



# SAN DIEGO MIATA CLUB NEWS

Miata

VOLUME 1 NUMBER 5

SEPTEMBER 1996

A CHAPTER OF THE MIATA CLUB OF AMERICA

## UPCOMING EVENTS



September 11  
**Miatas at Malibu Grand Prix**



September 21  
**Fun Run to Tech Day at Jackson Racing**



September 26  
**Wheels 'n Meals**  
Boll Weevil



December ??  
**Christmas Lights & Party**

### Key to Icons



Wheels n' Meals (Social)



Fun Run



Internet



Tech



Autocross

## From the Editor

### Judgment Day

Well, after all these weeks of talking about car maintenance, I finally set out to do a 60,000 mile service. But I did it the proper way for a first-timer: on someone else's car. That's right, MARK BOOTH'S car turned 60,000, so Mark, Voodoo Bob Krueger and myself did some of the 60K service on Mark's red '92. We changed the engine oil, transmission oil, differential oil, fuel filter, brake fluid, clutch fluid, front brake pads, and had the front rotors turned. We didn't do the timing belt as there wasn't enough time to do everything since we did each change at a slow, careful pace, and Mark decided at the last minute not to do the belt change before his Twilight Run (smart thinking Mark). We'll hopefully get to the timing belt soon. For tools, we used a pair of jacks and four jack stands, a torque wrench, various wrenches and sockets, a Mity-vac pump, a couple of golf tees, 2 boxes of doughnuts, and some beer (which is a necessity).

We first loosened the lug nuts on all four wheels, followed by a doughnut (chocolate in this case). Then we jacked up the car using the scissors jack and a floor jack. Using both on one side, Mark and I raised the car to the level of the first set of jack stands. Then did the other side the same, but raising the car a little higher for the second set of jack stands. Then we went back to get the first side raised up to the same height. We removed all four wheels and set them aside as they were to be rotated later, followed by another doughnut (as luck would have it, another chocolate). So now the front rotors and calipers were exposed and we had a copy of the *Miata Enthusiasts Shop Manual* handy. The front brakes seem daunting, but after doing them, I must say that's the easiest brake job I've ever done. On the back side of the brake calipers, there are four bolts. Mark found removing the lower of the inner bolts to be the best choice. Now we swung up the caliper, removed the little metal spring wires holding the pads away from the rotors, and pulled the pads out. Mark's front pads were pretty worn, as a clip was just shy of scraping against the rotor to warn of thin pads. We then removed the two outermost bolts and lifted the whole caliper assembly away from the rotor. Mark fashioned a coat hanger to hold up the caliper on a spring coil to keep from pinching or pulling the brake line. Now the brake rotor pulled right off. We did the other side exactly the same way, and took the rotors to a local shop to have them turned for \$10 each. Make sure that a very fine increment lathe turn is used, as you don't want to eat up too much rotor and you want a nice smooth, even surface. We checked the rear pads and rotors, but there was so little wear, we figured that they would last until the 120K service. While the rotors were being turned, we had some lunch to keep the doughnuts company.

When we got the rotors back, Mark washed them with soapy water and a stiff brush. You need to have all of the fine dust and metal bits that are left from the lathe removed to keep the pads from squealing during braking. After rinsing the rotors off, they were dried and left in the sun to help any remaining water evapo-

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rate. Earlier in the week, Mark went to Cush Mazda in Escondido for the brake pads. They said they would meet any Miata Magazine ad price, and were going to charge Mark \$47 for the front pads, but Mark found out that that price was for '94 and later cars. The price for pre-'94 pads is \$55, so Mark, being the nice guy that he is, paid \$55. Now, looking at the old brake pads as a guide, we attached the new metal clips to the new pads. Mark put the newly turned front rotors back on, reattached the calipers and removed the old metal clips still attached to the calipers, putting in new ones as each old clip was pulled. A little synthetic brake grease was smeared on the metal clips and around the edge of the brake pads where they would contact the clips. We could see where the old pad edges and backing plates were worn, so that was where we concentrated the grease. The new pads were slid into place, and the retaining wire clips were put on the outside edge of the pads. The brake piston on the inner caliper assembly was pushed back using a screwdriver as a level, and the inner assembly pushed down over the new pads. The inner bolt removed earlier was greased and put back into place. So now the whole assembly is reattached. For one last thing, Mark removed the other inner bolt, greased it, and torqued it back into place. The piston assembly slides across these bolts, so a good amount of grease was used in these areas. Be careful not to use too much, as Mark found that excess grease is shot out in a stream as the bolts are tightened, leaving the garage floor and shoes a little grayer. When both sides were done, a quick toast of beer was in order (I'm a little hazy on the brand). If the rotors hadn't been turned, the whole job would have taken us about 2 hours of careful work. Not bad for first-timers. The next time we do a brake job, I'm sure we could do both sides in under an hour.

