



SAN DIEGO MIATA CLUB NEWS

Miata

VOLUME 2 NUMBER 5

MAY 1997

A CHAPTER OF THE MIATA CLUB OF AMERICA

UPCOMING EVENTS

May 4 — Sunday



**Tech Day—Installing
Lou Stark's Shocks**

May 10 — Saturday



**Fun Run to
Campo Railroad**

May 14 — Wednesday



**Miatas at Malibu
Grand Prix**

May 22 — Thursday



Wheels n' Meals

May 25 — Sunday



Spring Picnic Tour

Early June



Fun Run

June 26–29



**Miatas at the Ranch
'97 National Event**

July 26 — Saturday



**Tech Day with the
Members of VROOM
and SOCALM + Side-
Trip to Jackson Racing**

From the Editor

The Price Isn't Always Right

I'm sure many of you have gone to a parts department at the local Mazda dealer, looking to replace something or get service for your car, and have been shocked by the prices some places charge. If you took all the parts that make a Miata, and purchased them from a dealership, you'd probably spend as much as you would on a new Ferrari F355 Spyder (which ain't cheap). This is the craze of the car manufacturers these days: help your bottom-line from parts sales. If that isn't bad enough, some parts you can't get unless they come with a major assembly, such as the cable on the power windows. You can't just buy the cable from Mazda; you have to get the whole power-window assembly. Spending a couple hundred dollars for a 10 dollar part does not engender customer loyalty or satisfaction.

There are ways around these pitfalls. We are fairly lucky here in San Diego to have such benign weather that doesn't beat our cars into rolling rust heaps, saving us time and money in restorations. But when we do need parts, dealers like Cush offer a decent club discount on prices that are fairly reasonable (compared to other Mazda dealers). Also, there are Mazda dealers that do mail order, such as Roebuck Mazda (800-633-8285). Their prices are usually the lowest around and they have most Miata parts in stock. They ship quickly, although they failed to put in a fuel filter I ordered, but quickly shipped out the part without the hassle of me having to prove I paid for it.

For some things we can get off-brand replacement parts, but others I feel that it is best to stick with Mazda parts, even though the prices are higher. One such item is the oil filter, and another is the gel cell battery. The oil filter is made specifically for our engines and has a check valve to keep the oil from back-pressure when the engine is turned off. Until I see written proof that another filter does a better job, I'll stick with the stock filter, as oil filtration is very important. The Miata battery is another expensive item, costing around \$110. It is a sealed battery using a gel substrate rather than the normal lead-acid variety. One benefit of the gel cell is that very little hydrogen gas is produced, which is important in an enclosed space like the trunk (remember the Hindenburg?). The other benefit is size and weight. If you replace the battery, you'll notice how light it is, compared to normal lead-acid batteries. There are very few lead-acid batteries that will even fit in the space our gel cell does, and most of those require an adapter for the battery hold-down. Since the gel cell is built specifically for our Miata, we don't enjoy the economies of scale like the lead-acid batteries, and therein lies the high cost. My Miata is a '92, and the battery is still going strong. "Voodoo" Bob Krueger has a '91, and he also is on his first battery (I bet I've killed it now). Given its longevity and other favorable attributes, I'll stick with the Mazda gel cell. There is a company called WestCo Battery Systems in Anaheim, CA (800-214-8040, 714-938-5080) that makes a replacement gel cell battery for the Miata. Unfortunately, I've yet to hear of anyone getting one, so I don't know how good they are. The WestCo battery is about \$89. Anthony "NevadaBob" Wilde is researching batteries for an in-depth article for next month's newsletter.

