



SAN DIEGO MIATA CLUB NEWS



VOLUME 2 NUMBER 12

DECEMBER 1997

A CHAPTER OF THE MIATA CLUB OF AMERICA

UPCOMING EVENTS



December 6—Saturday
**Toys for Tots
Toy Drive**



December 6—Saturday
**Wheels 'n Meals—
North**



December 13—Saturday
Holiday Party



December 18—Thursday
**Meeting at
Boll Weevil**



January 4—Sunday
**Enthusiast
Hangover Run**

Key to Icons



Wheels 'n Meals (Social)



Fun Run



Internet



Tech



Autocross

Membership Renewal

If the month/year found on your mailing label matches the month/year of this newsletter, this is the last issue of the SDMC newsletter you will receive unless you renew your membership. Don't miss a single issue...renew today!

From the Editor

Coming Through in the Clutch

The clutch on my Miata had finally run its course; at the last autocross I pushed it over the edge. As I tried to drop the clutch at 4500 RPM, I expected to hear a brief chirp from the tires. Instead, I heard what sounded like an automatic transmission engaging, which wouldn't be so bad except I have a manual transmission (of course).

So "VOODOO" BOB KRUEGER, ANTHONY "NEVADA BOB" WILDE, IAN DACANAY and I gathered one morning to tear my car apart so we could install a new clutch. Eight hours later, the job was finished! Yes, that's right, eight hours! Actually, it took us about 30 minutes to replace the clutch, and 7 hours to tear the transmission apart and put it all back together (another 30 minutes were dedicated to sampling a few brews).

You see, replacing the clutch is easy, getting to it is very time consuming, plus a couple of us (like myself) had never done this before. Needless to say, it was a learning experience.

Lesson #1: The last bolt to remove will always be the most difficult to reach.

Lesson #2: To get your objective removed, you have to remove two other ancillary pieces.

Lesson #3: Lessons 1 and 2 occur with maddening regularity.

First you remove the exhaust, all of it just aft of the header. Then you drop the power plant frame, which carries the load of the transmission. Remove all the bolts holding the transmission to the bell housing and drive shaft. Drop the transmission (hopefully not on your chest). Sounds simple, no?

When we finally had the clutch plate removed, the pressure plate side had half the material ripped away (I guess I was a little hard on my clutch). I always thought that the Miata clutch was the weakest design on the car, but after looking at the clutch plate and reflecting on the amount of abuse I put it through, I was coming away with a good amount of respect for the unit. So we installed a kevlar clutch and lightened flywheel, which will hopefully stand up to the rigors of racing and make up for some of my deficiencies at the autocross. Was it worth it doing the work myself rather than paying a qualified mechanic? I think so, but I was definitely having a few misgivings during the day. Plus I learned quite a few things along the way. The power plant frame is a work of art. It weighs about 5 pounds, yet it ties together the transmission and differential, making sure all available torque gets delivered to the rear wheels. This job is most definitely not for the faint of heart, as a good amount of tools and time will be necessary to complete the job. Lucky for me I had some great friends who made the job doable in one day. I sure do hope this new clutch will last for quite a few years, as I really don't want to tear into my transmission anytime soon. Well, the old clutch only lasted 70,000 miles, but those were some really fun miles. Let's hope the new clutch brings more fun in the miles to come.

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My Best Peter Egan Impression

Just recently, I picked up and brought home NATALIA RISSOLO'S 1967 Datsun 1600 "Fairlady" Roadster. Over the next year or two, I'll be restoring this car to (hopefully) original condition. I've always wanted an older vehicle to restore, and now I have one. I still have the VW Vanagon, but that now resides outside. It's amazing how much room there is in the garage now that it holds just the two roadsters (remember I still have the Miata). In the last issue of *Road & Track*, Peter Egan explained quite nicely how guys like myself go looking for projects such as this. Now, if I can only learn to be as eloquent...

See you on the twisties...
—ROBERT "JTBOB" HOLLAND

Oil

One of the most frequently asked questions on the club's E-mail list concerns engine oil. Recently several members wanted to know what kind of engine oil to use. BRIAN BEEZLEY asked for an informal survey of other users, and here is his conclusion: "Which Oil to Use? I'd like to thank everyone who

 commented on their choice of Miata engine oil. I thought you might be interested to know that the overwhelming choice of those who responded was Mobil 1, 10W-30. Red Line was mentioned by several performance enthusiasts. I also wanted to share a couple of oil web sites that DAVE OKAMOTO passed along: There's an interesting quantitative comparison of technical specs for competing oil brands at <http://www.rose-hulman.edu/~millergd/oil.html>. A second site of interest is Red Line Oil at <http://www.redlineoil.com>. Red Line's company history and unusual products are quite interesting."

