



# SDMC *news*

The newsletter of the San Diego Miata Club

Volume 11 Number 2

February 2006

## Steak and Beans Challenge raises \$11K for Habitat

STEVE WAID

**I**t began innocently enough. Laurie and I left on our first two-week vacation in over 15 years. We were enjoying a cruise and time in Hawaii, and relaxation was the order of the day.

Meanwhile, back at home, a challenge was being made via e-mail, and I didn't even know about it. I wasn't going to be bothered by e-mail for the entire trip. In fact, I was even having a difficult time wanting to find out any football scores.

When we got home I checked my e-mail, and there it was, a message from Bud Martin. It began, "Steve Waid – are you listening? Well, listen up, San Diego Miata Club. SOCALM is here, and we are challenging you to a steak and beans contest. I want Steve Waid eating Beans.

"I have arranged for the Southern California Miata Club to challenge the infamous San Diego Miata Club, and person-

ally I challenge the infamous and flamboyant Mr. Steve Waid, to a fundraising shootout for Habitat International and Steve in particular to a Steak and Beans contest."

The gist was that SDMC and SOCALM would raise funds for Habitat for Humanity, and the club that raised the most money would win the competition.

The Steak and Beans part goes like this: At a run or an event of our choice, Steve and Bud will face each other across a table. The winner will have a proper setting of china and all the trimmings of a steak dinner; the loser will have a newspaper for a table covering, beer in a paper cup, beans, and a hamburger, slightly overdone. As Bud said, "not a pretty picture for the loser, but then let's be real. It could be Steve in the winner's side. So let's sweeten the pie. Well, if Steve wins I will wear yellow and

flames for dinner. If Steve's group loses, he will be required to wear red to dinner. WOW – now that is a concept." So that was the challenge.

Bud also arranged with Moss Motors to donate some nice Miata products to the top donation producer from each club. Browning Mazda in Cerritos has contributed something to the top donors from each club as well.

So, that is what was going on while I was in Hawaii. I responded as follows after ensuring that President Sue Hinkle thought SDMC was ready for the challenge:

"Steve Waid IS out there! But, you (Bud and SOCALM) have stepped on Superman's cape. You have poked the 500 pound gorilla in the eye. You have awakened the sleeping giant. We (SDMC and I) have picked up the gauntlet and accept your weasely challenge. Even though I

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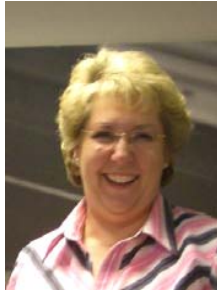
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President



Jerry Boster  
Vice President



Brenda Kay  
Secretary



Jason Brent  
Treasurer

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Submissions to the newsletter are welcomed and encouraged. When possible, please e-mail your submissions to the newsletter editor. Submissions may also be mailed to the club's post office box.

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

## How to Contact SDMC

### On the web

[www.sandiegomiataclub.org](http://www.sandiegomiataclub.org)

### 24-hour voice message line

619-434-2007

### By mail

P.O. Box 180833  
Coronado CA 92178-0833

### Club e-mail

Most club communication is conducted via e-mail through a Yahoo Group named SDMC-List. A free Yahoo account is required. Follow these steps to join.

1. Go to <http://autos.groups.yahoo.com/group/SDMC-List>. (*Note: Capitalization matters!*)
2. Click "Join This Group!"
3. If you have a Yahoo account, log in. If you do not, click "Sign Up" and follow the instructions.
4. After logging in, you will be returned to the SDMC-List "Join This Group" page.
5. In "Comment to Owner," state you are an SDMC member.
6. Complete remaining selections, perform Word Verification, and click the "Join" button.
7. Your SDMC membership will be verified. The verification and approval process may take several days.

For more detailed instructions, see the club's website.

### Membership roster

The membership roster is available to SDMC members only. Follow these steps to access the roster.

1. Go to <http://autos.groups.yahoo.com/group/SDMC-List>.
2. Log in and click "Database"
3. Click on the most current table in the tables list
4. To print, click "Printable Report." The printed copy will be 15-20 pages.

