



SAN DIEGO MIATA CLUB NEWS

VOLUME 5 NUMBER 6

JUNE 2000

A CHAPTER OF THE MIATA CLUB OF AMERICA

UPCOMING EVENTS



June 3 — Saturday
**SOCALM — Irwindale
Speedway Night**



June 10 — Saturday
**Run To The Getty Museum
& Brainstorm Open House**



June 11 — Sunday
Ice Cream Social
4th of July Parade Pre-Planning



June 17 — Saturday
**Caravan To Dromo One
For Indoor Kart Racing**
See Article on Page 4



June 22 — Thursday
Monthly Meeting
Quarterly Board Meeting



June 30 — Friday
**Miatas Go To Camp
SDMC at the MDA VIP Day**



July 4 — Tuesday
4th of July Parade
Scripps Ranch



August 18-20
**27th Annual Monterey Historic
Automobile Races**



August 26 — Saturday
Miles of Miatas for MDA

PRESIDENT'S MESSAGE

POWAY, CA – Well it's not Okinawa, Japan, and my grandkids aren't here, but it's home and it's where our Miatas are parked and fed. I can't believe another month has gone by already. I feel like it was only yesterday that I was preparing my first president's message.

A lot of fun events have happened since then. In fact, this past month has been full of fun things to do, with four events over the first weekend and two on May 20th, then the month closing with Dam Run II on the 27th. Dam, that's a lot of fun in one month!

Our club has grown to over 500 members. The size and diversity of the club is one of its great strengths. With the different backgrounds, educations, and occupations of our members, we all get to share some of the things we like to do with each other by leading an event. Our members have taken us from train, car, plane, and art museums to junk yards for old trucks, old trains, and old Miatas. Many of us learned about training for the Olympics and we even met at the drive-in to watch a movie. We have done a lot, from runs that left at dawn to those that started after lunch. One special run through the orange blossoms ended at the beach for a picnic. And, yes, they all included food.

See the picture I'm trying to paint? We went on a run once to see a calliope museum. We went to see chocolates made, and, yes, we ate them. Something you'd like to share with the club? One member has led a run looking for Madonna, not once, but twice. Still haven't found her, but all who went had a blast for three days looking for her.

We've seen the hover craft at that neat little Navy base on the shores of Camp Pendleton. During another visit to the camp, we were treated to an escorted tour where we also visited a museum filled with history of landing craft, and yes, ate at the Officers Club. We also went on a tour of MCRD, to the museum, and were invited to visit a couple of neat ships; and, yes, we ate on-board. We are so lucky to have such a diverse membership who willingly share all this with us. I'm sure you see it now.

OK, now what I really want to talk about is how many is too many? (and you thought this was a pitch for magnetics; fooled ya!) The real question is how many events to schedule on one day or one weekend? It is my observation, having been on many runs since this club was formed, that different kinds of events draw on different segments of the club. This is good! We are doing things that interest more than one group. I know, sometimes, not all the time. So does this mean that we can schedule two events on one day? One weekend? We are living in the middle of this great place with so many things to do, places to go, and best of all, people to guide us there.

I want your feedback. What do you think about this? Can we pull it off? Can we schedule more than one event on one day and have enough of a turnout at each event to make the event a success, with success being measured by the satisfaction level of the

(Continued on page 2)



President's Message (Continued from page 1)

event leader. You know, the one(s) who put the event together, plan it and execute it. Does this person(s) feel good about the event when it's all over? They should suffer from post-run-partum, which is usually cured by a trip to a pie shop with all those who went on the run and can't get enough, won't go home, or have no home to go to. And, of course, those that attended the event should have fun, too, as that's what it's all about.

Some who plan a run are concerned about gathering a large turnout for their runs; others prefer small groups of cars, more diversity, and this is good. This is not the question; the question is should we schedule two events/runs at the same time? Like a run through the mountains and a run to an aquarium (not to worry—both have food).

So please, let the board know, board@sandiegomiataclub.org; let me know, president@sandiegomiataclub.org; call me, (858) 679-0777, or write me at 14425 Trailwind Road, Poway, CA 92064. This is your club; please provide your input. A short message, a long message, a call would all be appreciated. It will help us, your board, make better decisions as we move down the road.

I look forward to your input and I look forward to seeing you all on the next run. If you ever thought about putting a fun run together and just don't know how to start, call anyone on the board for help; or ask those who have those nifty SAN DIEGO MIATA CLUB magnetics. That's proof they put on a run.

— ELLIOT



PHOTO: CINDY PALOMA

MISSION STATEMENT

The purpose of the club is to promote the enjoyment of, and enthusiasm for, one of the world's most exciting sports cars — the Mazda Miata.

Owning and driving a Miata is one of life's great pleasures, and adding the company and camaraderie of like-minded enthusiasts only enhances the experience. Won't you join the fun as we enjoy the beauty of San Diego county from the seat of a very special little roadster?

Let's have fun driving our Miatas!

By Request

In response to member requests, the directions for SAN DIEGO MIATA CLUB Fun Runs are now being placed on the club Web page. New directions will be placed there after each event, assuming the run leaders get the instructions to us!



Now everyone can repeat a Fun Run, whether they attended the event or not.



Go to the club Web page and then go to the Club Information section. There you will find Past Run Directions. These have been converted to PDF format, just like the online copies of the newsletter, so they are just like the instructions handed out by the run leader.

Quarterly Board Meeting

The board of directors of the SAN DIEGO MIATA CLUB will hold their quarterly meeting immediately following the regular Monthly Meeting on Thursday, June 22. This meeting is open to the entire membership.

Any SDMC member wishing to add a subject to the agenda or to have the board address an issue, please notify BARB TEMPLETON, club secretary, (760) 751-8636 or secretary@sandiegomiataclub.org

BOARD OF DIRECTORS

Executive Board

President
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president@sandiegomiataclub.org

Vice President
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Club E-mail Postmaster/Webmaster
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NOTICES

The SAN DIEGO MIATA CLUB is an official chapter of the MIATA CLUB OF AMERICA and a nonprofit organization.

The 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. Where possible, please e-mail your submissions to the newsletter editor. Submissions can also be mailed to the club's post office box.

Submission deadline is the 15th of each month.
Editor reserves the right to edit all submissions.

The SAN DIEGO MIATA CLUB has established a dedicated World Wide Web Home Page at:

www.sandiegomiataclub.org

Dedicated 24-hour voice message line: (619) 582-2448

SAN DIEGO MIATA CLUB
P.O. Box 23081
San Diego CA 92193



MEETING PLACES

SOCALM-Irwindale Speedway Night

Date: Saturday, June 3

Meeting Time: 4:30 p.m.

Meeting Place: Irwindale Speedway

RSVP: Karen Thomas, sgvalley@socalm.org
or (909) 595-8520

Cost: Free admission (2 people per car),
\$15 per person in excess of 2 per car.

Run to the Getty Museum and Brainstorm Open House

Date: Saturday, June 10

Meeting Times: San Diego, 7:15 a.m.
Orange County, 8:30 a.m.

Meeting Place: The former Pea Soup
Andersen's (The Windmill)
Orange County, Departure from Sport
Mart at Magnolia St./Warner Ave.

