in Cambria. (yay! I finally got the bird-wind spinner for my garden!) and we stopped to pick up pastries for the morning.

**LOWLIGHT 2:** Unfortunately, I bought 5 bottles of wine and am now on a diet that doesn't allow wine so they are sitting in my wine 'fridge.

**(UNNUMBERED) HIGHLIGHT(S)** – were all the times the group sat out on the patio at the Pelican, talking about experiences and plans while enjoying wines and other libations as well as all the goodies other club members had brought to share.

**HIGHLIGHT 7:** A good-sized group led by the Waids enjoyed a great meal at the Dutchman in Morro Bay.

## Day 3

**HIGHLIGHTs 8, 9 and 10:** With Dell and Debbie leading, eight cars left at 0900 driving north on the 1. Of course, the HIGHLIGHT of the day was just driving hwy 1 on a beautiful sunny day with minimal traffic!

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**HIGHLIGHT 8** – was stopping to view the elephant seals. While I have seen them before, it is always interesting to watch the various antics.

**HIGHLIGHT 9** – the stop at Ragged Point for photos, viewing the coast and the gift shop (no, I didn't buy anything).

**HIGHLIGHT 10** – lunch at Nepenthe. They were able to accommodate all of us at one table outside and, on the top level, of course. Great views of the coast, great company and the food was pretty good also.

**HIGHLIGHT: 11** – Linn's in Cambria was a great choice for dinner with perfect arrangements

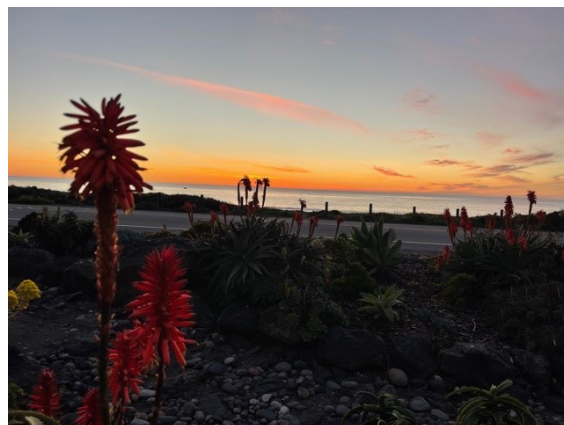
made by Laurie Waid. We were all together in a room upstairs. They had prepared a special menu for our group. Food was great (I recommend the salmon!) – and many indulged in one of their famous and decadent desserts.

#### **DAY 4** – Time to go home

**HIGHLIGHT 12-13** – We were on the road by 0800! Steve Norris took the lead of 5 cars as we set out for Buellton for breakfast at Ellen's Danish Pancake House, which had been recommended by Ann Luby. Once again, we got right in and had the patio all to ourselves and were able to sit at one large table. And again .the food was great! After stuffing ourselves, we were ready to get back on the highway to head to our respective homes.

**LOWLIGHT 3:** We split up after Buellton (some of us stayed together) but had all planned to go via the 405. Somewhere around Burbank, we started to get notices there was a major incident ahead and sure enough, after a traveling further, we found traffic at a dead stop due to an accident in the carpool lane. So, our hoped for smooth sailing home hit some turbulence!

But of course, we did get through it eventually and all made it safely home with memories of another fun SDMC weekend, with the HIGHLIGHTS being far greater than any LOWLIGHTS.





## ***Rear View Mirror***

***April, 2022***

***By Gene Streeter***

### ***I Think I've Totaled My Miata ...***

Recently, multiple club members weighed in on the topic “I’ve totaled my Miata and ...” Some of us provided advice, some sympathy, some take-a-ways from personal experiences. At the close of our February monthly meeting, Dell Pound shared with me that he saw genuine value in those exchanges and our club’s overall engagement. I thought the same and promised to deliver some additional information on the topic, based squarely on my years of estimatics experience with a major auto insurance carrier.

First, let’s have a look at a real-world example of a “total loss” Miata. Treasurer Dave Hunt experienced first-hand a crushing initial rear-end impact to his NC Miata, then a secondary impact with a pickup truck that had been 2.5 car lengths ahead of him, all while stopped at a signal.