For more detailed instructions and options, see the club's web site.

# Membership Page

## New members

Welcome to our five newest members (since last newsletter):

- Tommy & Veronica Aaenenson**, Lakeside..... 1990 Red
- Bud & Diane Bainbridge**, Temecula .....2006 White
- Steve Coe & Denise Kohler**, San Diego..... 1990 Red
- Max Stromberger**, San Diego.....1995 Black
- Imants Virsnieks**, San Diego .....1994 Black

As of January 14, 2006, we have 285 memberships (105 single, 180 dual) and a total of 465 members.

## Renewals

Renewing members since last newsletter: 137. We're more than halfway there, but 138 members still need to renew.

Renewals are being extended through February. Get yours in.

## Monthly meetings

Our monthly meetings are a great opportunity to meet your fellow club members, ask questions, and share stories. Meetings are held on the fourth Thursday of each month, except in November and December when we meet on the third Thursday.

Members begin arriving around 6 P.M. to enjoy meals, snacks, or beverages while chatting with

their Miata friends. The informal meeting starting at 7 P.M. We guarantee you'll have fun.

We meet at the Boll Weevil restaurant, 9330 Clairemont Mesa Blvd., in San Diego (between I-15 and SR 163). To contact the restaurant, call (858) 571-6225.

**This month's meeting date:**  
**Thursday, February 23**

## Dues

Dues are \$35 per calendar year, for either an individual or a dual membership (two members in the same household). Members who join the club in the first half of the calendar year (January through June) pay \$35 for their first year; those who join in the second half of the year pay \$20 for the remainder of the year.

## Badges

Have you wondered how to get one of those engraved plastic name badges that other members wear to events? They are available for a mere \$6.50 each, including shipping to your home, from Vicky Krueger. You will need to give her cash up front, as the badges must be paid for in advance. Lots of colors are available to match your Miata. See Vicky at a monthly meeting or send e-mail to VICKY@TEAMVOODOO.COM.

## Dues Reminder

January has been designated as our membership dues renewal month, as announced in our October, November, and December newsletters.

As of December 31, 2005, all memberships have expired, and renewals are due during the month of January. Dues for 2005 are prorated, based on when you renewed in 2005. Check the renewal date shown on your mailing label.

Membership renewal forms are now available on the club's website ([WWW.SANDIEGOMIATACLUB.ORG](http://WWW.SANDIEGOMIATACLUB.ORG)) under "Join our Club." Please complete your

Dues Proration	
January	35.00
February	32.12
March	29.20
April	26.28
May	23.36
June	20.44
July	17.52
August	14.60
September	11.68
October	8.76
November	5.84
December	2.92

renewal form and mail your 2006 dues to:

**San Diego Miata Club**  
**P.O. Box 180833**  
**Coronado, CA 92178-0833**

Membership renewals will also be accepted at the monthly meeting on February 23.

Since this is a new club policy, we have extended renewals through February. Those memberships remaining unpaid at the end of February will be considered expired and will be removed from the SDMC and newsletter mailing lists.

# Calling all members!

SUE HINKLE, PRESIDENT

**O**ur Annual Meeting is only a few months away, and it will be time, once again, for members to cast their votes for new elected officers. The exact date for the Annual Meeting has not been determined, but this is the perfect time for members to consider running for an elected office.

The success of the San Diego Miata Club for the past ten years is due to those members who volunteered to hold an elected office or volunteer position. Without volunteers, there would be no San Diego Miata Club. I'm an advocate of volunteerism, and I would encourage any member who would like to run for an office to do so. This is one of the best ways to get involved with the club operations, and it doesn't require a ton of time. In fact, it's a lot of fun—just ask anyone who has held an office or a volunteer position.

The March newsletter in previous years has been primarily dedicated to candidate profiles. If you are interested in running for office, I would encourage you to write a

brief personal profile of 500 words or less and submit it to our newsletter editor, Jerry Standefer. A biographical profile is not a requirement to run for an elected office, but it is an opportunity for fellow club members to get to know you and your visions for the club. You will need to make sure that your profile reaches Jerry Standefer (NEWSLETTER@SANDIEGOMIATACLUB.ORG) no later than February 15 to be included in the March newsletter.