Another way to beat the high retail prices for parts is to pay wholesale. How do

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you do that, you might ask? The easy way is to join Mazda Competition Parts (800-435-2508, 714-727-6940). To qualify for parts under MCP's program, you must register and send race results from any sanctioned race, including local autocrosses. The difficult way is to open your own Mazda shop. I prefer the former (and it's a heck of a lot of fun). If you are an autocrosser, or are planning on racing your Miata, you can get parts at wholesale prices. Mazda does this to help promote its name in racing. Seeing the Mazda name on the national level podium is good advertising, so offering parts to racers is a good investment for the company.

Toyo Test Part II

In last month's newsletter, I mentioned the Toyo Proxes T1 that I had been testing. It's a great street tire, actually the best I've ever used. Now "Voodoo" Bob Krueger is running these tires, and I'm now using the Toyo Proxes FZ4 tires in 195/50 on 15" wheels. As a performance tire, these FZ4's aren't very sticky. They lack the ultimate grip the T1's have. In my brief experience, the FZ4 feels more like a commuter tire. The side-walls are soft and the tread looks like it is good for 50K-60K miles. The ride is smooth and quiet, and the tires don't tramline (follow the rain grooves on the road). If you want a sticky tire, then get the T1. But if you put a lot of miles on the car and ultimate grip is not a major concern, then the FZ4 is a good choice. See you on the twisties...

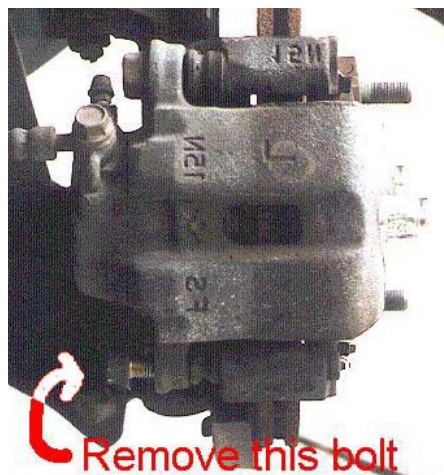
—ROBERT "JTBOB" HOLLAND

The Brakes

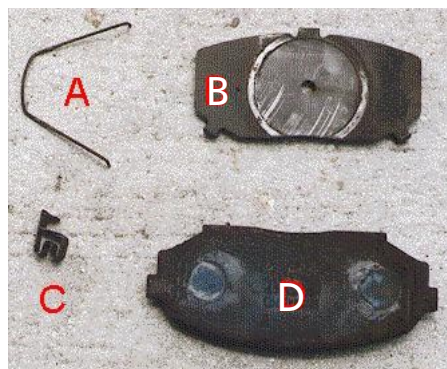
The brake pads on the Miata are extremely easy to change, requiring only a few simple tools to do the job right. The front pads will last about 60K miles before needing to be replaced. The rear pads will last around 100K miles. Of course, your mileage may vary. To start, you will need the following items: new brake pads, 4 jack stands, 14mm socket, 12mm socket, 10mm socket, socket wrench, torque wrench, 6mm Allen wrench, flat body screw driver, brake grease, brake cleaner, coat hanger,

spoon, and your favorite beverage (I prefer Guinness).

Loosen the lug nuts on the wheels, place the car on the four jack stands (preferably under the jack points), and remove the wheels. We'll start with the front pads. The caliper is held in by two 12 mm bolts, where you'll see a rubber seal on the back side of each caliper bolt. Remove the lower 12 mm bolt (see below). This will allow the caliper to



swing up, exposing the pads. Use the coat hanger to keep the caliper up and out of the way. You'll see two V shaped springs. Notice their orientation and pull them off. You can now wiggle both pads out of the brake assembly. Observe figure 2. A) Pad spring, B) Backing plate, C) Anti-rattle clip, D) Brake pad.



With each pad out, note carefully where the metal clips are placed. If you get Mazda brake pads, they will come with new clips, so keep the old clips and backing plates on the old pads for reference. If you get aftermarket pads, you will need to place the old clips on the new pads in the same orientation (keep the clips on the old pads until you are ready for the new pads). Also, there are shims on the caliper bracket (the part that wasn't pulled up) as well. Notice

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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 15th 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.