Run Leaders: BARB & ELLIOT SHEV
(858) 679-0777 or cranial@aol.com

Time of Museum Entry: 10 a.m., sharp.
Reservations are a must as space is limited.
RSVP to (858) 679-0777 or
mooncalf@aol.com (yes, it has three "o's")

If you missed this trip the last two years, here is your chance to experience this phenomenal place; and if you did it before, plan to join us again! We have reserved picnic tables for lunch at 1 p.m. You can pack a lunch and enjoy some friendly Miata talk or eat in one of the restaurants. RSVP, as space is limited to the first 50 cars.

In addition, we have been invited back to Brainstorm by the owners, Roshan and Dali, for munchies after the Getty. To see what specials are in store for us, we will caravan over at about 4:30 p.m.

Ice Cream Social

4th of July Parade Pre-Planning Party

Date: Sunday, June 11

Time: 2 p.m.

Place: 9945 Cummins Place, Scripps
Ranch — I-15 to Pomerado Road,
left onto Scripps Ranch Blvd., right
onto Red Rock and Right on Cum-
mins Place.

Hostess: DIANE LONG, (619) 566-6973
or djaws@san.rr.com

Bring your favorite ice cream or toppings. This will be a pre-planning party for the annual Scripps Ranch 4th of July parade. Let's come up with some more great ideas to defend our FIRST PLACE in last year's parade.

Caravan to Dromo One

Date: Saturday, June 17

Time: 11:45 a.m.

Meeting Place: Oceanside Chamber of
Commerce & Visitors Information
Center Parking lot, 928 North Coast
Highway, Oceanside

Contact: JEFF HOLLADAY
jeff@LightMyWeb.com

This run is essentially a caravan up the freeway to Dromo One, with the main purpose being to visit and race competitive indoor go-karts there.

See article on page 4

Directions to Meeting Place: I-5 North, off at Highway 76 WEST. At the bottom of the ramp turn left & proceed under the freeway. Turn right heading North on North Coast Highway. The Chamber of Commerce & Visitor Information Center is about 1 block on the right.

We'll meet at 11:45 a.m., and roll out at 12 noon. Dromo One opens at 1 p.m. on Saturday, and we'll be arriving there about the time they open.

Monthly Meeting

Followed by Quarterly Board Meeting

Date: Thursday, June 22

Time: 6:00 p.m.

Place: Boll Weevil

9330 Clairemont Mesa Blvd. (at Ruffin
Road), San Diego (858) 571-6225.

This event is the single best way to meet your fellow club members, ask questions,

share stories, etc.

A quarterly board meeting immediately follows the membership meeting.

Don't miss the fun!

Miatas Go To Camp

Date: Friday, June 30

Meeting Time: 10:00 a.m.

Meeting Place: MDA office
8525 Gibbs Drive, San Diego

Run Leaders: SUE & JACK HINKLE

(760) 735-9456 or sportscarr@aol.com

Our club once again has been invited to attend VIP Day, which will be held at Camp Cuyamaca. VIPs are given a tour of the camp, have time to view some of the camp activities, and will be provided lunch. A visit to the camp is an uplifting experience and members will have the opportunity to meet many of the kids, camp counselors, other VIPs, and the movers and shakers of the Muscular Dystrophy Association.

We will depart from the MDA office located at 8525 Gibbs Dr. From I-15 exit Aero Drive, continue past Montgomery Field, and turn right on Glen Curtiss; next right is Gibbs, next right is the MDA parking lot. We are planning to arrive at the camp by 11:30 a.m. and will depart from the parking lot at 10:00 a.m. Although this event is on a Friday, we hope that you can plan to join us for this great experience at MDA Summer Camp.



August 18-20, 2000

27th ANNUAL MONTEREY HISTORIC AUTOMOTIVE RACES

A Special Event Sponsored by Mazda and Miata Magazine



Featuring Maserati

Miata Events All Weekend Long!

Friday — Miatas at Concours Italiano
Tickets for 2 and VIP Miata Corral Parking \$75/car
(First Japanese car corral in the concours history!)
Box Lunch provided by Tarp's — \$15 per person
Dinner at Tarp's Roadhouse — \$35 per person

\$70 ticket package

for Saturday August 19 will include:

- Saturday Race Ticket
- Miata-only Parking Corral Pass
- Breakfast, Lunch and Refreshments all day long in the Miata Tent
- Plus goodies!

Order all tickets from
Barbara Beach
1315 Buena Vista Drive
Vista, CA 92083

Saturday — Miatas at Laguna Seca (see above)
Miata Banquet at Asilomar by the Sea
full dinner, no host bar — \$40 per person
Dance to the music of our own Larry Read!

Ticket Ordering Deadline is June 25 for Friday events and July 25 for Saturday events
For questions or an order form e-mail miatabb@aol.com or phone Andrea Beach at (760) 631-1205



UPCOMING EVENTS

Caravan to Dromo One

Saturday, June 17

Member JEFF HOLLADAY has arranged a day of indoor kart racing at Dromo One. Jeff will be leading a caravan up from Oceanside at 11:45 a.m. Those not wishing to caravan, or coming from the north, Dromo One is at 1431 South Main Street in Orange. This is just east of The Pond. For more info about Dromo One, their Web site is: <http://www.LightMyWeb.com/dromo1>

Each race consists of a 6-lap qualifying session for grid positions, followed by a 12-lap race. The cost to race is \$20 per person, and will be collected by Dromo One at the time of arrival. No experience is necessary, no additional license is required. You will have to sign a standard release form, and you'll have your photo taken for their records if this is your first visit there. Bring closed toe shoes if you wish to participate.

Spectators and undecided participants are **MORE THAN WELCOME!**

You must be 5' tall (60 inches) to drive these racing karts. If you are close to 5' tall barefoot, **WEAR YOUR TALL SHOES** so you can join us.

Dromo One provides participants a helmet, clean head sock (balaclava), gloves, and karting suit. If you have your own full face helmet (motorcycle helmet is okay), and wish to bring it, you will be allowed to use your own helmet as long as the face shield closes. Bring your own driving gloves if you choose.

Jeff has planned 2 or 3 races, leaving at least one race in between. Most should plan on wanting to race more than once, and will get more out of it their second race, since they've learned the track, the kart, the rules, and have generally familiarized themselves with the facility.

Afterwards, there are a few restaurants nearby where we can assemble the group, get some beverages and munchies, and "bench race" or talk about all the fun and racing. Generally, this time helps to talk out some of the adrenaline before driving home. Any questions, check D1's Web site, then email your questions directly to Jeff at jeff@LightMyWeb.com

Miles of Miatas for MDA

Saturday, August 26

SUE and JACK HINKLE are organizing the 4th annual Miles of Miatas for MDA which will be held on Saturday, August 26. This will be a sponsored mystery run for the Muscular Dystrophy Association.

Last year's event raised over \$11,000 with only 38 cars participating. This year's event promises to be bigger and better with many more surprises. Once again, this will be designed as a 100-mile mystery run to raise money for Jerry's kids. There will be prizes, raffles, and some surprise stops along the way. Who knows? Maybe a celebrity or two. The run will begin at the MDA Office located at 8525 Gibbs Drive in San Diego and it will remain a mystery where the run will end. Dinner, participant awards, and raffles will be held at the end of the run. Cost for dinner has not been determined yet.