Concerning Mobil 1, ANTHONY WILDE (NevadaBob) responded with: "I have used Mobil 1 synthetic in all my engines since it came on the market. Great stuff and readily available. I have over 100,000 miles on the engine now and it still runs great. In another career I worked in an oil analysis laboratory.

By analyzing the oil in aircraft, heavy equipment, or cars, one can predict failure of a component and repair it before a catastrophic failure. The synthetic oils constantly show lower levels of metal wear than a comparable dino (petroleum) oil. The most important thing with any oil is to change it regularly. Oil itself doesn't wear out, it does get contaminated. The contaminants include acids that do a number on the metal parts inside the engine. The additive package of the oil counteracts this, and this is the part that needs replacement. You could just dump in an after market additive package, but you can get into trouble. Just changing out the oil is the cheaper and more reliable way to go."

In a related topic with Mobil 1, MARK BOOTH has noticed a very small oil leak around the head gasket on his '92 which has been running Mobil 1. As an experiment, Mark has changed to a different, non-synthetic, oil to see if the leak would stop. So far it has, but we will keep an eye on it.

In summary, the best advice concerning oil, is to use a quality oil (regular or synthetic) and change it regularly. By trying to extend the life of the oil, you can actually cause more problems. Change the filter with each oil change, at between 3,000 and 5,000 miles. If you spend a lot of time in traffic — who doesn't? — the 3,000 mile interval is the better one.

E-Mail Software Free for Members

You DON'T need to be on the Internet to use this!



About 70% of the SAN DIEGO MIATA CLUB is already on the Club's private E-mail list, you can be too! Don't miss out on last-minute events or Tech Days! Requirements: IBM-compatible computer, a 9600 baud (or faster) modem, and access to any phone line. This program does NOT tie up your phone line for longer than two minutes per session, and it is extremely easy to use. Call FRANK SHINE (before 9 p.m., please) at (619) 582-9280.

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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

Toys-for-Tots Toy Drive/ Wheels 'n Meals—North (Breakfast)

Date: Saturday, December 6

Times: 6:30 a.m. (7:30 a.m. North County)
Toys-for-Tots: Please bring unwrapped gifts for children (baby-teenage).

Meeting places: The new K-Mart parking lot in Mission Valley, 8730 Rio San Diego Drive 6:30 a.m.— we will leave at 7:00 sharp!

We will drive north to meet with North County members at the La Costa Park-N-Ride. (La Costa/ I-5 exit. Make an immediate left into the Park-N-Ride) The meeting time is early, but it is for a good cause and you get to eat! The Toys-for-Tots Drive is being held in conjunction with a Wheels 'n Meals—North get-together breakfast in San Marcos.

Run Leader: Michael Carrillo
at (619) 421-7556 or
Email: STRAY-1@msn.com

Toys For Tots— over 40 years ago, The Marine Corps Reserve started a drive for all the underprivileged children in their area. The tradition grew nation-wide. Since tradition is one of the main pillars of the Marine Corps, the toy drive still marches on today.

We will drop off the toys at Camp Pendleton and then drive southeast to breakfast in San Marcos.

Thank you all in advance!

Wheels 'n Meals—North (Breakfast)

Time: 9:00 a.m.

Date: Saturday, December 6

Place: Coconuts, San Marcos

San Marcos Blvd. exit off Hwy. 78 (Westbound) Coconuts is in Restaurant Row one block west of Via Vera Cruz.

No promises, but the club silkscreened T-shirts may be available at breakfast!

Holiday Party

Date: Saturday December 13

Time: 6:30 p m.

Place: Bob & Debbie Llewellyn's Home
2045 Sequoia St., San Marcos, CA
(760) 598-5399 or boblee1@thegrid.net
It's time for the San Diego Miata Club to celebrate the holidays!

RSVP by Thursday, December 11

Gift Exchange If you wish to participate in the gift exchange, you need to bring a \$20-\$25 car-related wrapped gift. Couples may bring one gift each if they like. The idea is, you bring a gift and you take a gift home. We do draw numbers, and we are allowed to "steal" the gift once. But...we steal "nicely," Mark will explain.

Attire, etc. Festive, but be prepared to take your shoes off— we'll give a prize for the best socks!

Please no smoking.