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

San Diego Miata Club

P.O. Box 2286
Spring Valley, CA 91979-2286



MEETING PLACES

Tech Day—Installing Lou Stark's Shocks

Date: Sunday, May 4

Time: 11:00 a.m.

Place: Beecher's Home in Scripps Ranch
11415 Scripps Lake Drive

Highway 15 to Mira Mesa Blvd East.
Right at end (Scripps Ranch Blvd), left
on Scripps Lake Drive. Up hill about a
mile and a quarter.

The main event
on this day
will be Lou's
shock
installation.

Members are welcome
to help and/or observe.

Tech Day, in general, means doing
your own work on your car with a little
technical helping hand from other
members. Tech Day does NOT mean
standing around watching while other
members do all of the work on YOUR
car. Bring those goodies you might
need help installing and be sure to
bring along any tools that you might
need to complete the job.



Fun Run to Campo Railroad

Date: Saturday, May 10

Time: 10:00 a.m.

Place: Carl's Jr. parking lot, 520 N.
Second St. El Cajon, just south of I-8

Run Leaders: Yvonne and Steve Hart

A fun run out to Campo, over some of
East County's best roads. Then hop on
the train for a 17 mile ride through the
Miller Creek area. The train is powered
by an authentic Steam Engine. A late
lunch (approx. 2:30 p.m.) at Live Oak
Springs Restaurant.

Lunch \$6-\$10/person. After lunch,
return to El Cajon via Old Hwy. 80
* Train ride cost \$10/person

Important Note! Car covers are recom-
mended. It is possible that fallout
(steam-oil combination) from the
Steam Engine could drift downwind
to the parking area!

Please RSVP to Yvonne or Steve at
(619) 579-9093, after 6 p.m.

Miatas at Malibu Grand Prix

Date: Wednesday, May 14

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

Place: Malibu Grand Prix, 8606 Miramar
Road, San Diego (566-4121)

This has proven to be a very popular
event and several members have
asked when we will visit Malibu again.
Here ya go! —

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
crowded. Cost usually works out to
\$1.75 per lap. (Most members pur-
chase between 10-15 laps.) Drivers
must also purchase a Malibu Grand
Prix license for approx. \$3.00 (don't
forget 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 per lap. Please bring cash
so we can pool our money for the pur-
chase. Thanks for your cooperation.

Wheels 'n Meals at Boll Weevil

Date: Thursday, May 22

Time: 6:00 p.m.

Place: Boll Weevil, 9330 Clairemont Mesa
Blvd. (At Ruffin Rd.), San Diego
(619) 571-6225

Attendance at the Wheels 'n Meals
continues to grow. Those that have
hesitated to attend because hamburg-
ers are not their favorite food have
been pleasantly surprised at the new
and diverse menu Boll Weevil now
offers (the chicken caesar salad is deli-
cious). This event is the single best
way to meet your fellow club mem-
bers, ask questions, share stories, etc.
Don't miss the fun!

San Diego Miata Club Spring Picnic Tour

Date: Sunday, May 25

Time: 11:00 a.m.

Place: Park & Ride/cul de sac—west side
of Highway 15 at Deer Springs Road
(North Escondido)

Run Leaders: Mary and Tony Beecher

This tour will wind through San Diego
County's north inland hills (with multi-
ple passes through Couser Canyon).
We will stop for a picnic at a local
farm. This farm will be at the height
of strawberry production and is run by
the founder of the Taco Bell empire.
It has a pristine produce farm with
green fields, rocky creeks, oak and
olive trees and perfectly preserved
antique equipment. Plan on bringing
a picnic lunch or buy one at the
deli/mini-mart (a scheduled stop along
the way).

Note: this run will NOT be canceled
because of rain!