Our goal is to raise \$1 per mile per car and to have more cars than ever before. Prizes will be awarded to the top three fund raisers and for some of the other crazy things that will be included in the run instructions. Last year JOHN "WRONG WAY" TEMPLETON was our top fundraiser. Our newly elected president, ELLIOT SHEV, walked away with many of our raffle items and Bates Nut Farm provided a grand buckboard BBQ. Sponsor sheets are included in the newsletter and will be available at the monthly meetings. All checks should be made payable to the Muscular Dystrophy Association (MDA) and donations are tax deductible. Sponsor sheets will be collected at the beginning of the event.

The SAN DIEGO MIATA CLUB has been invited once again to participate in the Labor Day Telethon to man the pledge phones, where Elliot Shev will make a check presentation for the dollars that we raise. Watch your July and August newsletters for more tidbits about our 4th Annual Miles of Miatas for MDA and what other mysteries are being planned for the event.

If you would be interested in helping us plan out this fun-filled day or assist in

getting some raffle items donated, please email Sue Hinkle at sportscarr@aol.com or call (760) 735-9456. Save the date August 26th; lets make this our biggest fund raising event ever...plan to participate. You won't want to miss out on all the fun or the opportunity to bring Miles of Smiles to Jerry's kids in the fight against Muscular Dystrophy.

UPCOMING NATIONAL AND REGIONAL EVENTS

3rd Annual Cool Weekend on the Coast

June 16-18, 2000

Eureka, California

Beat the summer heat! Visit the cool, green, gorgeous Northern California coast. Drive through majestic redwoods, along the Pacific, and through beautiful villages on the most scenic roads a topless Miata can find in California. But do it with a bunch of other Miata nuts! Events include driving tours, autocross, awards banquet, a poker run. Entry is limited! Make your plans now by visiting our website at

www.humboldt1.com/~beagle/Miata.html

or E-Mail Austin at calife@crealty.com

Y2K 2 Alaska

June 17, 2000

The MIDNIGHT SUN MIATA CLUB invites Miata club members to Fairbanks, Alaska for the longest day of the year.

Contact: Don (907) 456-3103,

donwookke@co.fairbanks.ak.us

Mazda MX-5 Manx Millennium

Experience, Isle of Man

June 29-July 3, 2000

For information, call 08457-585833 or visit

www.steam.packet.com

Fourth Annual Midwest Miata Challenge Hilliard High School - Hilliard, OH

September 30, 2000

This is a Miata-only autocross event, first held in 1997. Last year it was hosted by the NW Ohio Chapter at the University of Toledo. The Buckeye Chapter regained the team trophy from the Northcoast Chapter. We are seeking revenge this year! Come out and join us!

Contact: Rob Young, a90y@aol.com

Miatas in Paradise

October 24-27, 2000

MCA national event for the year 2000

Daytona Beach, Florida

Contact: Jenna (800) 832-3292 or

www.miata2000.com



NEW MEMBERS!

Welcome to our newest members
(since last newsletter):

SUSAN DELGADELLO
Santee
1999 Twilight Blue
KEN & ANN HOWARD
La Mesa
2000 Emerald Green
GEOFF & JAMEY JARRETT
Encinitas
1992 Yellow
WALLY & CAROLE JEWELL
Poway
1997 Red
JENNIFER ROTH
San Diego
1992 Mariner Blue A
NORMAN & BARBARA SPELLMAN
Fallbrook
1999 10th AE
ED ZINKOVICH
San Diego
1995 M

Renewing members:

LISA T. BALANCE & ROBERT L. PITMAN
JIM & CHARLENE BROKAW
DAVID & LORI BRYAN
HAL CLARK & ROBIN WATERS
VICKI & VINCE FRANANO
MARK HAMILTON & LIZ OUELLETTE
RANDY MAHEUX & WENDY R. HARRISON
LENI & DONNA METRO
MARLO & RON MILLER
DAVID MOORE
KENNETH & KATHY ROBERTS
JOHN & BARBARA TEMPLETON
MIKE THOMAS

Membership Statistics

As of May 21, 2000, there are 321 memberships consisting of 503 members (139 single, 182 dual).

Memberships by Miata Color:

85	Red
49	White
40	Black
24	Silver
23	Emerald Green
18	Montego Blue
13	Sapphire Blue
11	Mariner Blue
11	Starlight Blue
10	BRG
9	Laguna Blue
9	Twilight Blue
8	Merlot
7	Marina Green
5	Yellow
1	Evolution Orange
11	Unreported

E-Mail List Instructions

If you are not on the SAN DIEGO MIATA CLUB e-mail list, you are really missing a grand opportunity. Not only to be able to get reminders of all of the neat upcoming events, but also to be privy to the latest technical stuff, ponderings of some of our deep-ponderers, and before and after run reports. To join is simple and it's free.

Here's how:

On your Web browser, go to <http://egroups.com/community/SDMC-List>. The opening screen will have a hot link to "Subscribe". Click on that and you're on your way. The next screen has a spot to click for "New Member", and then you will see "Register Here." Fill out the form with your preferences, and you too can be part of an exciting on-line opportunity.

You have a choice of getting all of the e-mails or only notices of upcoming events. For the events only list, go to <http://egroups.com/community/SDMC-Events>. A nifty feature of the service (besides being free) is that all the e-mails are archived, so if you want to go back and review a comment that you no longer have in your memory, it can be done. Again, just go to the Web address listed above and follow the prompts.

Don't miss out on this fun-filled adventure. Besides, it is equally easy to unsubscribe if you change your mind.

— TOM SPRAGUE



Elsewhere in Miataland

A review of the club newsletters that appear in the SDMC post office box indicates that Miata enthusiasts from coast to coast are enjoying activities and have concerns similar to ours. They organize runs to scenic and historically significant sites, using the twistiest roads possible, hold tech days, participate in autocross events, and have safety concerns.

A sampling of items culled from these letters includes the following:

- The Sacramento Area Miata Owners Association (SAMOA) annually holds a swap meet following a regular meeting. This group rates their runs according to pace, type of road, and purpose. "M" is for mild; "I" for interesting; an "A" trip is a blend; "T" is for travel (like the recent Search for Madonna run); and an underlined "A" means a run can be considered adventuresome. Most listed in the newsletter are designated "A" runs.
- The Bluebonnet Chapter in San Antonio, Texas recently participated in the first statewide event. It started from Kerrville and included runs, a buffet dinner, and a Miata trivia game. The Bluebonnets also participate in the Adopt-a-Highway maintenance program.
- VROOM (Vandenburg Regional Owners of Miatas) will celebrate its fifth anniversary in June with a run on back roads (familiar to some SDMCers who have searched for Madonna) and lunch at the Parkfield Cafe.
- Our neighboring club, SOCALM, has already celebrated its tenth anniversary this year. To celebrate its new status as a member of the Surfrider Foundation, SOCALM had a run to several Southern California lakes. Another community service activity is annual participation in a Braille Rallye for the Braille Institute. SOCALM's official Irwindale Speedway Race Night is scheduled for June 3. The Star Formula Mazdas will be racing.
- The Sahuaro Chapter in Phoenix had a recent Tech Tips article by member Ed Chabot that stressed the importance of keeping receipts and even taking photographs that show upgrades made to your car. In case an insurance claim must be made, these will greatly facilitate the process.
- The Delaware Valley Miata Club also celebrated an anniversary this year, its tenth, on May 7. More than 350 members are drawn from Delaware, New Jersey, and Eastern Pennsylvania. This is one of the clubs that holds an annual driving school.