Food Planned Pot-Luck. E-mail or call Bob & Debbie by Thursday, December 11, or sign the list that will be going around at events. There are several categories to choose from: appetizers/ chips & dip, main dishes (be specific), salad/vegetables, dessert, dinner rolls.

Please bring your food cut/sliced and ready to serve from your own dish with your own serving utensils. We will provide plastic wrap for your leftovers. Let's try not to have one or two people putting out food and opening bags of stuff, and cleaning up all night...

This party is for everybody to enjoy.

Bring your own beverages if a couple of people can bring their ice chests and some ice, that would help tremendously. Some of you have volunteered to come a little early to help set up, and you will be received with open arms! Just call us for specifics.

Accommodations You are welcome to stay overnight if the drive home is too much to handle. We have a guest room with a day bed and trundle. We also have a sleeper sofa, and 2 more standard sofas. Or...you can bring a sleeping bag, we have plenty of floor space.

Directions From the Southeast, take I-15 North (way North) to 78 West (Oceanside/78 West) off-ramp. Take 78 West to San Marcos Blvd Exit. Go left (West) onto San Marcos Blvd. (under the 78 Fwy), follow San Marcos Blvd., pass over Rancho Santa Fe Road (DO NOT turn on RSF Rd). At the second traffic light past the intersection of San Marcos Blvd. and Rancho Santa Fe Road, turn left on Acacia Street. You will be turning left into the "Laurels/ Country Classics" housing development. There is a trailer park development on the right side of San Marcos Blvd. After turning left on Acacia take the first right to Sequoia Street. Our house is on the left side of Sequoia.

From the Southwest, take I-5 North to Palomar Airport Road Exit. Turn right on Palomar Airport Road. Pass over El Camino Real (DO NOT turn). Follow Palomar Airport Road— the name changes to San Marcos Blvd. when you pass Business Park Way. Turn right on Acacia Street which is at the first signal past Business Park Way.

You will be turning into the "Laurels/ Country Classics" housing development. After turning right on Acacia, take the first right onto Sequoia. Our house is on the left side of Sequoia.

From Orange County and beyond, take I-5 south, turn left on Palomar Airport Road, and follow the directions in the second paragraph above.

From Escondido and points north off of I-15, take I-15 South to Oceanside/ 78 West on ramp and follow directions in the first paragraph above.

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Meeting at Boll Weevil

Date: Thursday, December 18

Time: 6:00 p.m.

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

One last get-together before 1997 draws to a close. Please attend if your busy schedule permits you the time. This will be your last chance to purchase club logo merchandise in time for the holidays.

Enthusiast Hangover Run (joint run SDMC/SOCALM)

Date: January 4, 1998 (Sunday)

Time: 10:00 AM

Place: Ortega Business Plaza, San Juan Capistrano

Directions From the 5 Freeway, exit on Ortega Highway (74) and go East. Approximately half a mile after you exit, turn Right on Rancho Viejo and then turn immediately left into the Ortega Business Plaza. We will meet at the far end of the parking lot.

Run Leader: K. Zack Broadbent, (714) 525-9065

E-mail: racerzack@aol.com

Web site: <http://members.aol.com/racerzack/miata.htm>

This will be a fun run along Ortega Highway to Lake Elsinore. After a brief stop, we will head South toward Temecula. The run will end with stops at a couple of the Temecula Valley wineries, and will leave you near Interstate 15. This will be a smooth, civilized drive along Ortega Highway and some of the Riverside County/San Diego County twisty roads. Wineries for tasting/tours to be determined. Be prepared to spend money on lunch and possibly a small amount for wine tasting. Drivers are asked to remember the laws about drinking and driving.

**U P C O M I N G
N A T I O N A L
A N D R E G I O N A L
E V E N T S**

March 27-29, 1998

Miata Performance Driving School

Willows, CA (one hour north of Sacramento) \$300 registration, see story on right.

May 22-25, 1998

"Moon Over Miata"

Golden Gate Getaway '98

Pleasanton Hilton in Pleasanton, CA Hosted by: BAMA

Room rate: \$73.00 per night

Event Registration: \$195 per couple, \$165 solo

Events include: Friday Night Wine & Pasta Welcome Dinner, Sunday Awards Banquet, Monday "Getaway" Breakfast, Photo Rally, Autocross, Funkhana, Fun Run and lots of vendors.

Also includes special Saturday Night Dinner Extravaganza: "Evening at Blackhawk" Behring Auto Museum. The finest attire you can pack is encouraged. For registration packets, contact Ken at (510) 484-4174 or E-mail at ken@cdec.com.