While the rotors were being turned and after lunch was consumed, we did the fuel filter replacement. I first took off the gas cap to equalize pressure in the tank. Under the car, just ahead of the right rear wheel, is the plastic

cover that hides the fuel filter. It is held in place by four plastic screws. You need two screwdrivers for this part: one to turn the screw, the other to leverage the screw downwards, as there really aren't any threads securing the plastic screws. Mark undid one of the hoses connected to one side of the filter, quickly stuffing a golf tee into the hose to help keep too much gas from spilling down his arm. Doing the same to the other hose, Mark unbolted the filter from the car, and put the new filter in place, reattached the hoses, and put the cover back in place. About 30 minutes in all, and another toast of beer (yep, still hazy on the brand name).

Around this time, Stephanie Gould, one of our esteemed newsletter engineers, stopped by with her '91 BRG to have her new Brain-Storm low-profile headlight kit adjusted. Hey, after doing the brakes and fuel filter, this should have taken us around 15 minutes to do. Well, we took about 45 minutes to get all four corners of each headlight cover to look "just right." But at "Mark's Autoshop," we do quality work! While Stephanie was there, we drafted her into brake fluid replacement service. Stephanie poured the new brake fluid into the reservoir as it was being drained, Mark took care of loosening and tightening the nipple, Bob worked the Mity-vac, and I pressed the brake pedal. Starting with the left rear, Mark attached the Mity-vac hose to the nipple, Bob squeezed the handle about 15 times to get a vacuum started. Mark then loosened the nipple to let brake fluid come out. Unfortunately, air gets in around the threads of the nipple, so Bob had to pump furiously to keep the brake fluid flowing out. So I got in the car and slowly pressed the brake pedal to help expedite the process. As the Mity-vac reservoir was getting full, Mark would tighten the nipple as Bob was still pumping to make sure vacuum was always present at the nipple while open. Mark would empty the reservoir and we'd start the process all over again until clean brake fluid came out. We did that with all four wheels, doing left rear, right rear, right front, and left front in that order. It wasn't what I

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## NOTICES

THE SAN DIEGO MIATA CLUB is an official chapter of the Miata Club of America. We are a nonprofit organization whose purpose is to promote the enjoyment of—and enthusiasm for—the Mazda Miata.

*SAN DIEGO MIATA CLUB NEWS* is the monthly newsletter of the San Diego Miata Club. Use of articles or stories by other MCA chapters is hereby granted, provided proper credit is given.

**Submissions to the newsletter** are welcomed and encouraged. Did you just add a new accessory to your Miata? How about writing a review and submitting it to the newsletter? Where possible, please send your electronic submissions to the newsletter editor, Robert Holland (robert@caliban.ucsd.edu). Submissions can also be faxed to the club's dedicated phone line or mailed to the club's post office box. Submission deadline is the 15<sup>th</sup> of each month.

**Internet:** The San Diego Miata Club has established a dedicated World Wide Web Home Page at <http://mmdshare.ucsd.edu/sdmc.html>.

The club has also established a members-only electronic mail list for those members with E-mail capability. If you included your E-mail address on your membership application then you should already be subscribed to the electronic mail list. If you recently acquired your E-mail account, please contact Cindy Paloma (paloma@cs.ucsd.edu) and request to be added to the electronic mail list.

Dedicated 24-hour voice/fax phone line:  
**(619) 670-7948**

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## MEETING PLACES

### Miatas at Malibu Grand Prix

**Date:** Wednesday, September 11

**Time:** 6:30 p.m. (Please be prompt)

**Place:** Malibu Grand Prix, 8606 Miramar Rd., San Diego (566-4121)

Everyone that attended the event in June had a great time. So, we've decided to make this a regular event (every 3-4 months). Again, we will not have the track to ourselves (reserving the entire track is expensive) but we've chosen a slow weeknight so it shouldn't be too bad. Cost should work out to about \$1.75 per lap. Drivers must also purchase a Malibu Grand Prix license for approx. \$3.00 (don't forget to bring yours if you already have one).

Please be prompt! Meet in the parking lot so we can get a total figure on the number of laps to be purchased. We have to buy the laps in a "block" to get the best price. Please try to bring cash so we can pool our money for the purchase. Thanks for your cooperation.