UPCOMING NATIONAL AND REGIONAL EVENTS

May 16-18, 1997

Gathering of Miatas at the Four Corners

Hosted By: Sahuaro Chapter

Contact: Doug Rodney

Club members from all four states will
arrive the evening of May 16th. Tour
the area on the 17th and then a dinner
that evening. A Miata chain to Four
Corners Sunday morning with a photo
session and then break for home.
Sounds like fun. There will be over 100
Miatas attending. For motel rooms and
information: xtro@starlink.com

June 20-22, 1997

Harris Ranch

Hosted by: SAMOA/Oak Tree Mazda

Contact Bonnie J Lutz (916) 652-7408

June 26-29, 1997

Miatas at the Ranch '97

Hosted by: The combined California

Chapters of the Miata Club of America,
Moss Motors and Dunlop Tires

Flag is Up Farms, Santa Ynez Valley.

(800) 472-9445 for registration packet

August 15-17, 1997

Monterey Historic Races

Laguna Seca Raceway, Monterey, CA

This year you *must* order your advance
race tickets through Barbara Beach by
July 15. (They are the same price as
buying direct from Laguna Seca—less
their \$4.00 handling fee!)

Three Day pass \$75.00

Saturday and Sunday pass \$50.00

Saturday only pass \$30.00

The Miata Event on Saturday will
include corral pass, tent pass, break-
fast, lunch and day long refreshments.

*Please help Barb in planning another
great Miata event at the Historics by
ordering your tickets early.*

Send a check for the cost of race tickets
plus \$30 per person for the event to:

Barbara Beach Wolfson

1315 Buena Vista Drive
Vista, CA 92083

September 12-14, 1997

8th Annual Gold Rush

Hosted by: SAMOA

Sheraton Hotel in Rancho Cordova.

3 days—\$90 per car, including Friday
dinner, Saturday and Sunday break-
fasts, Monte Carlo Night, competitive
events—fun! Registration packets:

(916) 646-4435, www.miata.net/samoa



their orientation and pull these out. Now spray the brake cleaner on the brake assembly to remove road grime and brake dust, then dry it off.

Feel the brake disc. If there are a considerable amount of ridges in the disc, you may need to have the front discs turned. If you want the discs turned, you need to remove the upper and lower bracket bolts, and let the whole unit hang from the coat hanger, being careful of the brake line (don't let it stretch or bind). With the bracket off, the disc will come right off the hub. Proceed with the removal of the other side to get that brake disc off. You'll need to find a shop that does brake turning in a fine increment lathe (don't want to remove more disc material than necessary). It shouldn't cost more than \$10-\$15 per disc. When done, replace the discs and brake brackets, torquing the bracket bolts to 36-51 ft-lb (49-69 Nm). The caliper should still be held up by the coat hanger

Now place the new shims on the bracket (if aftermarket pads, use the old shims). There are four: two top, outside and inside, two bottom, outside and inside. Fit the backing plate on the new pads and place the anti-rattle clips on the bottom edge of the inside and outside pads (look at the old pads for reference). Now use the brake grease on the top and bottom edge of each pad (where it would come in contact with the bracket shims, also on the back side of the backing plate where the caliper piston comes in contact with it. With grease on both pads, wiggle the new pads back into the bracket shims. Do this to both sides of the car.

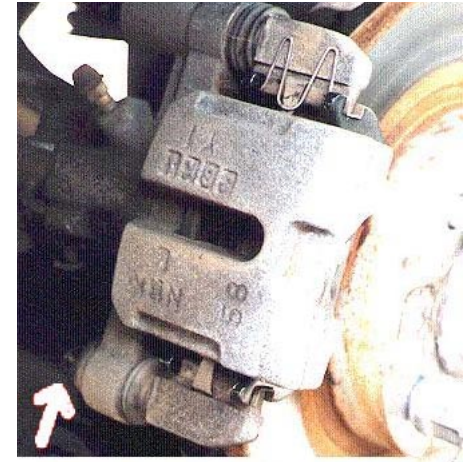
You now have all four front pads back into place. Replace the V shaped springs into the holes of the pads (they should point towards each other, upper and lower). Before you can lower the caliper, you need to push the piston back into the caliper body. As you do so, the fluid level in the master cylinder reservoir (left side of the engine near the fire wall, see figure 3) will rise. If the fluid level gets too high, you will need to spoon some out, being careful not to get the brake fluid on any painted surface as brake fluid is very corrosive. Now use a flat body screw driver, or if you have enough strength, use your fingers to



