



# SAN DIEGO MIATA CLUB NEWS



VOLUME 5 NUMBER 1

JANUARY 2000

A CHAPTER OF THE MIATA CLUB OF AMERICA

## UPCOMING EVENTS



January 2 — Sunday

**Hangover Run**  
Annual SOCALM/SDMC Run



January 2 — Sunday

**Autocross at the "Q"**



January 8 — Saturday

**The Not-a-Rallye-But-Let's-Have-Some-Fun-Anyway-Run**



January 15 — Saturday

**Autocross at the "Q"**  
SDMC will co-host this event.



January 27—Thursday

**Monthly Meeting**



January 29-30

**Autocross at the "Q"**



February 12 - 13

**Brainstorm Weekend in San Diego**



April 1 — Saturday

**Annual Meeting**



May 6-8

**Search for Madonna II**

## Proposal for an SDMC Autocross Team

### A Big Step?

I tried autocrossing my Miata for the first time in January of 1999. I had watched for a while and thought it looked like a lot of fun, but like anything, the first time seems like such a big step. The adrenaline was really pumping the first time I rolled up to the starting line. Someone, who I found out later was no more qualified than I, held a green starter's flag in his hand. With helmet firmly strapped to my head (more to hide my identity than to protect me; I thought no one would know it was the next president of the SAN DIEGO MIATA CLUB getting ready to blast through the course. Actually, nobody really cared), I waited for the flag to drop. After a little friendly banter with the starter, the flag came down and I was off. All I remember is that I made it all the way with no cones. My time? It didn't matter.

Three short months later I accepted the nomination to be president of the SAN DIEGO MIATA CLUB and was subsequently elected. That was a big step. Not by me, but by the club. I was the first president that was not a charter member of the SDMC. I didn't know the history that surrounded the founding of the club and it didn't matter. I was just a guy that had paid \$20 to join a club. For my \$20, I was treated to some of the most enjoyable times I had ever had, doing what I really like to do with the person I like to do it with (my beloved wife), all while driving my favorite car. All I did was step up to the plate and say that I was willing to be one of the people who ensure that our members get all they can from their \$20. That didn't seem like such a big step.

I have truly enjoyed my year of autocrossing. I think that I might even have improved. Regardless, SDMC introduced me to the autocross. Autocrossing, however, is not something that my beloved enjoys. She does anticipate the socialization that occurs at Qualcomm Stadium (the Q), but she doesn't need it to get her \$20 worth of fun. The club provides so many other activities that she can just shrug when autocross is mentioned and see it as an opportunity for a little personal free time.

In this newsletter you will find information regarding the creation of an autocross team formed from the enthusiasm of the SAN DIEGO MIATA CLUB. For our club, this is a big step. As I said, not everyone finds autocrossing an appealing activity; however, within the San Diego Region of the Sports Car Club of America (SCCA) there are a lot of Miata drivers, and a lot of them are SAN DIEGO MIATA CLUB members. From the SCCA perspective, it's a natural for there to be a SAN DIEGO MIATA CLUB autocross team to help organize, plan, and run autocross events. From the SDMC perspective, it's only one of the activities in which our members participate. Herein lies the dilemma.

I have never been more proud of our board than I was when we took on this issue. The board brainstormed all of the possible ways to create an autocross team and still maintain the flexibility and vitality of the SDMC. After all, it is the SDMC for whom the board "works," not the SCCA. Keeping our club mission statement in focus, the board selected what it feels is a viable way to create a SAN DIEGO MIATA CLUB autocross team without jeopardizing the all-inclusive nature of the parent club. Conversely, there was concern that the autocross team might fail if there were too many operational and

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## SOCALM EVENTS

### General Meeting & Election

**Date:** Saturday, January 15

**Time:** 10:15 am – 1:15 pm

**Place:** Mazda North American Operations,  
7755 Irvine Center Drive, Irvine CA

This is the club's tenth anniversary general meeting & election (thus the start time of 10:10), so be prepared to party! We'll have a SOCALM birthday cake, a raffle with cool prizes, and possibly a brief presentation by Mazda. The meeting will include planning our calendar for 2000, voting on our tenth anniversary logo, bylaws amendments, and our elections for the Y2K Board.

*Directions:* I-5 to Alton Parkway exit. Turn Right onto Enterprise, Left onto Alton Pkwy, Right at the light onto Gateway.

### Vintage Museum of Transportation and Wildlife

**Date:** Saturday, January 22

**Time:** 9:00 a.m. (9:30 a.m. departure!)

**Place:** The Federal Building  
Exit I-405 East on Wilshire Blvd., Right turn on Veteran Ave.

**Run Leader:** Don Minkoff, (310) 397-2984

Otis Chandler's personal collection of race cars (IMSA Porsches, etc.), muscle cars, plus the trophies of a big-game hunter (\$7/person admission)

We have planned a brisk ride up the coast to Oxnard. Lunch afterward.