***Figure 1 Note the "crush" at the rear of this 2006 Copper Red MX-5***

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**Figure 2** *The front end doesn't look much better. All 3 photos by Dave Hunt*



**Figure 3** *even the casual observer would declare "obvious total loss!"*

Before you think me “morbid” for sharing these photos, know that neither Dave nor his passenger sustained serious injuries. Front and rear crush zones both collapsed to absorb the forces of the two impacts; the SRS (“supplemental restraint systems”) components (aka “airbags,” etc.) also performed as designed in protecting the driver and passenger from serious injury.

In the example above, all the welded sheet metal – rear body panel, both quarters, and rear floor, worked in concert with the slightly heavier frame rails to absorb the energy of a much-heavier vehicle being forced to decelerate in a fraction of a second from approx. 35 mph. (According to witnesses, the offending driver never applied his brakes.) Because of the offset impact to the right front (Fig. 2), what remains of the right fender prevented the right door from opening. The passenger compartment remained intact and protected its precious cargo. It’s okay to be impressed. Even though it didn’t carry a NHTSA overall safety rating in 2006, this is a stout convertible.

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If you recall Alan Kagan's knowledgeable explanation of the total loss equation (only slightly less complex than Einstein's  $E=MC^2$ ), the total cost of repairs, plus rental car expenses, less the salvage value of the vehicle is equal to or greater than the value of the vehicle. I added that two elements are critical to the correct application of this formula:

- ♦ ALL the damage is identified (and/or supplements are properly considered to minimize "hidden damage")
- ♦ And the accurate ACV ("actual cash value") is established. My use and translation of insurance jargon is deliberate; should you find yourself in this situation, these terms won't be completely foreign.

In California, and as established by the F.C.S.P.R. (Fair Claims Settlement Practices Regulations), a repair estimate prepared by a licensed autobody repair facility is presumed to be an accurate assessment of the damages. It's important to choose a repair facility known for their thorough inspections and quality repairs. A thorough estimate for repair of this vehicle would likely exceed 150 lines and itemize costs north of \$15,000. Its "salvage value" would be limited to the value of its undamaged parts, and the weight of any remaining metals. Neither value would be impressive. Rental of a replacement vehicle, even at \$30 per day, would likely eclipse \$1200, even more with potential parts delays.

Clearly, it "doesn't make sense" to repair this example of our beloved Miata. Now what? Owing to the multiple vendor tools available to auto insurance carriers, much, if not most, of the evaluation process is performed virtually. Salvage contractors Copart and IAA (Insurance Auto Auctions) take comprehensive photos of the vehicle being delivered to their yards as part of their check-in process and the eventual sale to salvage buyers. (Note: "salvage titles" and incompletely repaired vehicles are another subject entirely. "Caveat emptor" – buyer beware is the operative phrase.)

These photos can assist in establishing vehicle mileage, condition (including un-repaired prior damages), and optional equipment and accessories. Valuation services, such as CCC (Certified Collateral Corp.) and J. D. Powers are the dominant players, can de-code the V.I.N. ("vehicle identification number" – 17 digits, alphanumeric since the early 1980s) to determine the body style, engine displacement, trim level, and a host of other details. Once properly identified, the search engine is designed to look at sales of similar vehicles in the search area (typically several zip codes) for a specified period.

Here's where yet another cautionary tale begins. Even though 30-plus years of Miata MX-5 production volume has well exceeded a million units worldwide, this is still a niche vehicle. Being a sports car, Miatas are often personalized, modified, and accessorized to suit our needs and interpretations. Even with an experienced and attentive human reviewing the photos, evaluation reports, and your documentation, the initial evaluation may not be accurate. Here's how to avoid getting shorted in the settlement process:

- ♦ Secure and review a copy of the evaluation report. (The regulations expect it be shared with you.) Ask questions about anything you don't understand.

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- ◆ Do your own “comparable” vehicle search of vehicles for sale. Edmunds.com and KBB are good starting points, along with Carvana. These resources may get you in the ballpark, depending upon your level of customization.
- ◆ Review your vehicle maintenance file with the claim representative – engine/trans. rebuilds, new brakes, timing belt, etc. For most of us, our Miatas aren’t just transportation, or “appliances.” They’re lovingly cared for and maintained.
- ◆ Make certain you’ve identified all the accessories, mechanical, and appearance upgrades since your buggy rolled off the assembly line. “Sway” bars, performance shocks, tires, exhaust, intakes, XPeI film, shift knobs, lighting upgrades, custom floor mats, you name it.
- ◆ Best practice: keep a folder of all applicable invoices and prepare to share copies to justify the additional value. In addition, you can expect the sales tax for your total loss “sale” and any un-used portion of your annual vehicle registration fees.