Remove this cap

push the round piston back into the caliper. You can see how much you need to push it in if you lower the caliper down onto the disc pads. You'll see how much interference the piston makes with the pads. Once the piston is retracted, lower the caliper over the pads. Squirt a little grease into the hole where the 12mm bolt came out, and also smear a little grease on the smooth shaft of the bolt, and finger tighten it back into place. Remove the upper caliper 12mm bolt, squirt a little grease into the hole, smear some on the bolt and replace it. Now torque both bolts to 58-65 ft-lb (78-88 Nm). Make sure the brake fluid level is correct and replace the cap. Pump the brake pedal a few times to get the caliper piston to readjust itself. You have successfully changed the front brake pads. Time for a drink.

The rear brakes are roughly similar to the front brakes, but there are a couple of key differences. On the back side of the caliper is a 14mm bolt. Remove the bolt and washer. This bolt is a plug to cover the piston adjuster. Put the 6mm Allen wrench in the hole and turn in counterclockwise about 10 turns (you may need to be underneath the car while doing this). The Allen wrench turns a small cam that in turn uses gears to back out the piston, so there won't be any movement in or out of the Allen wrench as you turn it. Remove the lower caliper bolt (10mm and may be covered by a plastic cap) and swing up the caliper (see figure 4). Remove and replace the pads just as you did on the front brakes. Clean the brake assembly, replace the plates and shims, grease the pad edges, replace the pads and this time W springs. The rear pads use a different pad spring. Use the other brake as a reference when replacing these springs and clips. You'll also notice the shims are different from the front. Lower the caliper. If the piston interferes with



Remove this cap & bolt

the pads, use the Allen wrench to retract the piston some more. Remember to check the brake fluid reservoir to make sure it doesn't overflow (keep at the FULL level). Keep turning until the caliper is free of the pads. Squirt some grease in the lower bolt hole, grease the bolt and replace finger tight. Torque the lower caliper bolt to 25-29 ft-lb (34-39 Nm). Upper caliper bolt need not be removed. If you removed the bracket bolts, they need to be torqued to 36-51 ft-lb (49-69 Nm). You now need to position the piston just short of full contact with the disc. Release the parking brake so the rear hub will rotate freely. Using the 6 mm Allen wrench, turn the adjuster screw clockwise until the hub can no longer rotate, then back off the adjuster counterclockwise about 1/3 of a turn. Replace the 14mm bolt and torque hand tight, about 15-20 ft-lb.

With all four corners done (or two if only front or rear done), you now need to break the pads in. Go to a flat parking lot (hopefully empty), go about 20 mph and then step hard on the brake pedal, short of locking the brakes up. Do this about 8-10 times. This will heat set the brake pads. Go home and let the car sit on a flat surface with the parking brake OFF, so the pads and discs can cool down evenly. After a couple of hours, everything should be set. Go easy on the pads for about 50 miles to make sure the surface gets worn evenly. Once done, you'll be able to do this whole job again in about 1.5 to 2 hours, depending on how many beverage breaks you take.

—ROBERT "JTBOB" HOLLAND

PHOTOS: KEITH RICHMOND



Run to Monster Motorsports



Thirty-five members attended the Run to Monster Motorsports. Starting with a quick trip to Monster where the crew had assembled a display of their Monster and Mega-Monster Miatas, custom accessories, donuts and coffee. We looked at everything, asked lots of questions (got good answers about various superchargers), and observed the firing of the ballistic potato launcher.