Museum info: [www.vft.org/vftocmuseum.htm](http://www.vft.org/vftocmuseum.htm)

### SOCALM at SPORT IMPORTS

**Date:** Saturday, January 29

**Time:** 11:00 a.m.

**Place:** 7052 Laurel Canyon Blvd.  
North Hollywood, (818) 765-4848

**Coordinator:** Bill Wilner, (310) 451-0393

SPORT IMPORTS is a salvage yard for Miatas that have met untimely ends. If you've been meaning to replace any parts on your car or have had your eye on a feature available on years other than yours, Sport Imports is the place to pick up those goodies. The proprietor, George, is offering an additional 10% off at this event — for a total of 60% off of OEM prices. We'll grab lunch around 1 p.m. and go on an impromptu run.

*Directions:* Thomas Guide 532/G5. Exit NB Hollywood Fwy. at EB Sherman Way, go about one mile East to Laurel Canyon, turn Right. Sport Imports will be on Left side of street across from fire department. Park inside gate.

## AUTOCROSS AT THE "Q"



The following autocross events are tentatively scheduled to take place in the parking lot of the Qualcomm Stadium.

Saturday, January 15 . . . . . race day  
Saturday, January 29 . . . . . practice day  
Sunday, January 30 . . . . . race day  
Saturday, February 19 . . . . . race day  
Saturday, March 11 . . . . . practice day  
Sunday, March 19 . . . . . race day  
Sunday, March 26 . . . . . practice day  
Friday, April 7 . . . . . National Tour  
Saturday, April 8 . . . . . "  
Sunday, April 9 . . . . . "  
Saturday, April 10 . . . . . practice day  
Sunday, April 11 . . . . . race day  
Saturday, April 22 . . . . . race day  
Saturday, May 6 . . . . . practice day  
Sunday, May 7 . . . . . race day  
Sunday, May 21 . . . . . race day

### To confirm autocross information call:

San Diego SCCA Hotlines (619) 441-1333  
(800) 360-4454  
Web page [www.sdr-solo2.com](http://www.sdr-solo2.com)  
Rainer Mueller (760) 439-0067  
John Godden (858) 538-6165

Come participate or watch our club members race at the autocross (timed event). To participate you need to register for a Solo II card and number (\$15) and have a DOT approved helmet. Loaner helmets are available at the autocross.

### SOCALM Overnight in Laughlin

**Date:** February 25 – 26

**Place:** Harrah's, Laughlin, (800) 427-7247

**Coordinator:** Bari Hyde, (714) 827-2940,  
[bhyde@earthlink.net](mailto:bhyde@earthlink.net)

Once again this venture is open to our two sister clubs SDMC and VROOM! I have blocked 20 non-smoking double rooms at \$25 a night. The group booking is listed under "SOCALM" or Bari Hyde. Need a king or smoking room?—request when you book and they will add it to our block. Phone Harrah's and release one of these 20 rooms to your name and credit card. Don't miss out; we had a fabulous time last year. We can only hold this rate until January 25<sup>th</sup>. Please RSVP to Bari when you have secured your room. Want to stay Sunday night?—it's only \$15, let Bari know and she'll arrange it for you!

### Socalm contacts:

President—K. Zack Broadbent,  
(714) 449-9280, [president@socalm.org](mailto:president@socalm.org)  
Web site: [socalm.org](http://socalm.org)

## BOARD OF DIRECTORS

### President

STEVE WAID  
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[swaid@home.com](mailto:swaid@home.com)

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### Webmaster & E-mail Postmaster

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### Newsletter

ANTHONY "NEVADABOB" WILDE  
(858) 693-8095  
[NevadaBob@miata.net](mailto:NevadaBob@miata.net)

## 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 for the newsletter? Where possible, please e-mail your submissions to the newsletter editor. 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. The editor reserves the right to edit all submissions for length and content.

**Internet:** The SAN DIEGO MIATA CLUB has established a dedicated World Wide Web Home Page at <http://www.sandiegomiataclub.org>. The club has 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

### Millennium Hangover Run

A Joint SOCALM/SDMC Run

**Date:** Sunday, January 2

**Time:** 10:00 a.m. departure

**Place:** San Mateo Campground Entrance

**Run Leader:** K. Zack Broadbent,  
[president@socalm.org](mailto:president@socalm.org)

As a society, we are faced with many unknowns with the year 2000. Domsday believers would have us think that our digital infrastructure will melt down on January 1, while some religious fanatics believe that the end of days is upon us. So, if we're going to be faced with the end of the world, why not do it with the top down and a stupid grin on our faces?