While this might seem detailed and be helpful, this information is still generic. Realize you’re not likely to get reimbursed dollar-for-dollar for your upgrades and mechanical maintenance (think of your claimed deductions on your tax return filing), but you deserve financial consideration if your Miata isn’t completely stock and/or “typical” of the pre-owned examples. Further, if the valuation service doesn’t identify comparable vehicle sales in your zip code or search area, you may be asked to approve an expanded search area. Look for the appropriate timeframe of the previous sales that suggest your vehicle’s actual value ... pass on anything that doesn’t reflect the current inflated used car market pricing.

The CA. Fair Claims Settlement Practices Regulations provide the road map for insurers doing business in our “Golden State.” There are performance timelines, standards, and obligations laid out for insurers’ handling of 1<sup>st</sup> party claims (presented by their insureds) and 3<sup>rd</sup> party claims (those presenting a claim against their insured party). Given human frailties, there will be insurance carriers and employees who may be tempted to “play in the paint” at the fringe of the regulations. Hopefully, this information will help you resolve your total loss claim to your satisfaction. Section 2695.8 deals largely with the total loss process and legal standards of fair play. While I don’t have legal standing as an independent adjuster or attorney, I may be able to assist with specific questions. I’d like to thank Dave Hunt for allowing his vehicle and unfortunate circumstances to better illustrate this otherwise very dry topic.

### ***Free-Wheelin’ Freestyle Coastal Cruise Weekend***

I promised Maryanne Garon I would limit my tale of our freestyle Coastal Cruise weekend to a specific Saturday morning run, as organized by our Events Guru, Steve Norris. You’ll want to read her article for the overview, especially if you were unable to participate in this annual long weekend getaway. Steve’s intentions to begin his run in Cambria, via Santa Rosa Creek, Hwy. 229, and Hwy. 141 to

*Cont’d on next page*

**RVM**, cont'd from prev. pg.

Atascadero were well known, but he had no “takers.” As you might imagine, a 5:30 AM start time didn’t have wide appeal. Steve Luby deftly negotiated an alternative 7:00 AM start and I signed on to make it a trio. Not to shirk our marriage responsibilities, we agreed to be back to the Pelican Inn by ten o’clock to take our respective brides to breakfast.

We didn’t encounter any deer on Santa Rosa Creek Rd., always a possibility in the early morning hours, just a “trot” of wild turkeys. The road was narrow, the pavement imperfect, the curves, and undulations the perfect adrenaline drip for the start of our day.

Where Santa Rosa Creek Rd. was an adrenaline drip, Highway 229 ratcheted the volume up a few notches. I had driven this section of Hwy. 229 quite a few years ago, as part of a Coastal Cruise orchestrated by the San Joaquin Valley Miata Club. My memories of the banked turns (mostly “on-camber”) and ultra-smooth pavement were heavily etched, but I had no clue what the route number was, or how to access it. Yes, it’s less than 5 miles long, but I’m convinced this



**View from Steve Luby’s dash camera as we headed toward the “funner” part of Hwy. 229**

asphalt ribbon was designed and executed by enthusiast drivers. In the link above, the website’s name “pashnit” is one man’s contraction of “passionate.” Tim Mayhew has been seeking out and sharing the best driving roads in the country for over 30 years. Over time, this road has become affectionately known as “Rossi’s Driveway,” in honor of Grand Prix motorcyclist Valentino Rossi. It’s no secret that Miatas and motorcycles love the same roads.

Driving Rossi’s Driveway again was my favorite part of our weekend. Because of its narrow width and lack of a center line, the road doesn’t feel like it was intended for two-way traffic. We ran it both directions, never encountering another vehicle, but remaining vigilant the entire time. State



**(Left to Rt.) Still grinning from our early morning drive, Steve Luby, wife Ann, Lady Bonnie, Priscilla and Steve Norris. We enjoyed breakfast and dinner together ... and each other’s company**

*Cont’d on pg. 23*



**Colorful bovine and Lady Bonnie in the little town of Harmony**

traffic volume surveys suggest that only three vehicles per day travel that road, on average. Another SDMC run group enjoyed that drive later in the day, perhaps proping-up the daily average.