June 30-July 3, 1998

"Miata Mountain Madness" '98 National Event

Split Rock Lodge in the Poconos— See story on page 7 in this newsletter.

Hosted by: Delaware Valley Miata Club

September 18-20, 1998

"Rock Around the Clock" 9th Annual Gold Rush

Sheraton Hotel, Rancho Cordova, CA Hosted by: SAMOA

Driving events, speakers, dinners, vendors and lots of fun! (916) 646-4435 or GoldRush98@aol.com Web: Miata.net/SAMOA

'98 Thunderhill Miata Performance Driving School

March 27,28,29, 1998

Willows, California (one hour north of Sacramento)

Since *Miata Magazine* came out with the Thunderhill article, I've been getting a lot of E-mail from people wanting more information about the '98 event and even wanting to sign up already.

The event will be limited to 100 students. Classes will start on Friday evening at the track with dinner provided. This will get the "class time" out of the way during the evening hours when we couldn't use the track anyway. Students will be on the track first thing Saturday morning (probably 7:30 or 8 a.m.).

All day Saturday and Sunday morning we will use both tracks to get as much track time and individual instruction as possible for all students.

On Sunday afternoon, we will use the track like a large autocross course for a timed event. This will give the students a chance to use some of what they have learned by competing against the clock for prizes.

The date has been set for March 27, 28 and 29, 1998. Registration is \$300 per driver. Included will be a T-shirt, patch, dinner, prizes and one hell of a fun weekend!

Interested? Register on-line at www.dnai.com/~bmc/miata/school.htm or send your name, address, phone, Miata color, year, T-shirt size, and a \$300 check (made out to Ken Freeze).

Ken Freeze
Miata School
1521 Ridgewood Dr.
Martinez, CA 94553

You should also advise Ken if you will need to borrow a helmet and if you plan to have more than one driver using your Miata. Registration until January 30, or all places are gone! You will receive confirmation by mail or E-mail within two weeks.

Phone (510) 370-8262 between 4:30 and 8:30 p.m.
—KEN FREEZE

A U T O C R O S S A T T H E M U R P H



The following autocross event will take place in the "Qualcomm Stadium at the Jack Murphy Sports Complex" parking lot.

Saturday, December 13

Tech starts at 7:45 a.m., first car goes out at 9 a.m.

Autocross information sources:

San Diego SCCA Hotline:(619) 441-1333

Cal Club SCCA Hotline:(818) 988-7223

Rainer Mueller:(760) 439-0067





Miata Row —A Winner!

Sunday, November 2, 1997
 S DMC added another chapter to its rapidly growing scrapbook at the San Diego Stadium Foreign Car Show. At 8 a.m. eleven gleaming and finely manicured Miatas entered



the gate and were promptly ushered to their own row— center stage of course! Each driver was given a dash plaque to commemorate the occasion. The marquee car of the day? MIATA! Many thanks to the show's promoter, Ray Taylor, for showcasing our little gems. (He usually puts a Jag or Porsche on the dash plaques!)

Eight different colors represented a marvelous display of the hard work and pride of our members. Spotlighting Miata Row were our two supercharged additions; hoods opened and bells and whistles aglow. It was a photo opportunity befitting Bill Clinton!

Judging of the event was done by popular vote of the attendees, and by the amount of attention the Miatas were getting it was apparent we were in the running. Club President MARK BOOTH had a great time proudly extolling the benefits of joining SDMC to several inquiring Miataphiles and sharing his photos of the new '99.

Adjacent to the car show, the auto swap meet was in full swing and our contingent managed to buy every Miata model in sight. Super-shoppers BARB SHEV and Mark Booth making the finds of the day. Barb—a rare yellow hot wheels model and Mark—a Beemer Z-3; a sinister purchase, something about smashing it and HANGING it from a

Each driver was given a dash plaque to commemorate the occasion.

Hotwheels tow truck. Some of the group adjourned to Hooters for lunch and to get out of the heat.

Presentation of trophies at 1 p.m. brought HIGH REWARD to Miataville. Our two supercharged editions — JON BRAISTED and KEN EVORY taking the top two prizes respectively. A powerful Miata contingent it was, third place going to a Rolls Royce! (some said the owner looked sick when he picked up his trophy.)

Post show stops at the autocross and a pit stop at 'JT'BOB HOLLAND'S house to view the SDMC surgical team performing a clutch transplant operation on a red edition (NEVADA BOB under the car with a wrench in one hand and a piece of pizza in the other, truly a relentless worker!)