This run was the biggest single-event Miata fun run to ever hit Southern California, with 1999 attendance at 81 Miatas and 3 MR2s. As a part of the run's "Y2K readiness," we will break into smaller groups if attendance is large again. The "run of the millennium" will cover almost every aspect of Miata street driving. Passengers will enjoy the early part of the run, when we cruise through some hilltop residential neighborhoods and see some sweeping coastal vistas. Then we'll notch it up a bit as we zip (at the speed limit) along Ortega Highway. After a rest stop in Lake Elsinore, we'll get into some serious driving enjoyment, including a 27% downgrade and some awesome twisties. It's like driving your Miata on a roller coaster! The run will end in Temecula for lunch before 2:00 p.m.

**Bring:** Layered clothing, water, snacks, cash. Be sure your brakes are in good working order.

**Directions:** Exit the 5 freeway at Cristianitos Rd, which is at the border of Orange and San Diego Counties. We'll line up on the side of the road at the entrance to the San Mateo Campground on Cristianitos (on the inland side of the freeway). There is also parking (both for the campground and at Carl's Jr.) at the corner of Cristianitos & El Camino Real.

**Note:** This run is Y2K-compliant

### The Not-a-Rallye-But-Let's-Have-Some-Fun-Anyway-Run

**Date:** Saturday, January 8

**Time:** 9:00 a.m.

**Place:** Mission Bay Welcome Center

**Run Leaders:** Jim & Charlene Brokaw,  
[j.brokaw@worldnet.att.net](mailto:j.brokaw@worldnet.att.net)

After months of hard work and planning, we discovered recently that a major segment of the Kooky Rallye will not be available for us until spring. So Team Kooky will use the next few months refining what promises to be a "I can't believe we're really doing this" event. Watch these pages for future announcements. In the meantime, we didn't want to pass up the opportunity to get together for a drive. This run will start in a different part of the county, so we'll have a chance to show off our fine club to a new audience.

We'll meet at Mission Bay, take a scenic route through La Jolla and then take a short jaunt up the coast. We'll then wind our way inland over a few good Miata roads and end up with lunch at Dalton's Roadhouse on Nordahl Road.

**Directions:** Take I-5 to the Mission Bay Drive exit, then turn West and go directly into the parking lot.

### Monthly Meeting

**Date:** Thursday, January 27

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

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

This event is the single best way to meet your fellow club members, ask questions, share stories, etc. Don't miss the fun!



Melissa and Trevor Rogers receive club magnetics from President Steve Waid for leading the Temecula Winery Tour.

## UPCOMING NATIONAL AND REGIONAL EVENTS

March 18, 2000

### St. Patrick's Day Poker Run

The 6<sup>th</sup> annual San Joaquin Valley Miata Club St. Patrick's Day Poker Run—low-key, fun Miata driving event on some of the best "Miata roads" in Central California (the foothills of the Sierra Nevadas).

\$45 per car, includes lunch for two, participation in the run and a dash plaque. Event T-shirts/\$12 each; awards dinner/\$15 per person. Clovis Cole Hotel, (559) 299-1547  
Miata event rate: \$63 single/\$65 double

[www.sjvmc.net](http://www.sjvmc.net) or  
[RonBranam@worldnet.att.net](mailto:RonBranam@worldnet.att.net) or  
Ron at (559) 323-5243.

March 24–26, 2000 (Note new date!)

### Fourth Annual

### Miata Performance Driving School

Thunderhill Track in Willows, about an hour north of Sacramento—2½ days of training and special events, all aimed at enabling you to become a safer driver, and also to help you get every ounce of performance out of your Miata. Register at [www.teammiata.com/thunderhill/school.htm](http://www.teammiata.com/thunderhill/school.htm). Fill out the online form, print it out, and send it in with your check; or call (925) 370-6485 for an information packet and registration form. Registration is \$325.