### Fun Run to Tech Day at Jackson Racing

**Date:** Saturday, September 21

**Time:** 8:30 a.m.

**Place:** North County Fair mall under the large sign parallel to I-15

**Run Leader:** Mark Booth

**Note:** *RSVP by September 14 is required!*

SOCALM did a Tech Day at Jackson Racing in July. It was very successful and Jackson Racing has invited the San Diego Miata Club up for a visit.

This will be a full-day event. First, the Fun Run will begin at North County Fair Mall. Our travel will take us through some of the backroads outside of Escondido, up through Temecula and then up and over Ortega Highway to Interstate 5. Then it's north on I-5 to Irvine, arriving at approx. 11:30 a.m. for lunch at Mrs. Knott's Fried Chicken Restaurant. Lunch will cost about \$8.00 per person plus tax and tip. After lunch, we will take a trip up I-405 to Jackson Racing in Westminster. Rick at Jackson Racing tells us they will be offering free dyno tests on member's Miatas as well as explaining the benefits of the various Jackson Racing accessories that are available. Cool!

**Note:** It is VERY important that you RSVP to the club line (670-7948) if you plan to attend. If our group is larger than expected, those that failed to RSVP may not have seating with the group at Mrs. Knott's. Thanks for your cooperation.

### Wheels 'n Meals at Boll Weevil

**Date:** Thursday, September 26

**Time:** 6:00 p.m.

**Place:** Boll Weevil, 9330 Clairemont Mesa Blvd. (At Ruffin Rd.), San Diego (571-6225)

Still the single most popular place for a Wheels 'n Meals. We always have about 15-20 cars and everyone has a great time looking over the varied accessories found on other member's Miatas. The hamburgers are pretty darn good too!

## AUTOCROSS AT THE MURPH

There are no autocross events scheduled at Jack Murphy Stadium for September. The following is the schedule for the remainder of 1996:



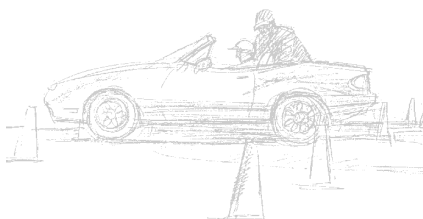
Sunday, October 6	Racing
Saturday, October 19	Practice
Sunday, October 20	Racing
Saturday, November 2	Practice
Sunday, November 10	Racing
Sunday, December 8	Racing

Autocross information sources:

Steve Hart:	619-579-9093
Richard Scherschel:	619-286-2412
San Diego SCCA Hotline:	619-441-1333
Cal Club SCCA Hotline:	818-988-7223

## SLALOM SCHOOL

The LOTUS WEST CLUB is giving the 28<sup>th</sup> running of its slalom school on October 12 and 13 at Norton Air Force Base in San Bernardino. The school is not limited to Lotus and apparently for the past few years there have been many Miatas in the groups. The school is run by top SCCA drivers. The entry fee is \$60. If anybody has an interest they should contact Tom Minnich (310) 697-0547.



## UPCOMING NATIONAL AND REGIONAL EVENTS

September 13-15, 1996

**Gold Rush '96**

Sacramento, CA

Hosted by: SAMOA

October 3-6, 1996

**Miata Games**

Atlanta, GA

Hosted by: Peachtree Chapter

October 12-13, 1996

**28<sup>th</sup> Slalom School**

San Bernardino, CA

Hosted by Lotus West Club

November 9, 1996

**Central Coast Winery Run**

Hosted by: SOCALM



would call really fun, but we did the job right and learned that the person doing the Mity-vac pumping can get a really good hand workout, and a small blister.

While doing the right front, Mark noticed the nipple on the clutch hydraulics, and decided to do the same thing as on the brakes and replace the clutch fluid. Stef poured in the fluid, I pushed the clutch pedal, Mark tightened and loosened the clutch nipple, and Bob again pumped furiously. Both brake and clutch use the same fluid, and together, both jobs took about 90 to 120 minutes to complete. Be extra careful with brake fluid as it can be a great paint remover. No, Mark didn't get any on the outside of his car, but I wanted to be sure that whoever uses brake fluid around his/her car be really careful.

We next did the differential and transmission fluid changes. See the article in this newsletter on how that is done. After that, we then did an engine oil and filter change, or rather Mark did the change, as Bob and I watched while having a beer, offering emotional and spiritual support as needed. Again, I can't say enough about how valuable the *Miata Enthusiast's Shop Manual* was to us for each aspect of the 60K service. In many cases, the pictures alone were the best part of the instructions. We'll tackle the timing belt soon, and I'll report on what we find.