Thanks to all those in attendance. It was truly "A MIATA DAY."
 —PHIL DAOUST

Ken Evory proudly displays his trophy. His super-charged '95 Merlot M edition Miata took 2nd place in foreign cars.



PHOTO: PHIL DAOUST



PHOTO: JACK MONACO

The interior of 1st Place winner Jon Braisted's super-charged red Miata is black with carbon-fiber console and red accents—red and black Momo steering wheel with a carbon-fiber emblem, and a polished Team Voodoo shift knob.

Rainy Day Blues

Sheltered from the rain and sleet
 My Miata rests on cold concrete
 Waiting patiently for the sun.
 Its gears still, its engine cold

It dreams of sunny, twisty road
 And miles and miles of open run.
 How odd it looks with the funny top
 That blocks the rain but steals the sun
 And takes away half the fun.
 My Miata's sad and so am I
 But soon enough the clouds will clear
 And off we'll go to chase our dreams.

—BRIAN BEEZLEY

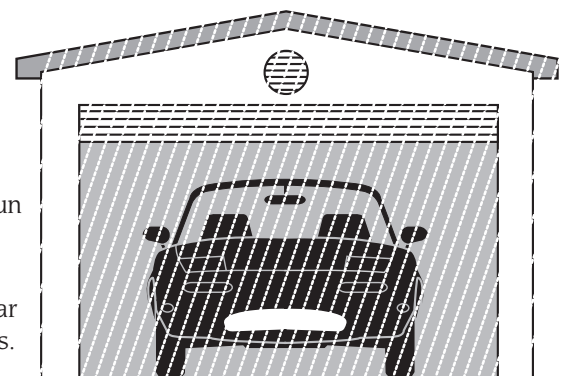




PHOTO: BARB SHEV

Miata Regatta

November 9 heralded the third annual Miata Regatta, hosted by RAINER AND MARIANNE MUELLER. This was the run which drew together the original founders of the SAN DIEGO MIATA CLUB way back in October 1995. It was this core group that went on to charter the club the following March.

The day was bright, beautiful and sunny; a typical San Diego County top-down Miata kind of day, when the participants assembled in Oceanside that Sunday morning. After the run basics were discussed, over two dozen Miatas headed through east Oceanside, Vista and Valley Center on the way to beloved Couser Canyon.

Following a quick respite on the bridge after negotiating the twisties and turnies of Couser Canyon, the group headed through Rice Canyon and Rainbow on the way to Temecula. This scenic route included North County's answer to the fall foliage barrage of New England.

The old western town of Temecula gave the group an opportunity to stretch their legs, check out the antique shops, and savor some ice cream and drinks. Heads were turning as tourists and locals alike watched the assem-

blage of Miatas enter and then leave town. That's one of the great things about a Miata run: you get to see so many smiles— not only on the Miata drivers but those other drivers on the road as well.

After Temecula, the group headed through De Luz Canyon, an old time stagecoach route. De Luz Canyon offers more great twisties and turnies, several altitude changes, more great fall colors, and views of some pretty impressive homes hidden in the back country. Water was still trickling through some of the crossings which made their negotiation touchy.

Once through De Luz, the group entered Fallbrook where we all gathered for a late brunch at the Wildwood Inn. Sitting on their enclosed patio, serenaded by a guitarist, eating Eggs Benedict and telling Miata tales concluded the annual event.

After the relaxing atmosphere of the Wildwood Inn, the group left Fallbrook, some headed east to catch I-15 and others headed west to catch I-5 and home.

—RAINER MUELLER

- Participants:
- MICHAEL and ARLENE ADCKOCK
 - HANNI ANDERSEN
 - BRIAN BEEZLEY
 - RON BOLLES
 - MARK and CATHY BOOTH
 - BOB CLARKE
 - IAN DACANAY
 - PHIL DAoust
 - KEN EVORY
 - BRIAN GOODWIN and friend, Michelle
 - TOM and STEPHANIE GOULD
 - ART HAMILTON
 - GIVEN and CHRISTINE HARRISON
 - JAMES HIND
 - LORETTA and FRITZ HINES
 - JEFF HOLLADAY and friend, Gary
 - 'JT' BOB HOLLAND
 - NEAL HOWLAND
 - "VOODOO BOB" KRUEGER
 - DIANE LONG
 - JACK MONACO
 - RAINER and MARIANNE MUELLER
 - ELLIOT and BARB SHEV
 - MIKE THOMAS
 - TOM THOMPSON



PHOTO: JACK MONACO



PHOTO: BARB SHEV

Cathy Booth, Elliot Shev, Neal Howland, Ian Dacanay, Phil Daoust, and Art Hamilton in front of the "Immigrant Office" in downtown Temecula.