By Les Smith

### Moving Along

Looking down on the Pacific coastline from a flight that had departed San Diego and completed a wide sweeping turn to fly east, I am struck by the similarities and differences between the sky and the sea upon which I am gazing. My thoughts wander to comparisons and contrasts of how devices — aircraft and submarines — move through these two environments.

And separating these two challenging environments is that thin line called land, the surface on which we live, including those times when we are behind the wheel of our roadsters.

From a mathematics standpoint, the challenges of moving along either above ground and submerged are equal at times. And probably inverses at other times; one being just the opposite of the other.

Air is generally invisible while the presence of water is quite obvious. Both elements possess oxygen molecules that provide the medium necessary for movement. The volume of these molecules decreases as altitude increases. Underwater, the volume of molecules increases as you go deeper; both measures are expressed as pressure. And the molecules of both create friction, a definite obstacle to movement.

The early morning air made it obvious that we are not alone up in these skies. A thin contrail marks the path of another aircraft growing more distant in the two o'clock direction, a small speck at its head growing ever fainter.

Soon, another contrail appears off and below the wing. Its source isn't visible; perhaps, another jet heading our way that got off the ground earlier. This white plume appears freshly-made. It is not the results of an engine problem like a smoking automobile engine burning oil; rather the ice particles that form as a by-product of spent jet fuel.

The contrail occasionally grows thinner and sometimes disappears only to reappear; probably blown away by invisible wind currents, a phenomenon similar to waves in water. Do our pilots brace when they see these missing links in the chain, suspecting the possibility of turbulence? Are they competing to see whose piloting skills can best keep our jet aligned behind the oneqqq so as little of it as possible is visible? Just what do pilots do to keep their job interesting?

*Cont'd on next pg.*

That jet is likely flying 2,000 feet lower than our elevation. Air traffic controllers use this separation distance to keep the trailing aircraft of two on the same route from encroaching on the forward one, much like a tail-gating automobile. Because we're flying east (or south), we're at an odd-numbered elevation in thousand-foot units. Those approaching from the east or flying north are at even-numbered elevations.

Turning to water, only submarine I've been inside is a World War II U-boat permanently moored inside Chicago's Museum of Science and Industry; I've also watched numerous movies about submarines. (Jules Verne's *Twenty Thousand Leagues under the Sea* doesn't count.) Submarines don't move very fast due to the significantly higher resistance of water molecules, and they probably go slower the deeper they dive. I suspect a jet, given a similar weight and speed, would require less fuel the higher it flies.

Both environments have their limits. The sub would be crushed by water pressure as it dives deeper while the jet would stall — fail to maintain flight — as it climbs higher. The volume of molecules would decrease to the point there are not enough through which to plane.

After an hour, the contrail we are following is no more, but that doesn't mean that aircraft is still not ahead of us. The rising sun is heating the air and the ice is melting quicker. Or, the forward plane has landed or turned in a different direction. If so, it only appears that we're on our own as we move along toward our destination.

I spoke with the pilot after landing as we were both leaving the plane. Yes, the contrail was 2,000 feet below us. Its source was a jet that departed San Diego immediately ahead of us ... and that we followed the entire distance to Chicago's Midway Airport.

Time to come back down to Earth or rise to sea level. Land is seldom any match for the challenges of moving through the other two environments. Thankfully, the natural forces that shaped land surfaces here in San Diego County left behind striking features that complement the act of mobility we know as "club runs." And thank goodness for the twisties that add so much to the task of getting from Point A to Point B