Many of my articles during the past year have mentioned volunteers in one way or another. In addition to the elected offices, there are several other volunteer positions that keep our club zooming along. It's our volunteers who schedule and assist in organizing fun runs and events, publish our monthly newsletter, manage our membership, maintain our website, handle club regalia, order member badges, and keep members well-informed through the SDMC-List. These volunteers dedicate their time and energy to ensure that we continue to have



fun and enjoy the camaraderie of SDMC. If you are interested in volunteering in any way, please let one of the board members know your desires and what you would be interested in doing. There's always room for more volunteers.

2006 marks a historic year for SDMC as we celebrate our Tenth Anniversary. The year will be full of signature runs, special events, contests, and celebrations. What better time than now to run for an elected office or volunteer for an appointed position?

## Submit your election profile

It's a new year, which means the annual meeting is approaching and it's time to start thinking about SDMC officer elections. Elections will be held at the annual meeting in April for president, vice president, secretary, and treasurer. Officers will be elected by a majority vote of the membership present at the meeting.

Are you thinking about running? There are many new members who

probably don't know you. Candidates are encouraged to submit profiles of themselves for publication in the newsletter. Your profile should include what position you are running for, a brief biography of yourself, how long you have been a member of SDMC, and reasons why you should be elected for that position.

Please limit your statement to no more than 500 words and, if possible, submit a photograph of yourself. The photograph should be in color and, ideally, should not include other persons. *SDMC News* will resize and crop

the photograph as necessary.

Candidate statements will be printed as submitted, with no editing by the newsletter staff, other than formatting (font, text size, and layout). Candidates are strongly urged to have profiles edited by friends or family members prior to submission.

Profiles will be accepted for the March and April newsletters. Submit candidate profiles to NEWSLETTER@SANDIEGOMIATACLUB.ORG by February 15 for publication in the March newsletter, and by March 15 for the April newsletter. Good luck!

# A new year, a new look

JERRY STANDEFER, EDITOR-IN-CHIEF

**T**he New Year has come and gone, but not without celebration. The Rose (Parade) Run hosted by the Corbyons on New Year's Day was the first real run (not a freeway excursion) I had the chance to participate in. What a rush! The back roads to and from Julian were punctuated frequently by smile-inducing, adrenalin-pumping twists and turns.

## Changing the guard

Our new Production Editor, Larry Clark, and I have plenty of twists and turns of our own to kick off the new year.

Before I downshift and accelerate into our first curve, I would like to extend one more bout of appreciation to Eunice Bauman and Laurie Waid, the outgoing Editor-in-Chief and Layout Editor, respectively. Since September of 2003, these two ladies have worked hard month after month getting this newsletter out on time. Of course, they had a lot of help from the rest of the newsletter team and from the club's membership, and I must thank you all.

Larry has taken over Laurie's position, now renamed Production Editor. Larry and I have our work cut out for us. We will do our best, along with the Newsletter Team, to continue the legacy.

## What's in a name?

As you may have noticed, *SDMC News* has a new look. I have given Larry free reign on the layout, and he has created a look that is both attractive and inviting. But something big is missing. What would go better with a new look than a new name? Other Miata clubs have creative names

for their newsletters, from *The Reward* to *Miatatudes* to *The Open Road*. Do you have a name for our newsletter? Submit your idea for a name, and the membership will vote on it. (See announcement on page 17 for details.) The first time we'll see the new name will be the April issue.

We have made a change to the print format. The new format is printed on individual sheets that are stapled together on the left edge. This creates a substantial reduction in production costs and printing time, which frees up more of SDMC's budget and allows us to cover events later into the month.