— LOIS MARTIN



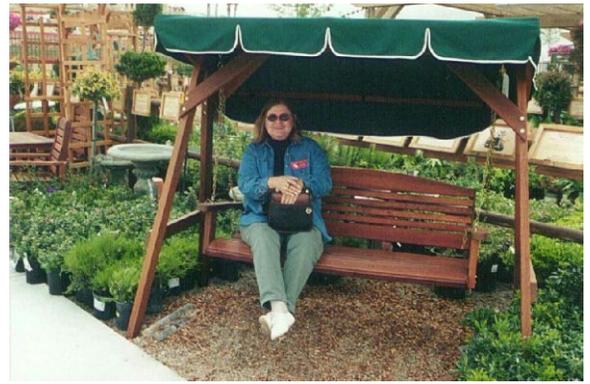


The Flowerun April 15, 2000



WALLY STEVENS led an enthusiastic group to the Carlsbad flower fields in search of horticultural splendor. For this achievement, Wally was awarded a set of SDMC magnetics by vice president SAL CAUSARANO.

The palette of colors in the fields was only rivaled by the Miatas, and Wally's tie.



PHOTOS: GERRI & SAL CAUSARANO



PHOTO: GERRI & SAL CAUSARANO

The "other Steve" and his first babe are awarded their magnetics by president Elliot.

PAULA and STEVE "the other" KENNISON organized a run to help us all forget about the trauma just passed, income tax day. With splendid top down weather in tow, 23 Miatas took to the byways of San Diego county to enjoy some real freedom.

A run up Palomar Mountain and a stop at Bates Nut Farm (a dyslexic's nightmare) preceded lunch at The Hideout. As you can see in the photo, reserved parking was included.

The return on the investment was known going in, a great time, good food, and FUN!



The Tax Relief Run April 30, 2000

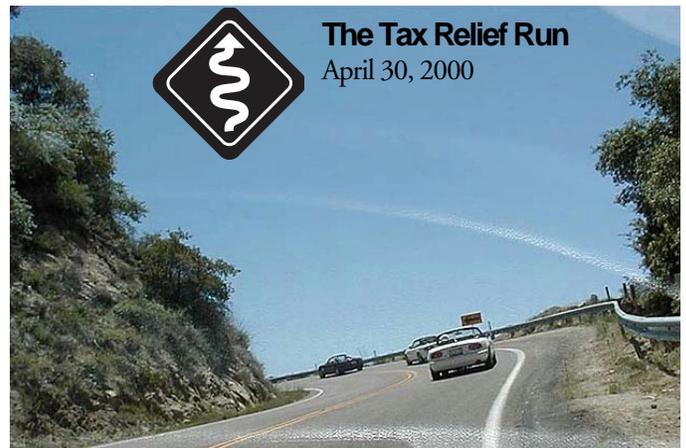


PHOTO: CATHY & MARK BOOTH



PHOTO: CATHY & MARK BOOTH



Nethercutt Collection and Canyon Country Run

April 29, 2000

We've done this one backwards and forward and no matter how we do it, it still turns out to be a winner. Everything fell right into place (even though the 50 RSVPs changed almost completely the week before the event). The weather was gorgeous – not too hot, not too cold – the host, Byron (oh, I can never remember his name, only his wit, formality and thorough knowledge of the collection), most gracious, and the collection was the most unusual and extensive of “functional fine art.” J. B. Nethercutt inherited the Merle Norman fortune and business from his uncle. Lucky for us he has chosen to share his treasures, collected over his lifetime, in an elegant setting depicting the grandeur of the automobile showrooms of the bygone days (which, of course, none of us are old enough to recall). All vehicles in



his collection have been fully restored, are in running condition, and are driven on the freeways and byways of Southern California. Specially-designed hydraulic lifts are placed under the cars to move them on the marble floors of the Grand Salon to the elevators that take them to the lower level to be taken outside. On the 3rd floor mezzanine are showcases of Louis XV furniture, Boehm porcelains, and over 1,100 “mascots” (otherwise known as hood ornaments), many of Lalique crystal. Two previous earthquakes have taken a toll on many of the crystal and porcelain collectibles. The 4th floor, known as “Cloud 99,” holds the world’s finest assemblage of mechanical musical instruments—music boxes, orchestrions and the mighty Wurlitzer theatre pipe organ, which we were treated to hearing. Now, some of you that got the brochures during the tour and read them know that I am taking some of these words directly from the brochure – that’s because I so thoroughly enjoyed the tour (again) that I forgot I was going to have to write an article and never made any original notations!

Once the tour was over, we headed for an unremarkable lunch at some fast food restaurants close by. The real treat was the great roads only a couple of miles out of town past the Wildlife Way Station. I managed to restrain JOHN’S driving (although there were still some folks who thought it was too fast). We cruised our way on some unbeatable roads like Vasquez Canyon, Bouquet Canyon, Lake Elizabeth Road, and San Francisquito Road and were treated to orange California poppies, lilac blossoms and other unknown various flowers and creatures (llamas?) along the way. If I could have figured out how to pull over about 25 Miatas (I say “about” because I never got an official count as some folks toured but didn’t drive and some folks drove but didn’t tour) so I could buy a bunch of lilacs (which are my all time favorite flowers), I would have.

We ended the day at the Town Center Mall in Valencia, where folks spent some time visiting, buying merchandise from the “boutique,” and in general re-capping a great day. Some wandered off on their own and some of us gathered at BJ’s for dinner, but no matter the destinations a great day was had by all.

If you missed out this year, watch for it next time round. There is a new building scheduled to be opened in June. No, they are not closing the old, they will continue to hold guided tours there with the new building being self-guided and showing even more of the currently-warehoused treasures. If you are interested in going it alone, you can make reservations at (818) 367-2251. Thanks to all of you who came along and made it the fun day it was – we enjoyed ourselves and will see ya’ next year!

— GERRY CONN



The intricacies of the mighty Wurlitzer organ console are explained by the docent.