—ROBERT 'JTBOB' HOLLAND

### Manual Transmission and Differential Oil Change

This article is somewhat related to my editorial, but is more technical in nature. The transmission and differential oils are easy to change if you have the proper tools handy. You'll need a crescent wrench, 23mm and 24 mm socket, torque wrench, hand pump, 3 quarts of GL-4 75w-80 (like Red Line MTL) or 75w-90 (like Red Line MT-90) transmission oil, 1 quart of GL-5 75w-90 gear oil, and a drain pan. You'll want to drive the car around for about 20 minutes to get the oils warmed up a little so they flow out more freely.

First, put the car up on ramps or

jack stands. You'll need the car up high so you can crawl under the car, and level so the fill level will be correct. A pit or lift would be best, but not everyone has one (I really wish I had a lift). For the manual transmission, situate the drain pan under the transmission drain bolt, which is halfway up the bottom of the transmission (about the middle of the car), and remove the filler plug located on the left side of the transmission with the crescent wrench. The plug had four sides, unlike a six sided bolt. Next remove the drain bolt using the 24mm socket. Clean off the plug and bolt of any oil and metal bits while the transmission is draining. When the oil is finished draining, replace the drain bolt and torque 29-43 lb.-ft. I prefer 40 lb.-ft. You now you use the hand pump to put the transmission oil through the filler hole. I got my hand pump at Kragen, which has a press down pump handle and a long filler tube. Put the pump bottom into a quart of transmission oil, and the filler tube into the filler hole. Start pumping till the first quart is empty. Keep filling until oil starts to come out the filler hole, which means the transmission is full. Put the filler plug back in and torque to 18-29 lb.-ft. Clean up any residual oil and you're finished.

For the differential, there are two bolts on the back side. The differential is the first thing you see when you look under the back bumper. The upper bolt is 23mm and the lower is 24mm. Place the drain pan under the differential and remove the upper bolt, followed by the lower bolt. While the fluid is draining, clean off both bolts of any contaminants. When the differential is finished draining, replace the lower bolt and torque to 29-40 lb.-ft. I use 38 lb.-ft. Place the pump bottom in the differential oil bottle, and the filler tube into the upper hole. Start pumping and keep going until oil starts to come out of the hole. Replace the upper bolt and torque to 29-40 lb.-ft. Clean off any oil and you're totally done.

Now you can go out and break in the new oils.

See you on the twisties.

— ROBERT "JTBOB" HOLLAND

## New Members!

### Bill & Gisela Barbour

Vista  
1990 White Base

### Ms. Lou Borja

San Diego  
1996 M (Starlight Blue)

### Bill & Christine Brock

San Diego  
1990 Red

### David & Margaret Henry

Del Mar  
1993 Red Base

### Jack & Sue Hinkle

San Diego  
1993 Red C

### Michael R. Jolley

San Diego  
1994 Red R

### Elliot & Barb Shev

Poway  
1995 M (Merlot)

There are now 79 memberships consisting of 120 members.

- 28 Red
- 15 White
- 8 Montego Blue
- 7 Mariner Blue
- 5 Black
- 4 BRG
- 3 Laguna Blue
- 3 Silver
- 2 Yellow
- 2 Starlight Blue
- 1 Merlot
- 1 Unreported

### Congratulations to new member LOU BORJA!

At the July 23 Wheels 'n Meals, "Cruise Night at Oscar's," Lou was awarded a \$20 Oscar's Gift Certificate for the "Best Looking Miata." Judging was done by none other than "Oscar" himself. Oscar said it was difficult to choose but, in the end, Lou's '96 Starlight Mica M-edition won out over the other 21 Miatas in attendance.

Many thanks to the fine folks at Oscar's Mission Valley for the wonderful hospitality, great food and special recognition!

— We'll be back!



## DOG DAY AFTERNOON

The Dog Day Afternoon Run began on a doggone beautiful day in sunny San Diego. The sun was shining and warm.

We met at the designated spot in Balboa Park and had some time to hang around and talk and socialize for a while before the run began. As the San Diego and SOCALM Miata club members arrived it was very exciting to meet the friends they chose to bring.



Contrary to a vicious rumor going around, the run was open to people who did not bring their furry friends and instead chose to bring their human companions. Some people I recognized were DELENA COZART and DENNIS BURNS of SOCALM, ROBERT HOLLAND and his passenger JULIE GROAT, visiting president from the Sunspot Chapter, ART HAMILTON, CYNTHIA JONES, TOM and STEPHANIE GOULD, and many others. I am sorry if I can't name them all but my attention was more directed towards the canine companions of the group.