Our new look is more than just skin deep. Be on the lookout for new sections such as product reviews, and a more in-depth look at one of the club's favorite pastimes, autocrossing. We also want you to learn even more about your favorite club with additional member profiles, and more about your Miatas with more frequent tech articles. Is there something you would like to see in a future newsletter? Let us know! Our electronic mailbox is always open at [NEWSLETTER@SANDIEGOMIATACLUB.ORG](mailto:NEWSLETTER@SANDIEGOMIATACLUB.ORG). For you more traditional and personal types, give me a call directly at 619-295-5993 or pin me down at a club meeting or event. We want you to be involved!

## Anniversary plans

The club's 10th anniversary is quickly approaching, and we have several treats in store for your reading enjoyment. The annual meeting is also coming up, which means you need to start thinking about our annual election. If you



are considering running for a club officer position, we will be publishing candidate profiles and pictures so the club members get a chance to know you. My favorite part about the profiles will be the pictures, because I am horrible with faces and names. (I'm sure Larry will agree.) Please see Announcements for specific details and policies for submitting candidate profiles.

Speaking of policies, we have also initiated a new length policy for the Member Discounts, which will give us room for more discounts. Do you know of a company that would like to offer us a discount or two? Let us know, or have the company contact us. I know I can't pass up a good deal!

For the time being, article submissions will still be due by the 15th of each month. Our goal is to ensure that the print version of the newsletter reaches your mailbox by the 1st or 2nd of each month; the online version will be available about five days earlier.

I hope you enjoy the new look and features! Until next month's issue, keep burning up those twists and turns and, as always, zoom-zoom!

# Miata Rose Run delights large turnout

RAY CORBYONS

What appears to have begun as one of Sue Hinkle's many passing thoughts, the notion of initiating a New Year's Day run alternative to SOCALM's traditional January 1 "Hangover Run"—an event that would be both more geographically friendly to SDMC members and also devoid of the large number of "other than Miatas" (OTMs to veteran SDMC members, but part of the cool new lexicon to us newer members)—may have turned out to be the inaugural New Year's Day "Miata Rose Run." Post-run feedback from numerous participants suggests that this is an event that could easily find a recurring place on the annual event calendar.

Before going any further, I would be remiss in not acknowledging and applauding Sue's tactfully sneaky way of inducing relatively new club members Christine and Ray Corbyons (my lovely spouse and me) into taking an active role by leading the run. Although we had participated in only a couple of other SDMC events, the apprehension and anxiety that we felt about our commitment was soon mitigated by Jack and Sue's guidance and support. (Heartfelt thanks to you both for inviting our participation and for making it so easy and enjoyable.) We got far more out of this experience than we put into it, with the possible exclusion of writing this article! We would have been well served to have taken a page from Larry and Mary Clark's "Great Pumpkin" rally technique on securing someone else's commitment to write the article before queuing up to start the run. Oh well, maybe next time. Right!

The day began approximately nine hours into the new year with a breakfast gathering (for those so inclined) at the Westside Café in Escondido. Actually, we were pleasantly surprised by the number of folks who managed to rally from the Eve's festivities and join the group upwards of an hour or more before the scheduled departure time of 10:30. I think an already-busy Westside Café did a fine job of responding to a significant increase of about 40–50 breakfast meals. Christine and I were delighted to greet everyone as they arrived, exchange New Year's wishes, and present the ladies with the event's namesake, a Miata-red rose. Our apologies to Obi Waid; had we known better, we would have had a yellow rose for Laurie. Maybe next time. Right!



Ray Corbyons passes out roses at drivers meeting as "Rose Queen" Christine clutches their new magnetics. (Photo: Larry Clark)

Early predictions estimated that we would be about 20 cars. Considering that a light rain storm had ended only hours earlier and another far stronger one was forecast for late that afternoon, we thought 20 cars would be impressive. However, by the time the drivers'

meeting got underway, over 30 cars were scattered around the Westside Café's parking lot and the sun was peeking through with a preview of what turned out to be a delightful day—brisk, clear, and mostly sunny. (At 6' 2" tall with a long torso, I really dislike driving with the top up; it sits on my thinning cranium creating further erosion through abrasive friction. Our decision to buy a new '06 MX-5 was in no small way influenced by the increased interior head and shoulder room.)