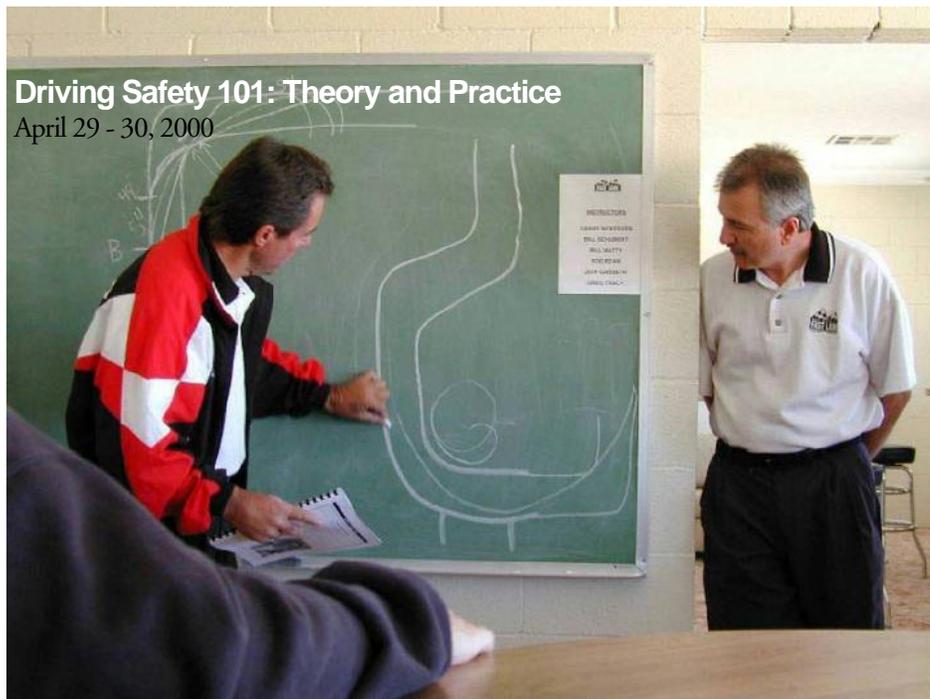
How about this on the front of your Miata? A crystal hood ornament by Lalique.

PHOTOS: JON MARTINEZ



Driving Safety 101: Theory and Practice

April 29 - 30, 2000



It sounded like an oxymoron, learning to be a safer driver at Danny McKeever's "Fast Lane Racing School." However, Fast Lane Racing School graduates JON MARTINEZ and BOBBY KLEEMANN assured me that I would learn a lot about being a safer driver if I took the course. So, I trusted their judgment and signed up for the two-day course that would be held on the Streets of Willow Springs track in Rosamond, near Lancaster. \$350, BYOM (bring your own Miata).

I was not disappointed. \$350 and about 190 track miles later, I concluded that Jon and Bobby were absolutely right. The McKeever school taught me the principles of maximizing car control by driving smoothly to keep the car balanced and neutral. Each student also got to experience his car at and beyond its limits as well as feel how the car responded to steering, braking, or throttle adjustments to bring it back under control. The school provided proper instruction, plenty of practice time, and a totally safe practice environment.

SOCALM organized the event;

hence, the attendees were mostly from SOCALM. SDMC members in attendance were Bobby Kleemann, MICHAEL CHIAPPETTA, NEAL HOWLAND, JOHN MASTON, RICH KARPP, DAVE OKAMOTO, JAIME VILLACORTE, and myself. There were also six students not affiliated with any Miata club; they used the school's race-prepped Toyota Celicas. There were a couple of other OTMs: a VW GTI, an Audi S4, and a Porsche... hmmm, a nine-something. I think we had about 30 students total. We were split into two groups and took turns being on the track.

We had a couple of classroom sessions but spent most of both days on the track. The theory about maximizing car control through proper tire management was very clearly presented and readily grasped. Danny demystified the jargon about contact patches, early/late apexes, cars being loose or pushing, etc., etc. They say a picture is worth a thousand words, and the picture of what the tires' contact patches look like from the road's perspective looking upward captured the whole story of proper tire management for me.

Getting out on the track and put-

ting all that wonderful tire management theory into practice was considerably more challenging. The Streets of Willow track is relatively twisty with no two curves alike, and part of the track is on a slight grade. On the other hand, the track is really safe--there is nothing to run into if you miscalculate and end up off the track. There's one straightaway where passing was permitted and you could get going fast if you wanted; otherwise it was all second and third gear driving.

Off to the side of the track was the skidpad. I'd always wondered what mystical properties were imbued in a skidpad. None, it turns out (pun intended). It's just a large area of asphalt with circles painted on it where you do "educational donuts". Danny told us we'd learn more in ten minutes on the skidpad than the rest of the time on the track, and he was right.

Lots of folks have used the high school parking lot as a makeshift skid pad. Doing donuts in a parking lot just looks like a bunch of fooling around, but can actually be very educational. By gradually increasing speed while maintaining the circular pattern you get the feel of the car as it approaches its limits. The advantage of a skid pad to me is there's a circle painted on the ground, and I was able to use it as a reference. I could see just how far the car was drifting from the circle, and could get an idea what "slip angle" it was at. The best thing about the skid pad was I could concentrate on just one thing. On the track or on the road, you're in a turn for an instant, then you have to deal with whatever's coming up next. On the skid pad, you're in the same turn for however long you keep going around. So you have the luxury of time to experiment with adjusting your steering or throttle and get feedback from the car.

Then there were the wet skid pad activities. Those of us without anti-



lock braking systems (ABS) got to stomp on the brakes and experience some fantastic hydroplaning. Those with ABS got to experience the ABS in action. We also did some cool 180-degree spins like they do in the movies.

Another truly educational activity was having an instructor ride with me while I drove, then switching places and having the instructor drive my car while I rode. It gave me a firsthand experience of what the car is capable of versus what I can get it to do. My '99 with the original shocks, springs, tires, wheels, brakes, etc. is capable of



Above — Neal Howland has traded his Miata for a new Audi, but he still enjoys the track time.

Right — A happy group poses at the edge of the Streets Willow Springs. Nice outfits!

more than I thought!

Of course, it wasn't like I just magically became a better, safer driver from doing a few driving maneuvers. It was the time spent applying my new knowledge lap after lap that resulted in sharpened driving skills. I think it's analogous to building up one's typing speed and accuracy, it just takes a certain amount of time engaged in the activity to improve one's skill. The difference, I think, is that Miata driving is a lot more fun than typing.

Then, just when we thought we were getting into a bit of a groove, we were instructed to drive the track in

the opposite direction! Now everything was reversed, the uphill and downhills, lefts and rights, increasing and decreasing-radius curves, etc. By the end of the two days, I think we'd practiced maneuvering through just about every kind of curve that exists.

I am amazed at how much I learned in just two days. I now have a much better idea what my car can do, what my ability level is, what to do should the car go out of control, and what to do to keep the car under control. As a bonus, now I'm having even more fun in my Miata than ever!

— GALE CHAN



PHOTOS: JAIME VILLACORTE

Thunderhill Performance Driving School

March 24 - 26, 2000



PHOTO: MICHAEL DUNNIGAN

In March, SDMC member MICHAEL DUNNIGAN traveled ten hours up I-5 to Willows, just north of Sacramento. There, he and girlfriend Karen Finley participated in the fourth annual Miata Performance Driving School at the Thunderhill Track.

Karen and Michael gave double duty to his '91 Mariner Blue during the 2 ½ day school. They alternated driving the car in separate groups each day. The Miata never rested during the entire weekend.

Since returning from the school, Michael has added a supercharger to his car. He is eagerly anticipating the next Thunderhill event.

(Michael, be sure to talk to JON MARTINEZ about driving a supercharged Miata at Thunderhill; and the importance of keeping the coolant level up!)