We traveled to a park for a picnic under live oak trees. The tranquil lunch was followed by a Rainer-Run.

PHOTOS: VOODOOBOB KRUEGER AND ANTHONY "NEVADABOB" WILDE





Members Anthony Wilde, Jack Monaco, Tony Beecher, JT Holland, Mark Booth, Stef Gould, John O'Hara, Jeanette Holladay, Bob Krueger and Tom Gould at the auto show.



PHOTOS : ANTHONY "NEVADABOB" WILDE

Rainer Mueller and Mark Booth have a look at the Monster Miata. Vicky Krueger savors her very first time in a Miata's driver's seat!

San Diego Auto Show

Richard's One Step Quick Weight Loss Program—or how to lose 2200 pounds, thousands of dollars and tons of self esteem in five seconds or less

It's easy. Eat a curb, then munch a few metal posts for dessert. It's low calorie, high fiber. I guarantee you won't suffer from constipation for several days. That's pretty much the diet. Please check with your doctor and/or insurance company before any serious weight loss program.

On a more serious note I would like to express my most heartfelt thanks to

the members of the San Diego Miata Club. During the first annual meeting I talked about how much I have enjoyed the club members and activities. I hated to lose a car to reinforce my beliefs, but without the club support I don't think I would have such a positive attitude six days after such a traumatic experience. I am so glad MARK BOOTH had a camera to record the awesome event. THE BEECHERS were the best at helping me strip a car in broad daylight in front of a Highway Patrol officer, before it was towed. (Never trust anyone or leave your car unattended!)

I just wanted to say thanks for all the concern and support to all the club members—also to the vultures circling to scavenge the carcass on the first "Wreck Tech Day."

—RICHARD SHERSCHEL



PHOTO MARK BOOTH



Rich Taylor demonstrates how light a Miata is once the differential and wheels are removed. Ken, underneath, hopes he won't slip. (Don't try this at home.)



Richard looks on as a dapper Ken Evory uses a pry bar in preparation to removing his Sebring Supercharger.



PHOTOS: STEF GOULD

Jason Moorhead lends a hand by removing some of Richard's audio components. Note the airbag (which cracked the windshield when it deployed).



Scripps Aquarium Fun Run



It's early on a Sunday morning. The sky is dark and overcast; the temperature a tad cold—but 22 shiny Miatas were lined-up and ready to go! What a nice surprise! Debbie and I wanted to take advantage of some of the best scenery in San Diego: the beaches—and what better way to do that than top-down Miata-style.

We gathered at the downtown Carlsbad Coaster Station and after a quick briefing, headed South down “Old 101.” (Special thanks to ART HAMILTON for snagging passing members so they didn't miss us in the back of the parking lot.)

We were pleased to see many familiar faces: MARK and CATHY BOOTH; TONY and MARY BEECHER; PHIL DAOUST; KEN EVORY; TOM GOULD; ERIC and KATHE GUSTAFSON; ART HAMILTON, ANNA and CRAIG JAMESON; JERI JONES; JED LOUVIER; RAINER and MARIANNE MUELLER; JOHN O'HARA and JOHN SIMPSON. And there were some brand new faces as well: BONNIE ALONSO and her friend, whom had just moved here from Arizona.

This fun run was a little different than most in that the pace was very leisurely—it had to be—with stop lights,



PHOTOS: BOB LLEWELLYN

stop signs, beach traffic, etc. But remarkably, we were able to stay together fairly well.

We glided past the cities of Carlsbad, Encinitas, Solana Beach and Cardiff, then slowly moved through Del Mar—where the reactions were priceless. “Look! It's a Miata Regatta!”, was just one of the comments overheard. As we continued to drive along you could almost see the water through the haze! No matter, we had taken over the road—and all you could see was wall-to-wall, bumper-to-bumper Miatas!