We were also somewhat surprised to realize that several brand new SDMC members were there for their very first run. Welcome aboard! Christine and I can only hope that you find the SDMC experience to be as fun and rewarding as we have found it to be. Your participation kind of makes us feel like part of the old guard. Sure, right; maybe next year!

Shortly after 10:30, we queued up along 9th Street and headed off to Julian with an ETA of 12:00 noon. Over 90% of the 50+ mile route was over single lane, winding country roads which we find to be both relaxing and exhilarating at the same time. There were times when the road tempted us to be more exhilarated than relaxed, and I observed this in other cars as well. However, high on our agenda was maintaining the contiguous unity of the group. As first-time leaders, we found this to be every bit as challenging as we had expected, particularly when confronted with traffic signals and turns onto roads with oncoming traffic. Lacking a CB radio, Barb Shev had loaned us

a portable radio to stay in touch with the sweep car, but frankly, with the top down and the line spread out—at times over a mile or more—in the midst of hills and curves, communication was sometimes spotty at best. Even though the pace was set fairly slow, I relied heavily on several cars that occupied the number-two spot in the line throughout the day that were able to assist by hanging

was finding a municipal restroom. I did notice that at least one car couldn't go the distance and peeled off at Dudley's, seven miles shy of town. Names have been withheld to protect the weak-bladdered.

With the sun shining brightly, the temperature in Julian was far warmer than anticipated. It was ideal for strolling down Main Street, window shopping (or actual), and for many, partaking of apple pie and, yes, more coffee, cappuccino, latte, or espresso depending on preferences. Some of us are gluttons for punishment. Other enthusiasts were content to polish their cars in the parking lot. (Thanks for the tips on what products to use.)



A long line of Miatas wind across Highland Valley Rd. Ray's pace helped keep us all together. (Photo: Mark Booth.)

back from time to time to let me know to slow down a bit. Thanks, guys! Your experience and cooperation were much appreciated. The occasional pull-off to the side to re-queue also enabled us to keep folks together. I especially enjoyed the protection provided from cars in the rear when they sequentially pulled out onto the road to block on-coming traffic after we had reformed the line.

We arrived in Julian within minutes of the ETA and after briefly parading a couple of blocks to the enjoyment of pedestrians, we found our way to the municipal parking lot. I must admit I like the looks and stares from bystanders when we pass by. (Okay, a moment of truth: Did anyone drop \$5 into the "honor system" parking fee box?) I think for many of us, after 90 minutes in the car following several cups of Westside Café coffee, the first item on the agenda

To my personal relief and satisfaction, the shops were not substantially discounting their Christmas decorations, so Christine refrained from the temptation to fill the Miata with bounty. Amen! Maybe next year. Right!

Quite a few participants were unable to remain in Julian due to other commitments and opted to continue their journeys prior to the scheduled departure at 2:00 p.m. Even so, it was wonderful that they could join for breakfast and/or the first segment of the run. I am so glad that you made it! As it turned out, more than half of the cars regrouped in the parking lot at the

appointed time and, without a lot of fanfare, proceeded to queue up for the return leg. Although the distance was longer, the trip back was quicker, in part due to the last segment, which was a straight run on Route 76 of over 30 miles. (What about that earlier section on Wynola road? Can you spell acrophobia? I don't think the Greeks had a word for fear of curves but I was more concerned with the drop-off on the unguarded right than the tight turns.)

While the run officially ended where 76 meets Interstate 15, for several cars heading south, the threatening skies afforded an excuse to those with tops down (and one with the top up who clearly needed no excuse) to let out the cars that had been so restrained throughout the day. I didn't know that one could get from Route 76 to Route 78 in less than 15 minutes, but hey, with darkening clouds overhead, the wind in your face, the needle on 100+, and several Miata cohorts to keep you motivated and focused, it's really not



Cathy Booth and the Hinkles enjoy the crisp air in downtown Julian. (Photo: Mark Booth.)

much of a problem. All in all, it was a marvelous, if somewhat speedy, ending to a really terrific drive. Perhaps we'll be seeing you again, or for your first Miata Rose Run, in 2007.