— ANTHONY WILDE



Folding Front License Plate Mount

A DIY Project

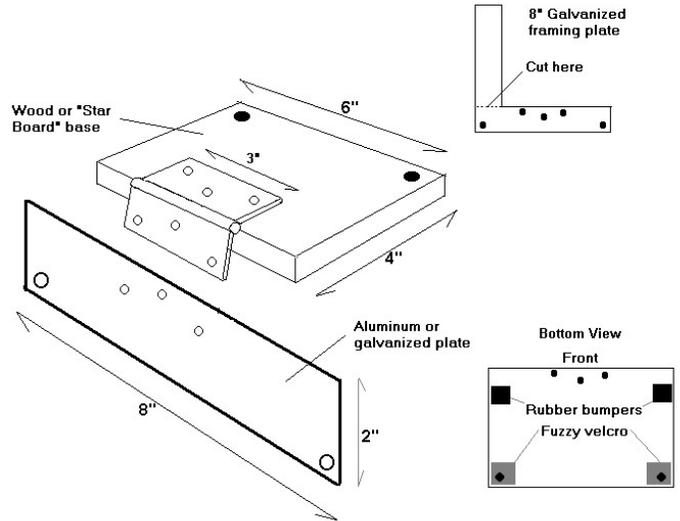
Front license plates. Most of us drive around without one, while some risk marring their bumper with the factory license plate mount. A few, who wanted the plate mounted low in the grille opening, shelled out \$25 plus shipping for the folding mount available on the Internet, only to find, as I did, that one run-in with a parking bumper trashed it.

In frustration, I made my own mount that recesses the plate into the grille opening and folds flat at about 30 MPH. For \$5 to \$8 in materials and about an hour's work, you can make one like it. This way you can keep "Big Brother" off your back, without blocking airflow to the radiator or marring your bumper cover.

Here are the plans and materials list to make one of your own.

List of Materials:

Qty	Size	Description
1	4 x 6"	¾" Wood (poplar or fir) or
	½ to ¾"	Star Board (or any other plastic material)
1	2 ½ or 3"	Utility hinge (be sure it swings freely and that it does not have a removable pin).
1	2 x 8 x 1/8"	Aluminum or 8" galvanized "L" shaped framing plate, cut as shown
2	1 ¼"	#10 machine screws
8	#10	Flat and lock washers
2	1/8"	Fender washers
3	¾"	#10 Machine Screws
3	½"	#10 Machine screws
2	¾"	Self stick squares of Velcro (softer side only)
	½" thick Square, self stick plastic/rubber furniture bumpers	



In obtaining the materials, you have a few choices to make:

First, you must decide if you want to use a cut down galvanized framing plate or 1/8" x 2" aluminum stock. Both are from Home Depot. The plate is an 8" "L" shaped framing reinforcing plate. You have to cut off one side of the "L" to end up with a 2" x 8" plate. The cost is less than \$1. If you go with the aluminum stock, a 36" x 1/8" x 2" piece of stock will make 5 mounts and cost between \$4 and \$5. In operation, there is no difference.

Second, you have to decide what material to use for the base plate: wood or plastic. My prototype was made of ¾" poplar. Painted black, it is almost invisible. I have since made one out of a product called "starboard" from a plastic supplier. It is available in either ½" or ¾" thickness and is black. It can not be glued or painted but self-stick adhesives will work on it. Locktite thread locker can be used in place of lock washers throughout. I used both.

Instructions:

For the main board, cut the poplar or star board to 4" x 6" size. Round all 4 corners and edges with sandpaper. Drill holes for #10 machine screws in the two rear corners. Center the hinge on the front edge and mark, then drill the hinge mounting holes.

Make the metal plate mount. Use either the galvanized framing plate or aluminum, as described above. Drill the two holes to accept the license plate ½" from each end and 7" apart. Center the hinge and mark and drill the holes to mount the plate to the hinge.

Attach the hinge/plate to the base using #10 machine screws, with lock and flat washers. Be sure that the hinge is mounted so that the pin is on the inside, otherwise, it will get in the way of the license plate.

Since only the main board shows (slightly) painting the assembly is optional. However, if you use wood for the main board, either paint it or use a penetrating oil finish to protect the wood. I did both, just to be safe.

Attach the rubber bumpers and Velcro pads. The rubber bumpers are important, as they level the whole assembly in the sloped grille opening. Put them close to the side edges and use "dry fitting" to locate the best mounting place (front to back) to level the main board. The velcro pads keep the main board from marring the grille opening. Put them in the back, near the 2 mounting bolt holes.

To attach the mount, find the center of the grille opening. I used a plumb bob from the center of the emblem, then a straight edge to transfer this to the lower part of the grille opening. I then put a piece of masking tape so that one edge marked the center.

Center the assembly, being sure that the plate will hang without hitting the lower part of the bumper cover and that the two mounting holes are far enough back so that the machine screws will go through the black plastic inner part of the grille opening. Use duct tape to hold the assembly in place while you drill the mounting holes.

Drill the 2 mounting holes in the inner part of the grille opening. I used only the drill bit, turning it by hand. The plastic material is thin and soft enough that it took less than a minute of twisting to create each hole.

Mount the assembly using the 1 ¼" machine screws, fender washers, and nuts. The fender washers go underneath the plastic inner part of the grille opening, to reinforce the area.

Attach your license plate. I used a metal frame along with the plate and it did not affect the operation.

— RANDY MAHEUX





PHOTOS: RANDY MAHEUX



Above — Simulated 30 MPH in my driveway. The plate actually hangs from the upper part of the opening when installed.

Left — What the police see when stopped.



Unpainted, made of Starboard and a cut galvanneal framing brace (upside down)

1999 Miata Recall — UPDATE

Last month we told you about the upcoming recall of 1999 Miatas for a fuel filler problem. Here is more detailed information.

— EDITOR

Subject Vehicles

VIN RANGE - JM1NB353*X0 100001 - JM1NB353*X0 123562 ("*" can be replaced with any number or letter)

Mazda were to notify owners of subject vehicles by mail on May 19, 2000. If you have not received a notification by the time you receive this newsletter, and your car is in the SUBJECT VEHICLE range, contact your Mazda dealer or the Customer Assistance Center at (800) 222-5500.

Your Mazda dealer will install a modified non-return valve in the fuel filler pipe to prevent fuel "spitback" from occurring. This will be done FREE OF CHARGE. The repair should take about 45 minutes.

Important

Bring your Miata to the dealership with no more than ¼ tank of fuel. This will assist in expediting the repairs, as draining fuel from the tank will not be necessary.



Oil leaks you can smell but can't find

The obvious first place to check is the back of the cam cover (valve cover to some), where you can't see. Use your finger to feel for oil. The second place to consider is the O-ring around the crank angle sensor, which is at the back side of the cam. Get the O-ring from the dealer and lube it with engine oil prior to installation; then reset your timing.

Now here is the toughie and I did not find it. Rocky (my mechanic) found this leak, and it is very hard to see. It was power steering fluid blowing back on the exhaust manifold on 1.6 liter engines. It seems the power steering pump return hose is very close to the manifold, and



all the manifold heat over time forces the hose to shrink and/or the factory spring clamp to relax its tension. When hot, fluid escapes and burns when it hits the manifold.

The fix, one #10 worm screw hose clamp and two #20 worm screw hose clamps.

Remove the air box and lower bracket. Pull one end of the coolant hose that is directly below the air box and you will find the power steering return hose hiding underneath. Use pliers and relocate the spring clamp and then add the worm screw clamp in its place. Next, replace the two coolant hose clamps with worm screw clamps. Then reinstall the air box and its bracket. Time is about one hour. Miatas should smell good as well as look good.