LUCY Australian Heeler was looking very stylish with her red bow and her color coordinated black Miata. ZACHARY Golden Retriever was very nice, which is good since he weighs about 100 pounds!. Black Cocker (I don't remember her name) was pretty mellow and shy; she kept close to her humans most of the time.

Well, enough about the dogs! We soon headed out in our respective Miatas towards Point Loma, where we traveled through the Rosecrans National Cemetery. Out of respect we did not get out of the cars and continued driving and were treated with an AWESOME view of San Diego Bay. As we drove towards Sunset Cliffs we enjoyed the view of the red ocean reflecting the sun's intensity on the water. As navigator for GRANT and MARI GOODMAN (run co-leaders) I usually sit on the rear deck, where I have an excellent vantage point. Sitting there, I looked back and counted (yes I can count! Horses are not the only animals who can count) about twenty Miatas. Quite a sight which made the

drive all the nicer! We drove through Pacific Beach and arrived at one of my favorite places, Kate Sessions Park, where we had a spectacular view of the Pacific Ocean, the Bay and the San Diego skyline.

Zachary and Lucy were making the rest of us look bad by showing off and doing really neat tricks. Lucy is very talented at leaping up and catching a frisbee and sits up and asks for food. Zachary also sits up for food, but raises the stakes for all of us by rolling over and acting dead when his human points her finger at him like a gun and says "bang bang." It was very impressive. Now my humans ask me why I can't do that! After a nice respite, we jumped in our cars and headed through beautiful La Jolla and Torrey Pines to Del Mar and our eating destination, Johnny Rockets. There were about twenty people at the tables. We dogs sat under the tables, in the shade relaxing with our humans and enjoying friendly conversation. Luckily, most everyone ordered hamburgers and/or chili cheese fries which we helped polish off.

Afterwards, DEE ROBIDER, RICH TAYLOR, the pres and his wife and my humans and me went to Dog Beach in Del Mar to walk and see the sun set over the water. It was a relaxing ending to a very enjoyable day. As I sat in the sand, watching for the green flash, I couldn't help but wonder what next year's Dog Run would be like and if I would see YOU there.

—Booboo Goodman

## IDYLLWILD RUN

What a day for a run! The sun was shining brightly, and it was warm. Little did we know how hot it was going to be.

First of all, special thanks to RICHARD SCHERSCHEL who put together a fabulous run. At 9:30 a.m., 21 cars met at North County Fair. The attendees included GREG and FRAN BASSETT (from the Blue Bonnet Chapter in San Antonio, TX), MARK and CATHY BOOTH, LOU BORJA, JACK BRANDAIS, JACK and SUE DILUSTRO, KEN EVORY, JOHN GODDEN, GRANT GOODMAN, ART HAMILTON, STEVE and YVONNE HART,

DAVE HENRY, VODOO BOB and VICKY KRUEGER, FRED LERNER, RAINER MUELLER, JOHN O'HARA, NATALIA RISSOLO and JASON MOORHEAD, DEE ROBIDER, RICHARD SCHERSCHEL, RUTH and LOU STARK, TOM and DIANA STUMPF, RICH TAYLOR, and ANTHONY "NEVADA BOB" WILDE.

After considerable chatting and looking at each other's cars, Richard explained where we were going and we took off, with Richard in the lead. We all stayed together, going at some very slow speeds at times due to the trucks and trailers that were on the road. Then at our pit stop, we divided into two (actually three) groups. The first group was the faster group, led by Dee. There were about 11 cars in the group, soon to be divided into another group (the "slower faster" group) led by Jack Brandais. This slower faster group was not able to keep up with the front runners but was able to follow their trail by looking for Dee's skid marks around the turns. The second "official" group, led by Richard, took a more leisurely pace.

We met up further down the way, but ended up stopping unexpectedly. We didn't think it would be as hot as it was, and even though we were starting to climb up the mountains, it was still hot. In fact, it was so-o-o-o hot that just about every car was running very close to "H" on the temperature gauge. Thankfully we had our tech experts with us, and several of us (particularly the Stumpfs and the diLustros) disconnected the hoses to the air conditioning and ran the heater for a while to cool down the engine. We were having a very "hot" time.

It finally started cooling down on our approach to Idyllwild. In fact, we all welcomed the sight of the clouds. When we parked our cars to go into the Hidden Village Restaurant, we actually heard thunder. Most of us put our tops up, except for those brave enough to keep them down.