## Summer 2021 Road Trip (Cont'd from Feb. Issue)

### Miatas At The Gap/Route 66

*By Julie Thompson*

#### Day 8-Nashville, TN

We rendezvoused at breakfast with a plan for the ladies to walk to the Grand Ole Opry from the hotel and purchase backstage tour passes for before the show that evening. They returned hot, tired, and disappointed as the passes were sold out for the day. They cooled off with a dip in the pool. The men began their day with a trip to the Lane Auto Museum which they found very entertaining and well worth the visit. There was ample time to recoup and regroup to attend the show at Grand Ole Opry that evening. Even though the performers were not hugely recognizable names, we all thoroughly enjoyed the show! The entertainment included square dancers, complete with commercials since



the Saturday shows are broadcast live on WSM Radio (the most famous country music station in the world), a comedian, and 4 other singers, young and old, but excellent! The headliner that stole the show was the huge thunderstorm that blew into town while we were in the Grand Ole Opry. We waited for about a half an hour in the lobby for the rain to let up since Steve Waid was the only one smart enough to pack an umbrella. The storm produced an amazing light show of lightning bolts, 3 1/2" of rain overnight, and even resulted in the cancellation of the sold-out Garth Brooks concert before he ever got to sing a note.



#### Day 9-Nashville, TN

A leisurely day playing tourist in Nashville Tennessee. Six couples boarded the shuttle to downtown from our hotel in Opryland. We toured the Country Music Hall of Fame, walked up and down Broadway checking out the honky-tonks and listening to the music, visited Blake Shelton's "Ole Red", Wildhorse Saloon, and had BBQ lunch at Jake's. One couple headed back to the hotel and went on their own tour of the Parthenon and adjoining park. The other 2 couples took the hop on and off tour of Nashville. The one couple that stayed back in the morning drove their own Hop on and off tour from a map they picked up in the hotel lobby map. They had been there and done that in Nashville before and chose to do their own thing. We reconnected later in the evening in the lobby to compare notes.



#### Day 10-Nashville, TN to Asheville, NC (365 miles)

We departed Nashville after a 3-day stay. We traveled about an hour to our first stop of the day, a tour of the Jack Daniels

*Cont'd on next page*







Distillery in Lynchburg, TN. We walked the town of Lynchburg while waiting for our tour to begin. It was a cute little place! Our tour guide was a local who was a wealth of



knowledge on the history of area. It was an extremely interesting tour which ended in the tasting room. Only 2 members of the group like whiskey enough to taste it. Of those two, one was on antibiotics and the other was a driver who didn't want to become a passenger (Terry Thompson), so we did a lot of smelling and not much tasting. The good news is we learned the distillery recycles 95% of their materials and our wasted whiskey will likely be used to burn a barrel in the future. We continued our journey to Asheville, NC at about noon venturing to a recommended restaurant "up the mountain a bit". At 1 pm we arrived at "Top of the Rock" for lunch. The view and the food were well worth the trip! It was a beautiful drive on into Asheville as our route took us through the Ocoee, the Nantahala, and

Pisgah National Forests. This was the longest day of the trip, arriving in Asheville at 9:30pm (So much for being rested up in Nashville)!!

### **Day 11-Asheville, NC**



This day was a treasured day to sleep in and have a leisurely morning until our 11am tour of the Biltmore House and gardens. We took the audio self-guided tour through the amazing mansion! We arrived in the pouring rain but were able to enjoy the grounds as the rain subsided after the tour of the home and lunch in the restaurant! We spent the afternoon wine tasting at the Biltmore Winery, touring the gardens, and topped it off with ice cream made onsite at the creamery. We arrived back at the hotel for an evening game of Mexican train.



### **Day 12-Asheville, NC to "Big Swag House" in Robbinsville, NC (194 miles)**

We traveled from Asheville south into South Carolina and Georgia on our way to Fontana Dam, NC and the MATG event. The drive on the Blue Ridge Parkway was breathtaking!

We drove twisty roads through towns and bridges with the most unique names i.e., Sleepy Gap, Beaver Dam Gap, Stump House Tunnel, Flinnpan Springs Tunnel. We drove over the Eastern Continental Divide through the Pisgah National Forest and past the Biltmore Forestry School. We drove top up in rain



*Cont'd on next page*

**MATG** From prev. page at times, through fog, and past the giant spider webs sprinkled through the huge trees.



We had lunch in the North Carolina town of Highlands. It was like a Montecito meets Carmel! As we approached Robbinsville, we began seeing Miatas in every direction we looked. We had only seen a handful up until today! We arrived at our home for the next 4 days, "The Big Swag House". We went grocery shopping and enjoyed a home cooked spaghetti dinner, thanks to Debbie Skordilis and her kitchen helpers. After the clean-up was complete and we were all settled in our rooms, we started a little game of Mexican Train around the kitchen table.