We slowly worked our way past Torrey Pines State Beach and up the winding grade. And at the top of Torrey

Pines—a U-turn! (This was necessary due to road construction on Genesee.) One-by-one, we turned back northward. [Tony Beecher made the best fishtail during the U-turn—too bad Debbie didn't catch it on the video tape!]

After a quick right turn on Sorrento Valley Road, we drove a small batch of “mini-twisties” and onto I-5 for a short distance until we arrived at the Stephen H. Birch Aquarium, where we took a quick “photo opportunity” in the circular drive in front of the museum. (Do it fast and nobody bothers you!)

The Stephen H. Birch Museum is relatively new. For any of you long-time San Diegans, this museum replaced the old Scripps Aquarium that was near Scripps Institute.

We parked together as one group, then everyone explored the museum on their own. (Several people told me that they had never been here before. Seems that's usually the case: Sometimes locals rarely have time to see something that's in their own backyard.)

After touring the museum, the sun finally makes its presence known—and we end the run by heading over to University Towne Center and “Hops” Bistro and Brewery. This micro-brewery has some great beer—and the bread sticks are pretty good too! While we're waiting for our food, STEF GOULD and CINDY PALOMA walk in. They had just driven back from the San Joaquin Valley Miata Club's Poker Run.

Many thanks to all who participated in the run. All-in-all, a nice ending for a nice day of beaches, fish, food, Miatas and friends !

— BOB LLEWELLYN

Cindy Paloma and Stef Gould in Selma, CA at SJVMC St Patrick's Day Poker Run



PHOTO: GERRY CONN



The Annual Meeting



Picnic before the Annual Meeting in Balboa Park



Mark holds the award given by many of the club's members to thank him for his commitment to guiding the club during its first year. He was pleased to accept the member's unanimous vote for a second year as president.



Birthday cake celebrates lap one—our first year



New Members!

The following are the new members since the last newsletter:

Bonnie Alonso & Steve Feldman

San Diego
1995 M (Merlot)

Robert L. Clarke

Spring Valley
1996 M (Starlight Blue)

Cathy & Jim Phillips

Hemet
1992 Yellow A

Marky & Ed Pitts

Oceanside
1990 Mariner Blue Base

Steve & Laurie Waid

San Diego
1990 White A

Peter J. Westkaemper

La Jolla
1994 M (Montego Blue)

There are now 148 memberships consisting of 225 members.

- 51 Red
- 26 White
- 15 Black
- 14 Montego Blue
- 11 Mariner Blue
- 6 Merlot
- 6 Silver
- 6 Starlight Blue
- 5 BRG
- 5 Laguna Blue
- 3 Yellow
- 1 Unreported

AUTOCROSS AT THE MURPH

The following autocross events take place in the Qualcomm Stadium parking lot.

Date	Event
Sunday, May 18	Championship
Saturday, May 31	Practice
Sunday, June 1	Championship
Saturday, June 21	Practice
Sunday, June 22	Championship

Autocross information sources:
 San Diego SCCA Hotline: (619) 441-1333
 Cal Club SCCA Hotline: (818) 988-7223
 Steve Hart: (619) 579-9093



Annual Meeting Recap

Before getting into the specifics of the meeting, please let me extend my sincere thanks to each and every one of you for the wonderful recognition items presented to me at the annual meeting! The etched-glass trophy, framed and signed "limited edition" club logo and gift certificate were complete surprises and are very much appreciated. It has been, and continues to be, an honor to be associated with such a fine group of individuals. I have purchased a torque wrench with the gift certificate and I will be reminded of your generosity every time I use it. Thank you!

Let me also thank my wonderful and beautiful wife Cathy for her support, encouragement and patience! I know I sometimes spend way too much time attending to club business (I easily lose track of the time because I'm actually having fun) and Cathy has just been absolutely super about it. To have her in my life makes me the luckiest (and happiest) man alive. Thank you Cathy, I love you!