The meal at the restaurant was absolutely delicious! In fact, it seemed like a never-ending meal. The food kept coming and coming and coming and coming! It was a great opportunity to welcome our guests Greg and Fran Bassett from the Blue Bonnet Chapter





The Twilight Fun Run pauses near Lake Cuyamaca. Below: the half-way point at Mt. Laguna Lodge.

of MCA. The Booths were kind enough to put them up for the night, and JT (who was attending a Jethro Tull Convention in New York) lent them his car!

After the meal we split up and wandered around town for a half hour. For some it was costly due to purchases; others just enjoyed walking around in the rain. Then we took off for the view point. Most people took the tops down since it was no longer raining. We got to the viewpoint just in time for the sky to open up.

A few people braved the rain and kept the top down until we came to Hemet, where the sun was shining brightly and the temperature was 102 degrees. We went back a different route and really enjoyed the scenery. The run ended sooner than anticipated since the road Richard was going to take us on was closed. ("But it was open a few

weekends ago.")

All in all, we had a great time! We experienced some great roads, varied weather, and more time to get to know other people who love the Miata just as much as we do.

— RUTH STARK

## TWILIGHT FUN RUN

First of all, a very special thank you to CATHY AND MARK BOOTH for planning another great run! It was publicized as the "Twilight Run." Little did they know it would start out as the "No Lights Run." About a hour before we left Pizza Hut in La Mesa, the lights went out. Fortunately we had already eaten. However, it was a little awkward using the restrooms via flashlight.

In the parking lot there were 34 Miatas and one RX-7 (plus MARY BEECHER who didn't join us on the run

because she had to go home and tend to her ailing husband Tony). Thanks to Voodoo Bob's efforts, we know who joined us for the run: MARK and CATHY BOOTH, LOU BORJA and daughter, KEN EVORY, DWIGHT and PAMELA FILLEY, BETTY and CHRIS FINCH, DWIGHT and JOANN FISHER, GRANT GOODMAN, TOM and STEPHANIE GOULD, ART HAMILTON, JTBOB HOLLAND, JERI JONES, VOODOO BOB and VICKY KRUEGER, FRED and JOE LERNER, BRAD MACIEJEWSKI (in his 1993 Red RX-7), RAINER and NIKKI MUELLER, JOHN O'HARA, ERIC OLINGER, CINDY PALOMA and husband KEITH, PAUL and FRANCIE POLLOCK, ELLIOT and BARB SHEV, us (RUTH and LOU), RICHARD TAYLOR, WOODY and MAGGI WOODHOUSE, TAK YAMAMOTO, VERA TUSSY and CISY DELHARO, JACK and SUE HINKLE, BYRON BURLAND, LAURY and RUSS PATSONE, and TONYA ZALENSKI, and some of our friends from SOCALM: JENNIFER JOHNSON, DEAN and SUE TERHUNE, ROSEANNE MURPHY and SONNY ARCILLA, and BRIAN PINKETT.

So we started out with 35 cars. What a magnificent sight! The only hitch was that we had to go through all these traffic lights before we got to the great roads. Normally that wouldn't be a problem, but since none of the lights were functioning, it took us a little longer than usual. Two cars dropped out along the way. Guess we were going too slow for them.

One of the benefits of riding in the back (and I don't mean the back of the Miata) is that you get to see all the rest of the cars taking those mountainous curves so smoothly. It was exhilarating! Imagine 32 Miatas turning and



twisting the roads at a nice leisurely pace in front of you. It's awesome! What made it ever nicer was that the scenery was beautiful too.

We made one short stop before the official rest stop. Since there was a blackout, Brian Pinkett could not get gas before the run began — the pumps didn't work. So we all rested while he went ahead to get gas and everyone caught up with him later on.

Everyone was happy to get to the rest stop. It was a nice break and another great opportunity to check out the other Miatas, take photos, etc. Finally, we were back on the road winding our way down from Laguna mountain. It was dusk and the temperature was perfect for top-down evening driving! We were treated to a great sunset as we descended from 6,000 feet.

The run ended back near the starting point. Many members stayed and enjoyed some cool treats at the Dairy Queen. A few other members headed straight for downtown to catch the big fireworks show near the Republican Convention site.

Looking forward to Twilight Fun Run #3 next year!

— RUTH STARK

## MIATAS AT MONTEREY '96

It all started way back in April when I received the '96 Laguna Seca race season schedule, that same day I confirmed my hotel reservations. I knew it was going to be a long wait through the summer before August 16 rolled around. — The day came and RICH TAYLOR and I were off to the MONTEREY HISTORIC RACES.