PHOTO: JACK MONACO

Into the Woods

We wanted to take a quick week on the East Coast during the remaining days of Fall—when Stef checked the Net and found a DelVal Miata Club Fall Foliage Run on the mid-trip weekend, we hoped we might tag along. Welcome, said Eric Evans and Fred Staffieri on E-mail, but no Miatas available to rent. So upon arriving in Baltimore on Thursday we picked up a red Mazda... Protégé, something missing here. We set out on our first leg, to Washington DC to visit friends, then Friday to the Eastern Shore of the Chesapeake Bay with other friends. A couple we met at dinner coincidentally just had acquired a red '92. (No, they didn't offer it to us for the next day's run, but we exchanged some tips and told them about DelVal and Capital chapters.)

The next morning, Sunday, we rolled out at six, thankfully with the time change in our favor, for the 130-mile trip North to Lambertville, NJ on the Delaware River—just upstream from Washington's Crossing Of The. It had rained Friday night and the skies were blustery and it was cold for us Westerners. We pulled into the starting point; the first pair of red Miatas followed in minutes. About 28 cars assembled, from all points of the compass—from New York in the North to one from Chestertown, MD, just next door from where we had started out that morning. We were welcomed by President Gar Webb, VP Fred Staffieri and the membership. Our pins and decals were a hit.

Those who had travelled to the rendezvous with tops up quickly downed them. Stef rode with Fred and I with newsletter editor Eric Evans.

We paraded up the main street of picturesque Lambertville, quickly going left (.2 miles), the first of many jogs through the NJ and PA Pocono Mountain foothill countryside. Typical run directions, four out of 64 items:

- 48.1 miles Right on to Lower Saucon Road
- 49.4 miles Right on to Tumble Creek Road
- 50.4 miles Right on to Gaffney Hill Road
- 51.8 miles Left on to Buttermilk Road

Not quite the sort of directions we're used to, and totally confusing to outlanders as we switched back and forth across the river (I think).

The colors weren't at their very best due to the dry year, but we enjoyed a leisurely run through golden wooded valleys and along tree-bordered rolling farmland. Two covered bridges provided chances to test and compare horns. After a coffee stop the rain came down and tops went up. At 87.2 miles we ended at the Cactus Grill for lunch. Eric and Bill Kille from Chesterton very kindly ran us back across the river to



PHOTO: STEF GOULD

Lambertville to pick up our car.

The rain continued as we went on North. The rain stopped Monday for Stef to cross Staten Island and drop into Brooklyn (Uh, it turns out Third Avenue isn't the same as Third Street), collect my son for a quick Polish brunch, cross the Brooklyn Bridge to lower Manhattan, drop him at a recording studio, (crazed bike messengers everywhere, parking nowhere), light out for the Holland Tunnel, and after four maddening passes in all directions through various NJ Turnpike toll booths in Newark, head for Chadds Ford—Wyeth country.

Tuesday started cold and windy as we toured the Brandywine Valley Museum and the Longwood Gardens (4 acres of conservatories under glass), then the Delaware Art Museum, and back down to Baltimore.

A hectic but fun trip, nicely punctuated by Miata hospitality. Don't overlook the '98 National Event in the Poconos—these DelVal folks have been at work on this for some time and they're committed to making it a fun-filled event in a beautiful part of the country, and Miatas should be available for rent.

—TOM GOULD

1998 National Event— in the Poconos

Mark your calendars! The Delaware Valley Chapter, based in the greater Philadelphia area, is expecting to host over 200 Miatas at the 1998 Miata Club of America National Event. The event, known as MIATA MOUNTAIN MADNESS, will take place from June 30th – July 3rd in the Pocono Mountains—known as the Honeymoon Capital of the World. The event will be headquartered at

Split Rock Resort in Lake Harmony, Pennsylvania which is about 75 miles north of Philadelphia and 80 miles west of New York City.

The event is unique in that it will appeal to leisurely drivers, motorsports enthusiasts, and even those uninterested in driving events. In addition to beautiful mountain tours, rallies and driving games, the first 100 motor-

sports enthusiasts (beginner to advanced) can sign up for optional Hot Laps at nearby Pocono International Raceway! The resort itself offers lots of activities including golf, mini-golf, boating, bowling, first run theatre, indoor/outdoor pools, tennis, and more. River rafting and paintball are available off premises and an outlet mall is nearby for shopping excursions.