—LARRY DENNSTEDT



PHOTO: KATHY & KEN ROBERTS

THE SEARCH FOR MADONNA II

May 6 -8, 2000

We had been anticipating this trip for months with tantalizing tidbits of what we would see and where we might go. We got great advice from our trip leaders LAURIE & STEVE WAID on what to pack and what to expect. For

those of you who have trouble getting everything you want in your Miata, you have to have one of Geri's bags! You would be amazed how much you can pack in that car with one of her bags. Last minute, late night (close to midnight) advice came from "The Trip Nazi" (alias Steve Waid)...are you asleep yet?...is your gas tank full?...you'd better be on time as we wait for no one!

Well, you definitely did not want to miss this trip. We left our house at o'dark thirty to be in Oceanside for the drivers meeting at 6:45 a.m. 20 cars headed off on our search for Madonna being led by the yellow "Buzer". We stopped again in Los Angeles for a few more cars to join us before continuing the journey. One last pit stop in Solvang, where we picked up another car. Steve was just teasing us with this 1/2-hour stop in Solvang with all the inviting shops and bakeries..."couldn't we just stay here until tomorrow" I queried? Not today, he replied, we are still in search of Madonna.

Three cars were already waiting for us when we finally found Madonna

about 1p.m. A welcome and interesting sight! A total of 29 cars and 55 people had made the journey from the SAN DIEGO MIATA CLUB, SO-CALM, VROOM, and two cars coming from as far away as Texas! We then had a wonderful lunch at the Madonna Inn. Some were lucky and their rooms were ready, while others had to wait until later. But that was okay because we were going to go driving and exploring again. Off in our Miatas on another run to see the countryside. I've never been to this part of California before and it is gorgeous. Beautiful rolling green hills, farmland, flowers, and a few cows. It was a fun drive with lots of twisties. Some of us thought we had gotten on the "Puke-O-Rama III" run by mistake!

Back at the hotel for a quick change before the big banquet. After dinner we went room hopping to see everyone's rooms. Each was uniquely different in theme and décor with wonderful goodies provided by everyone - drunken fruit, champagne, wine, sparkling cider, margaritas, angel cookies, cheese, brie, 2 fabulous cakes, truffles to die for, and even cigars! I don't know if we ever decided who had the most "unique" room. It could have been the one with the spiral staircase going up to a small lookout, or the one with the giant golden cherub hanging over the bed. It could have been the one with the waterfall rock shower or the ones with the bright, shocking green or pink walls. Our room was pretty "normal" by comparison, all in blue with a round bed!



PHOTO: KATHY & KEN ROBERTS

Sunday morning we were led by a surprise leader, Steve (Jay Leno) Vannatta and his '40 Ford Street Rod, to Morro Bay for breakfast at Carla's Country Kitchen. We then broke into smaller groups going in different directions. A quick visit to the car show in Morro Bay was first on our agenda. The sun was shining and there were a lot more cars to see than we had thought. Everything from a three-wheeled 1956 German Messerschmidt to '57 Chevy Hot Rods and Nomads - something for everyone. Some then went on the Pozo run, touring the interior area of Central California with more twisties and a wonderful lunch at the Pozo Saloon. Others, like us, went to visit Hearst Castle. If you've never been there before, go! It is really impressive and seemed more like touring a castle in Europe than someone's home. At the end of the day about 20 of us met up for dinner at Dorn's Breakers Café back in Morro Bay for a delicious dinner and a comparison of notes on the day. I don't know where we keep putting all this food!

Monday morning after breakfast it was time to say goodbye to the Madonna Inn, but rest assured, we'll be back! Some had already left for home while others were going elsewhere to continue their vacation. We had 11 cars in our group heading south. Some broke off to visit Santa Barbara or drive down the coast on Pacific Highway 1. Those of us left went back to Solvang to explore those inviting shops of this little Dutch village. Yes, we did more shopping and still fit everything into our cars! The last six cars then headed south and made one final stop at Tom's Farms for a few more goodies and dinner.

As our heads hit our pillows late Monday night, we went to bed smiling, thinking about our wonderful adventure and what room we were going to try to get for next year. So



Steve and Laurie, you better start planning the dates for next year's trip because we are ready to go on "The Search for Madonna III!"
 — KATHY ROBERTS



PHOTO: KATHY & KEN ROBERTS

Kathy and Ken Roberts in the Vous Room



PHOTO: LAURE & STEVE WARD

Truffles anyone?



PHOTO: GERN & SAL CAUSARANO

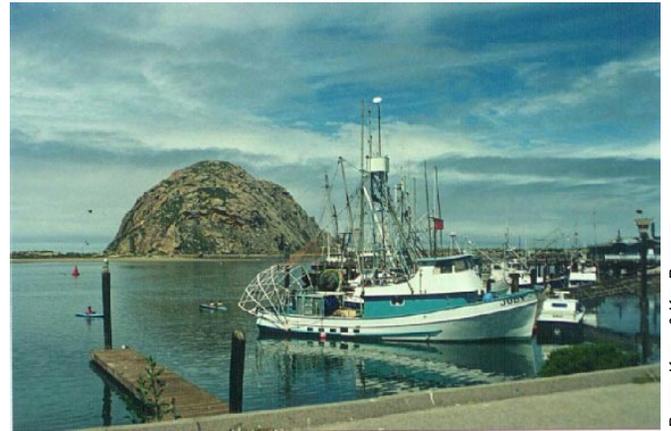


PHOTO: KATHY & KEN ROBERTS



PHOTO: KATHY & KEN ROBERTS



PHOTO: KATHY & KEN ROBERTS

Talk about retro styling — A '40 Ford Coupe commiserates with a pack of Miatas.



PHOTO: KATHY & KEN ROBERTS

Aftermarket Goodies

Taking In More

— Than Just the Scenery

Maybe I'm just a cheapskate, but I'm one of those people who has always resisted paying \$400 for what I consider to be the marginal improvements in breathing offered by a cold air intake.



Let's face it, there's only so much you can do with a normally-aspirated 1.6 or 1.8-liter inline four-banger to make it go faster. If such an engine is attached to a well-designed car, the intake and exhaust tracts have already been designed to optimize intake air velocity and the scavenging of exhaust gases for maximum performance. And the Miata is, to be sure, a well-designed car. Anything done in the aftermarket short of forced induction is doomed to having a marginal effect at best on overall get up and go. Sometimes you can add products that you think are going to enhance your engine's performance and actually go the other way and lose a few horsepower—the Miata design as originally sold is *that* good! But while the Miata is a magical machine, there's considerably more magic in the suspension than there is in that little engine's ability to produce power and torque. When it comes to those aspects of performance, there's still no low-buck substitute for cubic inches. That's why it took me years of pondering before I bothered to mess with the Voodoo-Wagen's intake at all. I just couldn't bring myself to part with 400 bucks for what I knew was going to be a marginal improvement in badly needed midrange torque that I might not even feel with my backside. Then, suddenly, Racing Beat came along several years ago with their Power Pulse intake. Ah-hah!, says I, now I can try the cold air intake concept for little more than *half* of 400 bucks! So

I bought one.