Here are your newly elected board members for the 1997-1998 year:

President—Mark Booth

Vice-President—Rainer Mueller

Secretary/Run Coord—Natalia Rissolo

Treasurer—Tony Beecher

Thank you for your vote of confidence and my congratulations to Rainer, Natalia and Tony. I look forward to working with you over the coming year. My thanks to outgoing board members Cindy Paloma, Ruth Stark and Mary Beecher. The club would not have been able to grow this large this quickly without their dedication and hard work!

Continuing in these appointed board positions are:

Membership—Bob Krueger

Internet E-mail list—Cindy Paloma

Web Page—Robert Holland

Autocross—Steve Hart

Newsletter:

Editor—Robert Holland

Layout and Design—Stef & Tom Gould

My thanks to each of you!

Other Business

At the meeting, each member received a copy of the BEAUTIFUL membership roster that member Stef Gould put together. Additional copies are available from Stef. Catch her at the next event.

Also, each member received a copy of the club By-Laws (additional copies are available from Stef). The following change to the By-Laws was voted upon and unanimously approved by the members in attendance:

Article IX. Nominations, Elections, and Term of Office

Add the following:

E. All elected officers must be residents of the County of San Diego.

Thanks to the generous donations from Cindy Paloma (mud flaps and change holder), Jack Brandais (car cover), Rainer Mueller and Monster Motorsports (t-shirts) another \$187 was raised with a raffle. Thanks gang!

After the meeting, everyone headed to the back of the room for a slice of delicious "Birthday Cake" which was adorned with a special Tom Gould-designed San Diego Miata Club decoration. Thank you Tom and Stef!

Richard's Wreck

Unfortunately, a damper was put on the festivities when we learned that member Richard Scherschel (and passenger Ken Lally) had been involved in an accident nearby. Fortunately, no one was seriously injured in the accident. I am sad to report, however, that Richard's beautiful '90 Mariner Blue was totaled. Richard has already settled up with his insurance company and is on the lookout for an earlier model Miata in either Mariner Blue or Silver with low miles and in excellent condition. Please keep your eyes and ears open for any good buys and pass the info along to Richard (286-2412).

The insurance company gave Richard the OK to remove any after-market accessories that had been added to the car and in a move that proves Richard's wonderful sense of humor, Richard held our first-ever (and

hopefully last) "Wreck Tech Day" a week after the accident! Way to go Richard! Hope you find that perfect replacement Miata soon.

Miata At The Ranch

I hope everyone has made their hotel reservations for this 1997 National Event. Late word has it that the Andersen's Best Western is full and the Buellton Windmill Motor Inn will probably be full by the time you read this. There are still rooms available at the Marriott and, possibly, at the Motel 6.

If you haven't sent in your event registration form you might want to get that done ASAP. There is an extra charge for late registration! If anyone needs an event registration form you can obtain one by calling the event hotline at: 1-800-472-9445.

Plans are falling into place for the San Diego Miata Club caravan to Miata at the Ranch on Thursday, June 26. We will leave from San Diego's North County area at about 9:00 a.m., stop in Orange County to pick up a few more members, stop for lunch in North LA County, and arrive in Buellton around 3:00-3:30 p.m. Complete details will be in the June issue of the newsletter.

Miscellanea

Point Loma Embroidery has asked us to remind all members that prices listed on the order form included in last month's newsletter do NOT include sales tax or any shipping charges.

We still have plenty of the static-cling window decals. However, we plan to sell them at the National Event. Get yours today before your car color is gone! See Stef Gould at the next event.

Once again, Stef and Tom have arranged to have the recruiting cards printed for free. We had 3,000 printed. It should be a while before we run out again. Pick some up at the next event. By the way, this still is the number one way to recruit new members.

Until next month — keep that top down!

— MARK