Costs are \$295 per couple and \$225 for singles and include all meals. Hot laps, which do not require roll bars, are \$75 per driver. Room rates at Split Rock Lodge vary from \$48 – \$90 per person per night and depend on how many people occupy a room. The best deals are on 2 bedroom suites that have separate baths and entrances—so start thinking about who would be good roommates. For those who want to fly in, Del Val is working on arranging some rental Miatas near the Philadelphia, Newark, NJ, and/or the Allentown/Lehigh Valley, PA airports.

For more information, or to receive a registration packet, call (215) 368-6968 or check out the web page at www.miata.net/madness98.





Dick and PJ relax during a trip. Seneca Lodge, Watkins Glen, New York, in August of 1994.

Member Profile

DICK AND PJ CARLSON

'Allo all from Dick and PJ Carlson, in Kansas City, Missouri. Yes, I know this is the SAN DIEGO MIATA CLUB, but of the local Kansas City bunch, I haven't heard so much as a peep. Besides, I know more of the SD members, having corresponded with many of them over the last couple of years on Compu-serve's Miataville.

Two years ago, at Monterey, I met VBob and JTBob, face to face, and I've known Woody for several years from the vintage racing circuit (I used to race a 1960 Lotus Elite and a 1962 Lotus



Super 7). We have a 1992 A package Miata, silver in color, that we bought used (76k miles) just

this summer. After replacing shocks, tires, timing belt and water pump (and the radio fix), I embarked on a 4000 mile familiarization cruise, from KC, to San Diego, then Monterey, and home. I met up with the San Diego bunch who were going to Monterey and tagged along in the caravan. I want to tell Tom and Stef that it was the best led caravan I've seen, short of a Hell's Angels ride.

Professionally, I'm a Field Engineer (as they call it) meaning I service banking proof machines and sorters, on site. Been doing that kind of stuff for 23 years. Also do a little free-lance web design. Plus flog on the occassional car. I still have the Lotus 7 pictured on the SD web page. PJ, the significant other

(stands for Paula Jan) normally drives a 1989 Honda CRX Si, but it got clobbered a week ago by a red-light-runner, so she's in the Miata now (I'm sure she's sorry about that). I have an undescribable sh*t box company car, so normally the Miata can lounge in the garage. PJ is the Faculty Recruiter (recruit@skillpath.net) for SkillPath Seminars, and more specifically, recruiter for their CompuMaster division, which provides speakers on a wide range of computer related topics.

I've been doing car stuff since at least 1961 when my dad took me to a race at Lake Garnett, Kansas. Went to the 5-Day Bondurant School in 1977, started vintage racing in 1981. I've had Volvo 544's, BMW 2002's, couple of towing vehicles (pick-up trucks), the two Lotus, motorbikes from a Honda 350 to a BMW R-100/7. The Miata may well be the most all-around fun.

PJ was introduced first hand to car racing by me, when we honeymooned at the Monterey Historics in 1989. She's done a 3 hour Intro at Skip Barber school (in a Formula Ford), and a Performance Driving School put on by the SCCA. Since then we've attended vintage and/or pro races from Lime Rock to Laguna Seca. I've sent a photo of our Miata to JTBob for inclusion on the SDMC site.

You'll see me referred to as 7Bob, a moniker acquired in Miataville.

—DICK,
aka 7Bob
Age & Treachery Racing, Ltd.
Kansas City, USA
<http://home.earthlink.net/~atrltd>

To be included in our on-going series of Member Profiles, write a short (200-300 word) introduction and mail (or E-mail) it with a photo (your face should be large enough to be recognized) to the Club P.O. Box or give it to a board member at an event. — Your photo will be returned.

New Members!

The following are the new members since the last newsletter:

Richard Ackermann & Catherine Talley

San Diego
1997 White Leather

Michael & Arlene Adcock

Cardiff
1996 M (Starlight Blue)

Dan Bree

Oceanside
1997 STO (Twilight Blue)

Chuck & Jean Cole

Chula Vista
1994 Red PEP

Diane Johnson

Solana Beach
1991 BRG LE

Scott & JoAnna Langhoff

Imperial Beach
1990 Mariner Blue

Angela Moynihan

San Diego
1991 White

Sachin Naik

San Diego
1991 Red A

Carole Orlen

Poway
1994 Black

Jay Ramowski

San Diego
1992 Red Base

Michael Simmons

Agoura
1990 White A

Rob & Michelle Snyder

Imperial Beach
1997 Montego Blue PEP

Douglas Taggart

Chula Vista
1994 Black B

Kent Weyand & Lisa Parker

San Diego
1994 M (Montego Blue)

The following members have renewed since the last newsletter:

Zack Broadbent

Ellen & Dean Cooksy

Sean Crandell

Joe DeMartino

Steve & Gayle Hirschhorn

Kevin Lakkis

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David & Leanne Lynn**Sandra K. McNulty****Louis Misko****Dave Okamoto****Laura C. Roman****Dale & Ginger Smith****O.D. Smith & Sheila Cannon****Dale L. Thompson**

There are now 182 memberships consisting of 270 members.