# SDMC member enjoys SOCALM's Hangover Run

STEVE RANZANI

**I**t was a conundrum. I finally managed to get the New Year's Day off, so after missing the last "Hangover Run," I would actually be able to make it this year. Then came the "Rose Run." Of course, I would love the opportunity to drive some of my favorite roads up to Julian with my own club. What better way to start off a new year?

What's a guy to do? Since the "Hangover Run" ended in my backyard, was touted as being the "last run as it's known" due to road construction, and would possibly be one of the last drives on Ortega Highway as we know it, I decided to go on the SOCALM run.

January 1, 2006, came in with a lot of clouds and what looked like could be a fair amount of rain. Not really looking forward to driving in the rain, I hadn't actually made up my mind to run or not until about 10 minutes before I had to leave. It turned out to be a really nice day for a run; I didn't even have to wear a hat to avoid sunburn on my head.

At least 60 cars, mostly Miatas (or MX-5s) and RXs, showed up in San

Juan Capistrano despite the clouds. We even had a 323 with a roll cage show up. I know it's hard for some of us to believe that someone would actually want to drive something other than a Miata, but some do. Zack led a really nice run over Ortega, which is not always easy to do with traffic. I remember on one of my first runs, I couldn't understand why we kept slowing down and then zoom to catch up to the traffic. Oh, yeah ... catch up.

We took a 15-minute rest break in Lake Elsinore where we picked up a few more cars. Then we took off through downtown Elsinore and up onto the Santa Rosa Plateau. Heck, this place is right above my hometown and has some great roads I didn't even know existed, including the infamous 27% downgrade. I think I will need to lead a run up



Five dozen cars gathered under cloudy skies in San Juan Capistrano for the start of SOCALM's Hangover Run. (Photo: Steve Ranzani.)

here for our club one day. We zipped around the plateau and then down into Temecula and ended up at the Promenade Mall in Temecula for lunch at one of the plethora of restaurants in the area.

Overall, I must say Zack and SOCALM put on one heck of a run. It was my first experience with a non-SDMC run and I really enjoyed myself. Great roads, great cars (even the OTMs), and most importantly, great people! It just goes to show that it's not just our club, but Miata people in general. I will definitely look for more runs with SOCALM, although I look forward to next New Year's Day and the now-annual Rose Run.

## CHALLENGE *(Continued from page 1)*

enjoy beans and hamburger, I would never wear red. Bud, you had better be looking for some nice yellow flamed shorts, because you will be needing them. Let the games begin..."

And begin they did. Between the two clubs, we contributed about \$11,000 in just about a month and a half. And, more importantly, SDMC came up with almost \$7,000 of it. Therefore, I am the winner of the steak dinner.

As MIATAFUN.NET, the instigator of the fundraising effort, put it on their website, "The time has come. Steve Waid on his fire engine has

put on the lights and is shining as the overall winner of the 'Steak and Beans' Contest.

"Come see the fun action as they (Bud and Steve) square off in the enjoyment of a fine meal. What will they be wearing? Will someone sing? Who were the largest single contributors? Who will win the special raffle prizes? This is going to be one of those events of the year, for sure."

The dinner is set for Saturday, February 4. SOCALM will start in Corona; SDMC will start in Valley Center. Each group will run to Richie's Diner in Temecula. (See details on page 15.) We will leave Richie's at approximately 2:30 p.m.

on a run through some of the twisty roads in North San Diego County to Dalton's Roadhouse in San Marcos. The dinner will begin at about 3:30 p.m. Only Bud Martin will be eating beans. Everyone else can eat whatever they like.

My thanks go first to SDMC. With all of the other giving and worthy charitable organizations that our members support at this time of the year, I am truly humbled by the degree to which SDMC supported this challenge. And lastly, to Bud Martin who put his name, and ultimately his face, as the flash point for this challenge. Look what it has produced, Bud. You can be proud.



# All was calm, all was bright

LARRY CLARK

'T was a week before Christmas, and ... if you think I'm even going to *try* to make this rhyme, you're crazy.