### Day 13-Miata's at the Gap (day 1)



We left the house and drove 20 minutes to Fontana Village to participate in the first official run of the event, "Run to the Highlands Smokehouse". We took off with 50 or so cars from 15 different states. The "non-spirited run" was led by a leader who drove faster than SDMC's fastest drivers (not mentioning any names; Steve Nor-

ris, Daryled Bristol, John Lord, just to name a few)! One participant on the run experienced a medical emergency, which allowed our very own retired fireman, Dell Pound, to spring into action. The emergency call was made to 911 and took over an hour! We did learn that in "these parts" the emergency response teams are volunteer based, and you



don't want to have an emergency occur anywhere, but especially here! We are happy to report the participant did have a favorable response and was at the event the next day! Even so, it put a bit of a damper on the day and delayed our return by a couple of hours. The BBQ was delicious and did not cause the medical emergency, even though one of our group felt it contributed to her illness that evening and the next day. We decid-

ed to forgo the sunset run, since we didn't return from the lunch run until 5pm. So, The Hunts treated us to another home cooked meal, BBQ (cooked in the rain)! After dinner, we finished the Mexican Train game from the night before.



**To Be Continued in the next issue of Twists & Turns**





**Mugging for the camera, Steve and Ann test the connectivity at Ragged Point. "Can you hear me now?"**

*Stay colorful, classy, and connected, San Diego Miata Club.*

**Remember**, all the most  
up-to-date and complete  
information for our events is  
**on our website** at  
[www.sandiegomiataclub.org](http://www.sandiegomiataclub.org)  
Check there regularly for changes  
and additional details!

### **Upcoming Events Elsewhere**

#### **12th Annual Devil's Highway Run**

Springerville, AZ

June 3-5, 2022

#### **Flyin' Miata Summer Camp**

June 10-11 2022

#### **Miata Reunion 2022**

Barber Motorsports Park

July 29, 30, 31, 2022 [www.miatareunion.com](http://www.miatareunion.com)

#### **Miata's at the Gap**

August 4-7, 2022 [www.gapmiatas.com](http://www.gapmiatas.com)



# Events Information

## San Diego Miata Club

### April 2022 & May 2022 Events

*By Steve Norris*

**Our in-person Monthly Meeting for April will be at the Hamburger Factory on Thursday April 28<sup>th</sup>. Our May meeting will be on Thursday May 26<sup>th</sup>.** Come early to get caught up with your friends. Some people will arrive as early as 5:00 PM. The meeting will start promptly at 7:00 PM. Check the calendar for the address.

**On Saturday April 23<sup>rd</sup> Daryled and Carlan will host the Punxsutawney Phil Run.** The details are on the calendar. Come join us. Here are the main features of this run.

Lyons Valley Rd

Engineers Rd

Mesa Grande Rd

Lunch at Lake Henshaw Café

Palomar Mountain Rd

Couser Canyon Rd

Lilac Rd

West Lilac Rd

Circle R Dr

**On Saturday May 21<sup>st</sup> we will have a “TBD” Run.** Details will be posted on the calendar as they firm up.

**Cars and Coffee at the Auto Museum in Balboa Park will be on April 17<sup>th</sup> and May 15<sup>th</sup>.** See the calendar for details.

If you have ideas about events that the group will enjoy please contact me so we can get them onto the schedule. I will help you take the spark of an idea and make it happen. You don't have to necessarily be in charge of the event if that is holding you back. We want 2022 to have at least 2 events a month so let's hear about those ideas.

# Membership

By Chris & Linda Jones

April 2022

## Welcome to our newest members...

Charles Wills	La Mesa	2000 Highlight Silver Metallic
Dave Abrams	La Jolla	2021 Machine Gray Metallic
Teresita "Sita" & Chelsea Brooke	San Diego	2021 Deep Crystal Blue Mica
Steven Robertson	San Diego	2021 Soul Red Crystal Metallic

**Our Club's numbers to date:** (these numbers reflect loss of those who did not renew for 2022)

126 memberships (38 single, 88 dual) for a total of 214 members.)

=====

For reference, our Club's numbers at the end of 2020 were: 154 memberships (44 single, 110 dual) for a total of 264 members

## Membership Roster updated and posted

The membership roster is available for downloading from the SDMC-Mail@groups.io website. This website is available only to current (paid) members.