- 61 Red
- 37 White
- 24 Black
- 14 Montego Blue
- 12 Mariner Blue
- 7 Merlot
- 6 BRG
- 6 Laguna Blue
- 6 Silver
- 6 Starlight Blue
- 2 Yellow
- 1 Marina Green
- 1 Twilight Blue
- 1 Unreported

Congratulations to Club Autocross Members

Club members JOHN GODDEN and RAINER MUELLER have been doing a great job lately racing at three recent SCCA

SAN DIEGO REGION SOLO II CHAMPIONSHIPS held at Qualcomm Stadium. Both drivers race in the BS division which is the class for stock Miatas.

On October 19, John took 2nd and Rainer took 4th, and on November 2, John again took 2nd and Rainer moved up to 3rd. On November 23, John took 1st place!

The BS division in San Diego, although small, is dominated by two local national champions: George Doganis and Bob Purcell. John and Rainer are steadily improving and are now getting within a second or two of these top drivers.

President's Message

1999 Miata

On October 22 at about 3:00 p.m. I received a very exciting telephone call from Barbara Beach-Wolfson (MIATA CLUB OF AMERICA). Barb was calling from her cell phone while on I-5 heading south (toward home) from Irvine. It seems Barb had just talked the "powers that be" at Mazda HQ to let her take a 1999 Miata home for the night! Barb was calling to invite me and "a small group of members" to her home to have a look at the new '99! "Could I make it by 6:00 p.m.?" she asked. Was she crazy? Of COURSE I could make it! "What do you consider a small group?" I asked (thinking that I would like to invite EVERYONE!). She replied that she didn't have room for a huge crowd and asked me not to do the invite by E-mail for fear that 200+ would descend upon her home. "Just the core members." she said. "We have a very large core!" was my response, still hoping to invite as many as possible. Finally, it was agreed that I could invite about a dozen members.

So, that evening about 15 "core" members (OK, I fudged a bit) piled into Barb's front yard to have a look at a 1999 Miata dressed in a beautiful metallic green paint and camel/tan leather interior. Most (but not all) were immediately smitten with the new car's good looks. Everyone has already seen the pictures, both here (last two months), in every major auto magazine and all over the web. Well, NONE of those pictures do the car justice in my humble opinion. It looks BETTER in the flesh...err...sheet metal!

Barb is working on a couple of plans to enable ALL interested club members to have a look at the car, well before it hits dealer's showrooms in late February/early March. Some of these plans may "gel" for a December showing, AFTER this newsletter has been published. I'll keep everyone posted via the E-mail list. Those not on the list can feel free to give me a call for the latest info.

My thanks to Barbara for the invite and for including the membership of the SAN DIEGO MIATA CLUB in her plans!

T-Shirts

The club board has voted to go ahead with plans for club logo T-Shirts. The shirts will feature an 8" large 4-color logo on the back and the 3-color "hat logo" on the front. The car color will be red. Shirts will be Hanes Beefy T (great quality) 100% cotton and will be available in various sizes and two different shirt colors: white and ash (grey). Pricing was not finalized at press time but expect white shirts to be around \$12 each and ash-colored shirts will be around \$13 each. XXL sizes will be a dollar or two more. The shirts will be available at the Holiday Party.

Other Club Stuff

If you are having a difficult time finding a gift for that certain Miata-maniac you might wish to consider some of the other club logo merchandise. These items include, hat/lapel pins, static-cling window decals, etched glass mugs and embroidered shirts, hats and jackets. For specific information on ordering/purchasing these items, see the back pages of the Membership Roster (new rosters are now available from Stef at any club event). Or, feel free to E-mail me or give me a call.

Cathy and I wish everyone a joyous Holiday Season and a Happy New Year! We look forward to seeing everyone at the Holiday Party on December 13.

Until next month— keep that top down (but keep moving if it is raining!).
—MARK



Static-cling decals are available in most car colors. See Stef Gould at an event.