April 29–May 1, 2000

### Bruges 2000

10<sup>th</sup> Anniversary European Miata gathering in Bruges, Belgium  
[www.eunos.com/bruges/](http://www.eunos.com/bruges/)

Six SDMC members have made plans to join the European Miata community at the celebration; make plans to go along!  
**SDMC Contact:** Ed and Michelle,  
[ed1@cari.net](mailto:ed1@cari.net)

June 21, 2000 (tentative date)

### Y2K 2 Alaska

The MIDNIGHT SUN MIATA CLUB invites Miata club members to Fairbanks, Alaska for the longest day of the year. Contact: Don, (907) 456-3103,  
[donwoodke@co.fairbanks.ak.us](mailto:donwoodke@co.fairbanks.ak.us)

October 25–27, 2000

### Miatas in Paradise

MCA national event for the year 2000  
Daytona Beach, Florida

Registrations begins this month!  
Contact: Jenna, (800) 832-3292  
<http://miata2000.com>



financial constraints placed in its way. You see, an autocross team will make money. The members of the team will most likely be required to work at certain levels to remain members and to receive any of the team benefits. These are things that the SDMC does not do and, in fact, tries to avoid. Membership in our club is supposed to be *fun*, not work.

What the board concluded was that the SAN DIEGO MIATA CLUB should have very little responsibility for running the autocross team, so that it might continue to best serve its almost 500 members, who are accustomed to having many and varied activities from which to choose. Autocross would be but one. Additionally, the autocross team would need its own officers and organization in order to focus on helping its 50 to 75 estimated members maximize their enjoyment of but one activity... autocrossing. Therefore, the "subsidiary," or "club tied to a club," concept seems to be the best answer for all concerned.

Please read over the organizational options that are presented in this newsletter, cast your vote, and mail it back with the informational survey. Armed with your decision and the survey information, the board will then be able to put together the necessary changes to the bylaws and present them to the membership at our annual meeting for a final vote. The autocross team leadership can then begin to organize itself. I will then have the opportunity and responsibility to be a part of *two* fun clubs if I choose. Many of us will remain SDMC members only. After all, who wouldn't want to be a part of the most fun bunch of car enthusiasts around? That's not such a big step.

—STEVE WAID

## Miata Related Web Sites

### Miata Ring On the Web



The Miata Ring allows people to surf through Miata related web sites. Check out the Miata Ring main Web page at <http://members.xoom.com/MiataRing/> for information and requirements.

—JOHN SCUDDER

## Autocross Team Choices

**T**he choice is yours, does the SAN DIEGO MIATA CLUB become the next SCCA Autocross Team in the San Diego area? Please read and vote. Your Y2K-compliant ballot is due January 10, 2000.

### Formation of the Autocross Team

At the board's quarterly meeting held in September of this year, it was decided that, due to the popularity of autocross within the club's membership, the club should develop an autocross team. This new team would be a part of the San Diego Region of the SCCA and be responsible for organizing and producing autocross events. The SAN DIEGO MIATA CLUB board met again on December 6, 1999 to discuss how to implement this decision.

The board concluded that there are only three organizational approaches available for the SDMC and the proposed Miata Autocross Team to take. The three are as follows:

1. The autocross team would be a "club within the club." The bylaws and board of the SAN DIEGO MIATA CLUB would have the authority and the responsibility to run the autocross team.
2. The autocross team would be a separate entity but have a link with the SAN DIEGO MIATA CLUB. Like a subsidiary of SDMC, the autocross team would be autonomous to the degree that it would have its own officers, bylaws, and treasury.
3. The autocross team would have no ties to SDMC. It would be a separate club operated by its own members. No relationship other than the likelihood that there would be SDMC members that started and operated the autocross team/club, and that other SDMC members would be members of the autocross team/club, would exist.

*The SAN DIEGO MIATA CLUB board's recommendation to the membership is that organizational approach number two be implemented. Listed below are the issues that the board considered, in making its recommendation, to be the pros and cons of each approach.*

### Approach 1 A Club Within a Club:



#### Pros

1. Since the autocross team will earn a profit from producing events, proceeds from these events can be shared between the autocross team and the club as necessary.
2. The positive and fun-loving reputation of SDMC will be useful in the development of the autocross team.
3. The SDMC board will have control of the autocross team.
4. The autocross team will tend to remain a Miata-centric organization, by default, as time goes by.
5. Another fun participation sport, both for those who autocross and those that prefer to watch and cheer, will be available to club members.

#### Cons

1. The autocross team will not have direct control of its operations. It will be under the control of the SDMC Board both financially and tactically.
2. Commingling of funds may not be desirable after the start-up phase as the autocross team will generate profits from its endeavors, and how to spend them may become a point of contention.
3. Virtually a complete rewrite of the bylaws will be necessary to empower the autocross team to operate within the SDMC without being overly managed by the SDMC board.
4. The focus of the two entities will likely be different and may cause dissention between autocross team members and SDMC members that do not autocross. This will, most likely, center around financial issues.
5. Membership requirements for the autocross team are likely to require participation levels which will not match with SDMC membership requirements, such as fees and work assignments. This may be in conflict with the SDMC's current mission for its members.