Our first obstacle was staying together through the heavy traffic we caught in LA. — The congestion broke loose up on the coast of Ventura, smooth sailing to Grover Beach for a gas stop and onto Salinas, arriving at 4:30 p.m. We checked in, spent a few minutes looking over a map and headed down to meet friends for drinks and dinner in Monterey. San Diego Club member BOB HALL and his wife KAREN were there from Australia. VOODOO BOB and VICKY KRUEGER, ROBERT 'JTBOB' HOLLAND, WOODY

WOODHOUSE, STEPHANIE and TOM GOULD, RICH TAYLOR, PAUL and FRANCIE POLLOCK, and me, KEN EVORY, joined SOCALM member CHRIS BURNS.

Saturday — My excitement was beginning as we finished our breakfast and got on the road. On Route 68 we met a group of more than 20 Miatas lined up ready to make an "entrance" at the track. It was 8:30 am. — we entered Laguna Seca *en masse* and headed for the Miata corral. The weather was clear as a bell, and already getting hot.

9 a.m. — You could hear the race cars! It is hard to believe that people still race these expensive museum-quality historic automobiles that most people have only seen in coffee-table books — and the speeds they attain with them.

The featured marque this year was BMW, and the company exhibited many memorable models.

We wandered on to the Paddock (pit area) to get a closer look at these historic race cars. You could see Rich Taylor had never seen anything like

## ON THE ROAD TO MONTEREY



PHOTO: VOODOO BOB KRUEGER

Miatas in the mist: JTBob Holland (red), Voodoo Bob and Vicky Krueger (blue), Stef and Tom Gould (BRG), and Woody Woodhouse (red) at the Bixby Creek Bridge.

We left Sorrento Valley Wednesday at 9 am, up I-5 to 405 through L.A., then west 101 to meet SOCALMers Mike and Sherri Simmons for lunch in Agoura Hills. From then on we made good time, keeping in contact via CB (our first experience — it adds a lot to caravan-style motoring). The group left 101 near Santa Barbara to take the Lake Cachuma bypass through the Santa Ynez foothills, rejoining 101 past Solvang and Santa Ynez for a last stretch before turning onto Route 1 at San Luis Obispo, ending for the night in Cambria Pines, near San Simeon.

Next morning: early onto the misty curves of Route 1 before too many of the bellowing herds of motorhomes had left their dens. Truly a Miata-designated route, as the other traffic usually yielded so JT could lead us around a few bends and hairpins up to Big Sur, and on to Carmel, already beginning to load up the roads and streets with BMWs and other exotica assembling for the Historic Races, auction and concours. There Woody left us and we moved on to our hotel in Seaside, a good HQ for forays to the track and back into Monterey and Carmel for essential fluid replenishments.

— TOM GOULD





San Diego Miata Club members gather at the Miata tent: Rich Taylor, Ken Evory, Tom and Stephanie Gould, Woody Woodhouse, JTBob Holland, Paul and Francie Pollock, Voodoo Bob and Vicky Krueger, Bob and Karen Hall, John and Catherine Godden.

this in his life before. You had to be careful walking around because race cars were pulling out of the pit to practice on the course with the roar of engines and smell of Castrol oil.

We met up with JOHN AND CATHERINE GODDEN in the Miata tent just in time for a great lunch organized by BARBARA BEACH. We then ogled the Miata coupe concept car brought by TOM MATANO and looked at JAY LAMM's new book that was just hot off the presses. It was the beginning of a great

day at the races as 1 p.m. rolled around. Official race time! Class groups ran 10-lap races until 4 p.m.

The races were finished for the day; we headed to Monterey and joined a group of San Diego Miata Club members at their hotel for hors d'oeuvres. All then went on to dinner.

Sunday — Only the true race fans were there: Voodoo Bob, JTBob, Woody and myself formed the contingent from the San Diego club. I arrived right at 9 a.m. in time to see the race cars

**At right are two Veritas BMW racers (built by BMW employees, but not sanctioned by the company) from the post-WW II years.**



**Below is the legendary 328 BMW roadster: the 1930s beginning of BMW's automobile racing heritage, culminating in first, second, fourth and fifth places in the 1940 Mille Miglia by streamlined versions of these cars.**



PHOTO: VOODOO BOB KRUEGER

warming up. I walked down the the pits to have a look-see and then over to the grandstands to watch practice runs. I met up with VBob and JT, saw Woody photographing, then walked up the "mountain" to spend the rest of the day sitting in the shade of a big live oak tree, watching as the cars came zooming up and down and around thru the Corkscrew — it was a perfect day!