Late in the afternoon of December 17, more than a dozen Miatas gathered at the Hinkle home, where their occupants fortified themselves with hot chocolate, mulled spiced apple cider, and home-baked waffle cookies before embarking on the long trek to Rancho Peñasquitos.

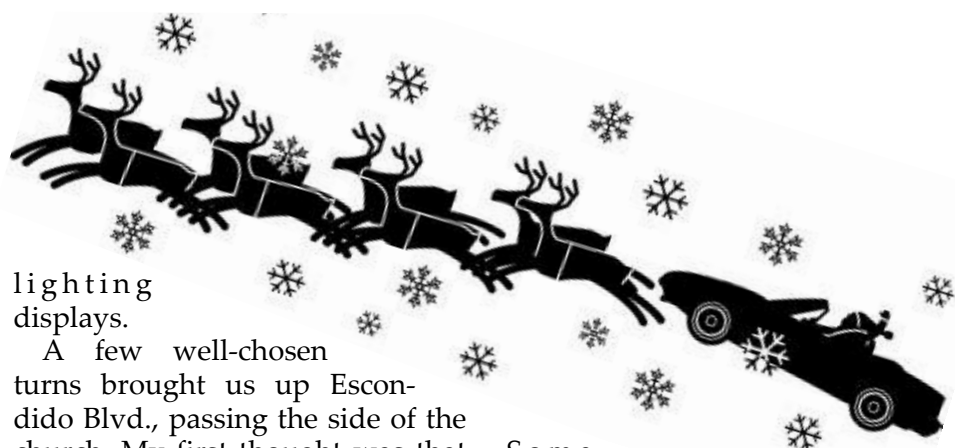
Most of the cars were decorated with twinkle lights, some running on battery packs and a few on power inverters. Sue's car featured magnetic Christmas lights around the wheel wells.

As the sun set, we gathered on the patio for a raffle, which would be SDMC's final opportunity to raise funds in the Steak and Beans Challenge. Numerous prizes were on display, and ticket sales were brisk. By the end of the drawing, nearly everyone had prizes to take home.

The real surprise came when Steve Waid tallied the proceeds. This "little" event added more than \$800 to the Habitat for Humanity pot, aided greatly by a couple of large checks. What a fantastic finish to a worthy fundraiser!

By this time it was nearly dark, but a peek out the window showed no lights at the nearby North County Baptist Church, the first scheduled feature of our driving tour. So we waited a while ... and then a while longer. Finally, after confirming that the lights indeed were on, we embarked on our tour.

Although the air was seasonably cool, it wasn't bone-chilling. Most of our caravan departed with tops down, the better to show off their



lighting displays.

A few well-chosen turns brought us up Escondido Blvd., passing the side of the church. My first thought was that it looked like a motel (which it does, from the side). My second was that it had a lot of lights. But I hadn't seen anything yet.

On the corner was the church's big electronic sign, with a bunch of electrified reindeer on one side and a more traditional manger scene on the other. Rounding the corner, we were hit by the display's full impact—more than a million lights in all, accompanied by that traditional Christmas hymn, Elvis' "Blue Christmas." Churches sure have changed since I was a kid—at least this one has.

Leaving the church behind, our group headed down Centre City Parkway and onto I-15. We got a little separated in traffic, but regrouped at a planned stop after exiting the freeway, just before entering Christmas Card Lane. The pause also gave the wimps a final opportunity to drop their tops.

Almost every house in the Christmas Card Lane neighborhood was decorated elaborately. Themes ranged from pop culture to religion and peace. One sign claimed it was "brought to you by SDG&E." The Grinch, Batman, and Peanuts were popular themes, but it's hard to think of any possibilities that were overlooked.

A few displays played music.

Some featured animation or large-scale train layouts. At several homes, neighbors were gathered in driveways around portable fire pits. We shared the streets with a number of horse-drawn carriages, apparently offering rides for hire.

As we toured the streets, our little band of Miatas seemed to please the residents nearly as much as their displays pleased us. People waved congenially and wished us "Merry Christmas" or "Happy Holidays."