### Approach 2 Subsidiary Relationship with SDMC



#### Pros

1. Allows the autocross team to operate autonomously without subjecting SDMC to any risk liabilities.

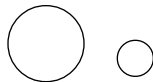


2. Allows the SDMC Board to focus on normal club operations. "To have fun" as our history demonstrates.
3. Separate treasuries allow for different operating policies and philosophies.
4. Requires only minor changes to the existing bylaws (autocross team board chairman added to the SDMC board).
5. Allows the autocross team members to establish their own operating policies and bylaws while focusing on only one purpose... to have fun while autocrossing, or whatever they decide.
6. Allows the autocross team to use the reputation and name of the SDMC as leverage in its activities.
7. The autocross team will tend to remain a Miata-centric organization as time goes by.
8. Another participation sport will be available for Miata owners.

#### Cons

1. The autocross team may require a "financial jump-start" from SDMC. This would most likely be in the form of a loan.

#### Approach 3 Separate Autocross Team



#### Pros

1. Absolutely no risk to or involvement of the SAN DIEGO MIATA CLUB.
2. The SDMC Board will be able to focus its entire energies on its primary mission.
3. Members of SDMC will be free to join the Miata autocross team or any other autocross team.

#### Cons

1. The autocross team will not be able to claim the SDMC name and reputation as it attempts to become established.
2. The early members of the autocross team will have to fund the start-up costs of the team themselves.
3. It is likely that the autocross team will, over time, drift away from being a predominantly Miata-centric organization.

—STEVE WAID and ELLIOT SHEV

## One Member's Opinion

### Fun Runs?

I have never felt the need to write a letter to the editor, but in order to address the full membership of the club, I must before it is too late.

Over the last couple of years there have been at least a half dozen occurrences where drivers who lost control of their Miatas have gone off the roadway, causing damage only to the cars. On three of these occasions, but for the sake of God, there could easily have been injuries. And on one occasion, a family of five driving in the opposite direction narrowly escaped a head-on collision. It is my opinion that what we call "fun" runs have become an accident just waiting to happen. I think the law of averages has about run out. We have just been very lucky not to have injury occur. I can remember my first fun run with the club. I had a member flashing his lights to pass on a twisty mountain road with no place to pull over. I also recall a new member who was "scared away" after only one "fun run" because the pace made her uncomfortable ("It doesn't help to drop back to the rear of the pack if you have to drive 80 mph to catch up," she told me). She never made another run. How many others have not returned? More than one, I would think.

Before there is irrevocable damage, let's reestablish the original spirit and intent in which our fun runs were

conceived; to enjoy our wonderful cars, get together and do some scenic touring with stops for good food and fellowship. For those who want the thrill of performance driving, there are safe and exciting venues where they can lose control without putting others in harm's way. The SAN DIEGO MIATA CLUB has a tremendous presence at SCCA autocross events at Qualcomm Stadium and encourages and supports all its members to join in (for details, see "Autocross at the "Q" on page 2 of this newsletter). For those who actually want to road race, SCCA's Holtville venue is less than two hours away, with performance driver clinics to get you started on the right foot. *Please consider taking advantage of these types of events if you want to do race car driving.* Let's put the fun back in fun runs before we end up in a funeral procession that's not necessary.

I love this club, and don't want our luck to run out!

God Bless and Happy New Year.

—A CONCERNED MEMBER

(name withheld by request)

*Note:* All members on club runs should make themselves aware of, and follow, the guidelines that have been established for fun runs. Please refer to the Fun Run Tips in the *SDMC Member Handbook*. This can also be found on the club web page at [www.sandiegomiataclub.org](http://www.sandiegomiataclub.org) under the Club Information section.

— EDITOR

## Aftermarket Goodies

### Engine Oil Drain Valve

Install this valve and you can drain your engine oil without tools and without mess. Just lift the lever of the solid brass



ball valve and give it a quarter turn to open. Return the lever to its original position and it locks closed. The ball design provides a straight flow for efficient drainage and a perfect seal when closed. It's a quality product made of corrosion resistant forged brass and stainless steel that is OEM on some Ford vehicles and Freightliner trucks.

RALPH ALDER, joint member of SOCALM and SDMC, turned (pun intended) me on to this great little valve— he's had one on his Miata for almost ten years. It keeps my fingers clean and never again do I helplessly watch my drain plug nose-dive into a pan of hot oil!

— STEF GOULD

\$24.95 for one valve (#F-106 for a Miata) includes shipping.  
Order at [www.fumotovalve.com](http://www.fumotovalve.com), or FAX to: (425) 882-1539



## Christmas Card Lane Christmas Lights Tour

December 12, 1999

“Light” was the underlying theme when SDMC members toured the famed Christmas Card lane in Rancho Peñasquitos...except for the post-tour repast, which was anything but light. It was grand in the usual grand Miata fashion.