To access the file:

Go to <groups.io/g/SDMC-mail> and click on "Log In" at upper right corner.

Once logged in, go to "Your Groups" and click on "SDMC-mail" for next screen.

Click on "Files" from list of choices on left side

Click on folder titled "SDMC MEMBERSHIP ROSTER"

Open or download the .pdf file to your device. The most recently updated roster is posted.

All are reminded to protect the member information; it's not to be shared with anyone outside SDMC.

**Updates:** Send any updates to your information via email to <membership@SanDiegoMiataClub.org>

**Access:** If you don't have an SDMC-Mail account, or want to set it up with a different email address, send email request to Membership with your name and the email address you want to use. Membership team will validate eligibility and generate a system invitation through Groups.io.

Your SDMC Membership Team,

Chris & Linda Jones  
membership@SanDiegoMiataClub.org

## Your Membership Renewal for 2022 – **never too late**

Per SDMC policy, members renewing after January 31st incur a \$5.00 late fee (total \$40 for the calendar year).

The Membership Renewal Application form is available for download on the Club's website: <[http://sandiegomiataclub.org/for\\_members/index.html](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. Don't wait for an in-person monthly meeting -- 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 31<sup>st</sup>.

Your SDMC Membership Team,

Chris & Linda Jones  
membership@SanDiegoMiataClub.org

# SDMC Officers



**Terry Thompson**  
**President**



**Steve Norris**  
**Vice President**



**David Hunt**  
**Treasurer**



**Dona Thompson**  
**Secretary**

## Executive Board

President—Terry Thompson	<a href="mailto:president@sandiegomiataclub.org">president@sandiegomiataclub.org</a>
Vice President—Steve Norris	<a href="mailto:vicepresident@sandiegomiataclub.org">vicepresident@sandiegomiataclub.org</a>
Treasurer—David Hunt	<a href="mailto:treasurer@sandiegomiataclub.org">treasurer@sandiegomiataclub.org</a>
Secretary—Dona Thompson	<a href="mailto:secretary@sandiegomiataclub.org">secretary@sandiegomiataclub.org</a>
Past President—David Bryan	<a href="mailto:dbryanzoo@cox.net">dbryanzoo@cox.net</a>

## Administrative Board

Membership—Chris & Linda Jones	<a href="mailto:membership@sandiegomiataclub.org">membership@sandiegomiataclub.org</a>
Events Coordinator—Steve Norris	<a href="mailto:events@sandiegomiataclub.org">events@sandiegomiataclub.org</a>
Webmaster/Postmaster—Steve Norris	<a href="mailto:webmaster@sandiegomaitaclub.org">webmaster@sandiegomaitaclub.org</a>
Club Regalia—Ann & Steve Luby	<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 & Turns Staff

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

*The SAN DIEGO MIATA CLUB is a California nonprofit corporation. Twists & Turns is the 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.*



# Contacts

## 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 Groups.io named SDMC-Mail.

Follow these steps:

1. Go to <http://groups.io/q/SDMC-mail> (capitalization matters!).
2. Click the button labeled "Apply for Membership to This Group" on the bottom left side of the page
3. Enter the email address you want to use.
4. Your account will be approved after confirmation of club membership.
5. You will receive an email to confirm your address.
6. Please go into the profile section and enter your display Name, First and Last name preferred.
7. Select a Message Delivery and Format option.
8. For complete instructions and club email etiquette, go to the "For Members" section on the SDMC website.



# 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 April 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 Hart-Februaryer. 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.

**Good-Win Racing LLC.** Miata intakes, exhausts, shocks, springs & goodies from Racing Beat, Moss & more. Special club pricing on RoadsterSports Items only. 858.775.2810. [sales@good-win-racing.com](mailto:sales@good-win-racing.com)

**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 Miatomotive** 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, r

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 Miatomotive. 4858 El Cajon Blvd. SD 92115. 6129.287.9626. 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.

## 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.** 760.755.5901 Discount: 20% on most parts; 15% on labor (except smog, oil changes, and tire rotation). For purchase, ask for **Patrick Howard**.

**Team Kia Mazda, 541 N. Johnson Ave., El Cajon, CA 92022; 619-444-7200, DISCOUNTS: 20% off parts and 15% off service at Team KIA Mazda for SDMC members.**

## 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.



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