I watched seven 10-lap races: under 1500cc cars, over 1500 cc cars, Formula F-1, F-2, F-JR, GT cars, Formula F-3. Race #6 (the expensive GT cars) and the final race was a mix of high performance FIA championship sport cars, I would just guess there was close to 100 million dollars running wide open. What a great spectacle to see such beautiful machines, hear the sound of exhausts that make you shiver. The races were all close neck-in-neck battles to the end.

Monday — A nice day for the drive back to San Diego. Five cars moving at a brisk pace throughout the day with a pit-stop at Paso Robles, lunch and cookies at Solvang, pushed thru LA to arrive home before 7 p.m.

Let's do that again next year! The featured marque in 1997 will be Porsche. Some of us have already made our hotel reservations (highly recommended).

— KEN EVORY

## NEXT MONTH —



WOODY WOODHOUSE takes a BMW Z3 for a test drive. It will be interesting to read how our own automotive journalist compares it to his Miata.





### Patience Is a Virtue

Thanks once again to Stef and Tom Gould and the generosity of Conklin Litho, a whole batch of printing projects are now "at the printer." Conklin is going to slip these projects in "as space allows" and by waiting patiently for that to happen we get the printing done for free! The projects being printed are: Membership Cards, Recruiting Postcards (to be mailed to some 400 area Miata owners that are not currently San Diego Miata Club members), and Recruiting "Business" Cards (so that members that wish to can "recruit" Miatas and Miata owners they meet during the day). All three of these projects are to be printed in color, complete with the new club logo! Thank you again Stef and Tom and Conklin Litho!

### Did I Mention That Patience Is a Virtue?

Much to my disappointment, initial inquiries into silk-screen printing of static-cling window decals printed in 4 colors (with one color changing to match Miata colors) indicate that it is going to be much more expensive than originally expected. Right now, we are looking at almost \$4 per decal with certain minimums required. It all adds up to around \$500, an expense the club just can't afford at this time. We will continue to look into the situation and report our findings. In lieu of finding a more affordable price, possible alternatives include printing the decals with only one car color (lowers the cost to below \$2 per decal) or selling the decals for cost to the members. I need everyone's feedback on this issue. Please send E-mail or telephone the club line and let me know your thoughts. My sincere apologies for promising something that I may not be able to deliver (without additional cost to the membership).

### Other Logo Items

Member Voodoo Bob Krueger took the initiative to have a sample name badge made, complete with the new club logo. The badges look great and VBob started taking orders at events in

August. Thanks VBob!

Also, at the Twilight Fun Run, Member Jeri Jones presented me with two San Diego Miata Club magnetic door logos! These are very attractive, measure 8" across, and attach easily (and safely) to any metal surface. For door logos of your own, or for any of your other sign needs, contact Jeri at "Sign Up" (689-8238). Thanks Jeri!

### Nobody Was Hungry?

Participation at the expanded schedule of Wheels 'n Meals in August was limited at best. My thanks to those that could attend. For now, let's stick with what seems to work well for most. Boll Weevil will remain a regular monthly Wheels 'n Meals (usually, falling on the fourth Thursday). If someone wishes to plan and schedule a Wheels 'n Meals in another area of the county, please let a board member know and we will get it added to the schedule of events.

### Pleasant Experience!

In August, I tackled many of the 60K maintenance items that were due on my Miata (my thanks to the Voodoo Man, JTBob Holland and Stef Gould for all of the help). Of course, for this I



needed some parts so I decided to make an "incognito" visit to one of our local discount dealers. I chose CUSH MAZDA in Escondido. What an excellent dealership! Their parts department staff was professional and courteous. They had all the parts I needed in stock and they were more than happy to match prices advertised in Miata Magazine! It was a pleasure to do business with them! My thanks to Steve Slebioda and all the parts folks at Cush Mazda!

### Reminders

We are still looking for a site for the first annual San Diego Miata Club Christmas Party. Also, we need a catchy name for this newsletter. Please send along your ideas and suggestions. Thanks!

Until next month — keep that top down!  
— MARK



### NAME BADGES

Have you been wondering where to get those nifty engraved plastic name badges that have been turning up on members at the latest events? They are available for a mere \$5 each from "Voodoo" Bob, the membership man. He is easy to get hold of —

corner him at the next event, E-mail (voodoo@adnc.com) or phone him (619/486-4711). Then give him a check or put one in the mail (the badges need to be paid for in advance).

Lots of colors are available:

Color of badge	Color of lettering
Red	white
Blue	white
Green	white
Maroon	white
Black	white or red
Yellow	black or blue
White	black, red or blue