More than 30 top-down Miatas, with riders bundled up against the brisk evening, enjoyed seeing the multitude of lighted displays which covered the yards and rooftops of the houses in the area. Yes, Virginia, there were more than 200 giant (4 feet by 8 feet) Christmas Cards dotting the landscape, and a whole lot more. Many of the displays were animated and with music, drawing “look at that one” and “how about this one” comments from the assemblage. Turning a corner and seeing blocks of lights was truly awesome.

Gawkers on the sidewalk had an unexpected treat, as they turned their attention from the stationary multi-colored displays to the mobile passing parade. The festive Miata crowd was even more festive than usual, with Christmas decorations on both cars and riders, including some very creative innovations. ED and MICHELLE LANGMAID carried a twinkling Christmas tree behind the seats, along with a lighted sign that spelled Miata. Prexy and First Babe STEVE and LAURIE WAID had lighted streamers on their car. MIKE and ELINOR SHACK were among the others who added to the festivities, as you can see in the accompanying photos from Mike.

Tour leaders JACK and SUE DILUSTRO opened their home to the revelers for post-view goodies, and they were good. Cookies, punch, hot cider, hot wine and even some apple cobbler from the Christmas party the night before filled the tummies and satiated the appetites of a group well known for such activity.

To stoke up on energy for the ride, many of the members met at the Boll Weevil for pre-event fueling, while others joined the group at the Mt. Carmel High parking lot. Following the Holiday Party the night before, it was a grand kickoff to a grand season.

—TOM SPRAGUE



PHOTOS: MIKE SHACK





## Upcoming Events

### **BRAINSTORM Weekend in San Diego, February 12-13**

BRAINSTORM, [www.miata.org](http://www.miata.org), comes to you. The wonderful folks of BRAINSTORM, Roshan and Dali, are planning a great weekend with the SAN DIEGO MIATA CLUB at the home of BARB and ELLIOT SHEV in Poway. This event will allow you to purchase and have installed the great BRAINSTORM products right here in San Diego—no travel time, no shipping, and best of all, special prices. BRAINSTORM will be giving all SDMC members 10% off all products and installation of items purchased at this event.

If you are planning to have one of those really neat style bars (like the one on the Shev's 10AE), or set of BRAINSTORM's colorful gauge faces, a BRAINSTORM dual exhaust system (looks great, sounds better), or anything else you want installed, like those holiday presents, call BRAINSTORM at (800) 779-3223 and make an appointment. This way you will be guaranteed a time slot during the weekend.

BRAINSTORM will be bringing down lots of great items. If you're not sure what your car needs, bring it by and check things out. How about some great-looking leather trim items, like a shift boot? They really do look and feel great and come in all colors, even the special 10AE colors. BRAINSTORM even has 10AE gauge faces!

Reserve a place on your calendar for Saturday and Sunday, February 12-13 for the biggest aftermarket goodies event since *Surf 'N' Safari!*

### **The Search for Madonna— Take II, May 6-8**

Last year in late February, 34 souls took to the road in search of Madonna. The trip took us to the unique and fabulous Madonna Inn in San Luis Obispo where we met members of one of our sister clubs, VROOM. We were then treated to some marvelous roads, enticing food, and too short of a trip. Therefore, we are extending our "search" in the year 2000 to three days and two nights.

Here are the details—  
plan to join the "Search"

**When** Leave San Diego early Saturday May 6<sup>th</sup> and return late Monday May 8<sup>th</sup>.

**What to expect** Driving over 800 miles for the trip (approximately 350 miles each way to the Madonna Inn). A fun run Saturday afternoon. A banquet Saturday night. Sight seeing on Sunday which may include Hearst Castle, the seacoast town of Morro Bay, and/or the quaint town of Cambria. Details for Sunday will be worked out with members planning to join the "Search." On Monday we return to San Diego via another fun run through the backroads of San Luis Obispo and Santa Barbara counties.

**Cost** The "Search" is not cheap. Room cost at the Madonna Inn for the "cheap" group rate rooms is \$107 per night. Upgrades to "Rock Rooms" and rooms with waterfall showers can go as high as \$218 per night. Suites are even more. The banquet dinner Saturday night will run about \$25 per person. In addition to these costs there would be gasoline, meals, optional admission to Hearst Castle, and naturally, shopping.