After running the Power Pulse for a while, frankly, I liked it just fine. There were a few things about it that were less than perfect, but it was still a better intake than the stock unit at a reasonable price. The acceleration felt a bit better through my pants, the product looked good under my hood, and it was CARB certified, which to me is very important. I don't get very excited by the prospect of tearing the car apart every two years to have it smogged. I ran the Power Pulse for several months prior to and during my trip to Texas, where it even survived off-roading admirably. While in the Lone Star state at Miata World '99, I ran into Jim Langer, Racing Beat's Marketing Manager, and got to talking to him about the Power Pulse and my impressions of it. In the interest of comparison testing, and because I had always wanted to try their less expensive horseshoe-shaped High Flow Air Inlet, Jim offered me a price on the High Flow unit (which is also CARB certified) that was hard to pass up, and I took one home in the trunk for later installation.

Once back in San Diego, I installed the High Flow intake and took the car for a ride. Right away I was favorably impressed. Not only did it seem to create a stronger, more instantaneous engine response to the gas pedal than either the stock or Power Pulse intakes had done, it made this viscerally satisfying "roar" above 4500 RPM at full throttle...*very* cool, whether I was accelerating more quickly or not. The Power Pulse had also created an added sensation above 5,000 RPM, but it could be better described as a power-driven vibration, not a roar. Nice, but not as nice as a roar. Now that I've been running the High Flow for almost a year, I still stick my foot in it more often than needed just to hear that sound. It is entirely too cool. But beyond that very satisfying sound is

the simple fact that my backside tells me that there is just plain better mid-range torque with this unit on my car than there was with prior intakes. It is admittedly hard to tell from the seat of your pants just how much improvement you might have gotten from a given Miata intake. In combination with my JR header, high flow catalytic converter, and Borla exhaust the difference from stock is clearly noticeable. But just how much of that can be attributed to this intake or that? The car has been faster than stock with both Racing Beat intakes, but my gut tells me the High Flow is more responsive to my right foot from 2500-4000 RPM, and that's what matters most to me. And it isn't the header, cat con, exhaust, or even the 14-degree timing; those were all there before I changed the intake from stock, so the comparison is a fair one, with only one variable changed. Besides, look at the numbers at the bottom of this article. They speak for themselves.

Now, I know what the theorists out there are saying...and yes, this intake tract is somewhat longer than that of the Power Pulse or the other CAI, so I'm losing a few horsepower at the top end. OK, I accept that; but how much of your total road time do *you* spend above 7000 RPM? Even at the autocross, midrange torque is generally more important than absolute power at the top of the rev band. I happen to be one of those people who will gladly trade a few horsepower at the very top end for a flatter torque curve in the 2500-4000 RPM range. If you've ever done Wynola Road at speed and have come out of the second half of one of those two-piece turns wishing for 2nd-and-a-half gear, you know why. The High Flow unit, with its somewhat longer intake run, provides the torque boost that meets my needs perfectly.

Is there a downside? Yes, there are



always ups and down with aftermarket accessories. You *have* heard that Voodoo Knobs get warm, haven't you? I can't run a shock tower brace, and adjusting my left front shock is a pain due to the location of the elbow, but overall the plusses far outweigh the minuses.

At least as difficult as detecting marginal horsepower and torque improvements through the seat of your pants is timing acceleration runs with your Voodoo Knob in one hand and a stopwatch and a steering wheel in the other...especially while trying to watch the road and steer the car down a less than completely straight course. Thank God the business park across the street is relatively flat and nearly deserted in the evening. In a valiant effort to be objective, I recorded some 0-60 times. While not up to Road & Track's road test standards, the results were, I thought, revealing...

Published stock 1991 Miata 0-60 time: 8.6 to 9.2 seconds, depending on whom you believe.

With the Power Pulse:

0-60: 8.06

50-70: 7.67 (4th gear)

With the High Flow intake:

0-60: 7.79

50-70: 7.45 (4th gear)

Not all that bad, and just what the doctor ordered for exiting turns on Wynola Road. So if you're looking for some cost-effective extra punch, give Racing Beat a call. Then, if you decide you need a little more, cruise the Miata aftermarket for that header, cat con, and exhaust system. When you're done with that, there's lots to choose from out there in springs, shocks, and sway bars to make your run through the twisty parts of Wynola faster too.

— VOODOO BOB KRUEGER

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SDMC Club Merchandise

Need something to make your life a little less bland? How about some distinctive club merchandise to get things started?

- Club T-shirts
- Club Sweatshirts
- Static Cling Decals
- Club Logo Pins

All items will be available at the Boll Weevil Monthly Meetings (4th Thursday of every month). If you want to pick up clothing items at a run or social event other than a Monthly Meeting, please contact BARB SHEV (mooncalf@aol.com or (858) 679-0777, evenings please) with an order and Barb will be happy to bring your stuff along. She can also mail items to you — ask her about postage costs.

Badges?

Have you been wondering where to get those nifty engraved plastic name badges that have been turning up on members at the latest events? They are available for a mere \$6 each, including shipping to your home, from VICKY KRUEGER.

Either see Vicky at a Monthly Meeting or phone her at (858) 486-4711. You will need to give her cash up front; as the badges need to be paid for in advance. Lots of colors are available to match your Miata.



Next Month — Watch for a full report on the European event in Bruges, Belgium from SDMC attendees Stef & Tom Gould, along with Michelle & Ed Langmaid.

CLASSIFIED ADS

Classified ad space is provided free of charge to members. Please include your name, telephone number and E-mail address (if applicable) with each submission.

For Sale: Racing Beat High Flow intake for 1.6 engine. Three months old, \$100 - Firm.

Michael, (619) 255-1406 or mpdd@home.com

For Sale: A set of 14-inch original equipment wheels from a '99 is looking for a good home. Attractive and easy to clean! \$400.

Rick, (619) 234-4441 or

communicator@home.com

For Sale: Front air dam from green '99 sport package, Make Offer.

Richard, (619) 286-2412 or miatazeke@aol.com

Free: 4 OEM steel rims in excellent shape from a '90 base model. Get them out of my garage!

Richard, (760) 753-5404 or rsomerville@ucsd.edu

For Sale: '90 with 13k miles on "new factory motor." New radiator, fuel pump and battery. New "stock" exhaust system. Pirelli tires. Red with hardtop, 113k miles. Reduced to \$5500.

Pete, (760) 749-3470.

For Sale: Nearly new 15" Racing Tires - Full set of (4) BFGoodrich Comp T/A R1 205/50-ZR15 plastic bagged and ready to go. Price reduced to \$150. Last chance; for less than this I'd just as soon keep them!

Greg (619) 584-7174.

For Sale: '95 M edition (Merlot) like new condition, synthetic oils, a/c, cruise control, am/fm cass/cd player. Koni shocks, stainless brake lines, real oil pressure gauge. \$12,500.

Ken, (760) 753-1502 or kene@ncitimes.net

Wanted — Club Regalia Person

Volunteer needed to take over the tasks involved with the sale of club merchandise (T-shirts, sweat shirts, static cling decals, club logo pins, etc.). The volunteer would be responsible for the inventory of club merchandise and make it readily available to members who would like to purchase items. Interaction with vendors would be necessary when placing orders to replenish the inventory on an as needed basis.

If interested, contact ELLIOT at (858) 679-0777 or cranial@aol.com.