**What you must do to join the "Search"** Reserve your room at the Madonna Inn. As of this writing there have been 24 rooms reserved for the "Search." There are only seven group rate rooms left. Upgrade rooms will dwindle as time goes by. See their Web site at [www.madonnainn.com](http://www.madonnainn.com) to learn more about the destination. You can view many of the 109 unique rooms that the Madonna Inn offers. Or, call (800) 543-9666, ask for Barbara in group reservations and mention that you are with the SAN DIEGO MIATA CLUB. She will help you with your room selection. Then notify STEVE WAID at [swaid@home.com](mailto:swaid@home.com) that you have reserved your room. After doing that, the only other thing to do is block out the dates on your calendar. The rest of the details will come together as we get closer to May.



# SDMC in the San Marcos Holiday Parade

December 5, 1999



PHOTO: ART HAMILTON



PHOTO: ART HAMILTON



PHOTO: EUNICE BAUMAN



PHOTO: EUNICE BAUMAN



PHOTO: ART HAMILTON





**SDMC  
Holiday  
Party**



PHOTOS: ART HAMILTON



During the holiday season, with tongues loosened by various beverages, numerous requests (up to, possibly, one) were heard for an SDMC marching song.

Herewith:

**A TRANSPORT OF DELIGHT**

More or less to the tune of *The British Grenadier*

Some pine for a Lagonda,  
Some like a smart MG,  
Or for Bonny Army Lorry  
They'd lay them doon an' dee.

Such means of locomotion  
Seem *persona non grata*  
When we can put the top down  
And tear off in our Miata!

But we will press on motoring  
(ignoring start-up clatter)

chant:

In our Mazda Roadster MX-5 Miata!

You may lay out the deutschmarks  
For your Tonka-toy Z3s,  
And produce expensive skidmarks  
In a Porsche or Mercedes.

But we will press on motoring  
(ignoring start-up clatter)

chant:

With a humble bow to the rising sun  
We'll set off on a run for fun.  
In our Mazda Roadster MX-5 Miata!

In Jags some of us paid our dues,  
TR heating liked to spook us—  
Then MGs broke down with no clues  
From electrics made by Lucas!

But we will press on motoring  
(ignoring start-up clatter)

chant:

With a humble bow to the rising sun  
We'll set off on a run for fun.  
It's worth it just to hit the road,  
Observant of the Highway Code,  
In our Mazda Roadster MX-5 Miata!

Wherefore art thou Alfa Romeo,  
And Ferrari all sublime?  
See the Lancia leaking *olio*,  
Remember Fix It All the Time.

But we will press on motoring  
(ignoring start-up clatter)

chant:

With a humble bow to the rising sun  
We'll set off on a run for fun.  
It's worth it just to hit the road,  
Observant of the Highway Code,  
In lines of cars for miles and miles  
(Please try to keep to single files),  
In our Mazda Roadster MX-5 Miata!

—TOM GOULD

(with apologies to Messrs. Flanders and Swann)





## Member Profile

### TOM SPRAGUE

It all began in 1943 in high school, when I asked Mom if I could buy a car. As a single mother trying to figure out how to occasionally put food on the table for four youngsters, she gave the predictable answer. But then it became clear she had said only that I could not buy a car—she didn't say anything about building one.

That began many trips through local junk yards, picking up parts here and there. The first pick was the drive train from a 1929 Model A. Then came a 1930 Model A roadster body and, delight of delights, a 1932 Model B engine—this version had a fuel pump rather than gravity feed, you recall, and larger diameter pistons, which would give me a leg up on the competition. The total parts list was \$42.50, money gleaned from selling newspapers and magazines door-to-door and shining shoes on the corner. The labor, of course, was free.

The end result was a street-legal machine with no fenders and multi-colored body parts from the various junk yard forays. As I drove it into the driveway for the first time, Mom rather excitedly said "What is that?" But she soon became accustomed to me bringing



V-J Day, finds Tom driving his 1929-32 Ford Model AB, it's the car in the upper left.



home rather strange-looking automobiles to work on in the garage.

That car helped me get a job as a copy boy at the local newspaper. Since there was no windshield, it was also very helpful for picking up reporters who had tough nights and getting them to the paper somewhat in shape to write the day's news. From that point on, I have been a "roadster rider" and have the skin cancer scars to show for it. Learning by doing, one night I decided to upgrade the drive shaft. I worked all night to get it done by 6 a.m., so I could wash hands and get to work. Unfortunately, I had put the gears in backward, so I had three speeds in reverse and one forward. It worked through the day that way; then I spent the next all-nighter reversing things.

With some dollars stashed away from my job as a reporter, next came a used 1947 Mercury convertible, cost \$2650. It burned gasoline in the heater, so you didn't have to wait for the engine to warm up.

My 1990 Silver Miata was purchased shortly after they were first introduced, at a cost of \$17,452.85 out the door. The car, named Ranger (remember Hi-Yo Silver?), just passed 100,000 miles, and has a relatively new engine due to the infamous "crankshaft concern." I found the Miata Club because of that problem, and MARK BOOTH helped me get my membership card in one day so I could qualify for the discount. Thanks, Mark.

After the newspaper and short military service came 33 years in the aerospace business. It was a rare privilege to

be one of the very few folks fortunate enough to be in the spectator gallery at the Joint Session of Congress when President Kennedy announced we were going to the moon; and then also to be at Mission Control in Houston when we landed. Working with the astronauts provided a new understanding of speed—since they move at something over 17,000 miles per hour.

My Miata is pretty much as it came from the factory, but has been cuddled and coddled and helped along the way with a bunch of useful tips from other club members.



*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!

Welcome to our newest members (since last newsletter):

**Ray Acevedo & Nancy Knight-Acevedo**  
San Diego  
1997 M (Marina Green)

**Joseph & Joyce Kramer**  
San Diego  
1999 Emerald Green Leather

**Howard Kuzminski**  
San Diego  
1991 Red

**Lolita Noga**  
Del Mar  
Unreported

Renewing members:

**Richard E. Ackermann & Catherine R. Talley**

**Dan & Jackie Bree**

**Andrew & Kristin Busschau**

**Joe Demartino**

**Marcia J. Doht**

**Koren Emerson**

**Rick Green & Deborah Orwen**

**Diane Johnson**

**Dave & Lois Martin**

**Gary Morrison & Lynley Hill**

**Michael & Susan Pasterkiewicz**

**John & Joyce Richardson**

**Alan & Aleica Silver**

**Marcia Webster & Charles Baldwin**

**Bob & Kathy Welty**

As of December 22, 1999, there are 316 memberships consisting of 489 members.

Memberships by Miata Color:

- 90 Red
- 49 White
- 37 Black
- 22 Emerald Green
- 21 Montego Blue
- 21 Silver
- 12 Sapphire Blue
- 11 Mariner Blue
- 11 BRG
- 10 Laguna Blue
- 10 Starlight Blue
- 8 Twilight Blue
- 7 Merlot
- 5 Marina Green
- 4 Yellow
- 8 Unreported



## "Membership Dude" Mark Booth Retires

One of the eleven charter memberships of the SAN DIEGO MIATA CLUB belongs to MARK and CATHY BOOTH. As the driving force behind the formation of the club, Mark was elected the first president of the SDMC in March of 1996. He served as president and what could be called the club contact person (currently a part of his "Membership Dude" function) for two years. That is why he is often referred to as the "George Washington of the SDMC." He truly is the Father of the SDMC. No one has ever approached the level of passion and fervor that Mark has demonstrated at every Miata event he and Cathy have attended.

As he took on the membership position after his two-year term as president, he retained the role as club contact and, for many of us, was the first person that we spoke with as we joined the SDMC. Who better to welcome someone into our membership?

After almost four years of service as president and "Membership Dude," Mark is taking a well-deserved break from his work as a very active and involved board member. He will relinquish the title of "Membership Dude," an appointed board position, in January of 2000.

Mark's enthusiasm for the club and its membership will not disappear. For those of you that were at the Holiday Party, you know that no one runs our holiday gift exchange better than Mark. Mark and Cathy will be seen, I'm sure, at as many SDMC events as they can squeeze into their hectic schedules. So, Mark and Cathy...see you around the next curve.

—STEVE WAID

## Stef Gould Retires from the Newsletter Team

In mid-November, as the year drew to a close I announced my resignation from the Newsletter Team to the board. This issue is the last newsletter that I will be producing. I would like to thank all the members who have helped in the creation of the club's newsletter. The *San Diego Miata Club News* is a great newsletter because of the many club members who have taken time and energy to write articles and contribute photos. I would especially like to thank my husband, TOM, for giving the newsletter its special look.

There are many members who work behind the scenes and never get any credit, I would like to thank each of them. Especially MARK BOOTH for helping with the initial look and content. The proof readers have varied from month to month over the past four years: Cathy Booth, Tom Gould, Voodoo Bob Krueger (the head proofer), and Frank Shine.

Over the years the Booths, Kruegers, Goulds, "JT" Holland and Anthony Wilde have been present at almost every folding/stamping/ mailing. Also helping fold from time to time were: Mary and Tony Beecher, Geri and Sal Causarano, Kristin Ebersol, Diane Long, Rainer Mueller, Cindy Paloma, Barb and Elliot Shev, Frank Shine, and Laurie and Steve Waid.  
—STEF GOULD