Leaving Christmas Card Lane, we headed up Carmel Mountain Road to the east side of I-15. Most of our band gathered at Marie Callender's, where we found a cozy little table for about 20. We were nearly famished, having left the great food at the Hinkles' more than an hour earlier.

Thanks to Steve Waid's tour leadership and the Hinkles' hospitality, Mary and I enjoyed a wonderful evening with our fellow Miatans. We liked the tour so much that, when my mother and brother arrived in town a few days later, we took them along the exact same route. Of course, we made that run top-up in an undecorated OTM.

# My first Miata

DUSTIN LOCKE

**W**e all had the same first-time Miata experiences, right? We saw it, we loved it, we wanted it, and we got it. Sound close to home? How many of your first Miata stories involve cussing out cops and getting pulled over? Oh, that few, huh? Well then ... I guess I'll share my 'First Miata' story.

It was a cold December night back in 1999. My best friend Vikki and I were out driving around El Cajon in my T-top Nissan, which I had grown to despise. I had some money set aside and was ready to buy my dream car, a Honda del Sol. Vikki had been driving me insane for months trying to push me into buying a Miata. "Who would want one of those silly Tic-Tac cars" was always my standard answer. However, it was on this cold December night that I would come to realize that I did, in fact, want one of those silly cars.

## Test drive

Around 10 p.m. we were driving past a scummy little used car lot that happened to have a beat-up, little red Miata sitting there. Again, Vikki started preaching the good word of Miatas to me. After months and months of hearing her trying to sway me towards one of these stupid little cars, I was understandably tired of hearing it. I struck a deal with her right then and there that if I test-drove that Miata sitting there and didn't like it, she would keep her yap shut on the subject permanently. She eagerly agreed, telling me that everything she had heard about Miatas said that all it took was one test drive to fall in love.

Eager to be rid of her incessant harping, I pulled into the little car lot. I explained to the sales guy that I wanted to drive the Miata. He said it was too cold for him to ride in a convertible and that, if we were

careful, just the two of us could drive it. I agreed and was handed the keys. After a couple of moments figuring out how to un-zip the window and lower the top, we were off.

I pulled out onto the street and revved it up. By the time I hit second gear I was in love! Now, the problem was how to tell Vikki that she had been right all along. I decided to not have her rub it in by simply lying about it. Throughout my drive, I made it a point to make several grunts and grumbles to show my dissatisfaction with the car.

## Her turn at the wheel

As we passed the Parkway Plaza Mall, Vikki asked if she could drive. I agreed and pulled over in front of an exit door that had several punky-looking teenagers hanging out in front of it. We traded places while the kids were yelling things like "cool car" and "hot ride."

Vikki slammed it into first and literally burned rubber on her way out, trying to show off to the group of teenagers. As we were heading toward the mall parking lot exit at about 55 mph, we passed a mall security guard on a bicycle, who yelled at us to pull over. Vikki, figuring that a mall security guard couldn't do much about it, extended him a certain finger as she tore down the street.

We finally got out of the mall parking lot and to the lighted intersection to get onto the main street. While stopped at the light, the security guard was able to catch up to us. He screamed at Vikki for driving that way and for the gesture. As she was rearing up to blow him off, she happened to notice that this was, in fact, not a security guard at all. Rather, it was a police officer.

As she collected her jaw from

the floor of the car, she was quick with her wit. She calmly explained that she had not intended to burn rubber and that we were in the mall parking lot so that I could teach her how to drive a stick. She told the officer that she peeled out because she let off the clutch too fast and it had really scared her.

I would like to take this time to say that little Miss "I'm just learning stick" was already quite an avid sports car fan and owner. At that point in time she owned two classic Porsches and a BMW Z3. So, the just learning stick thing was just a tad on the B.S. side of the truth!

As she regaled the cop with her fear of learning stick, she was also doing the whole pouty, blonde, sticking-the-chest-out thing. After hearing the load she told the cop, I was certain of a future involving bars.

To my surprise, the cop instantly softened and remarked to her that she was doing great for just learning. He explained that she was picking up quickly and should keep at it. There was definitely some picking up going on, but it sure as heck wasn't Vikki's knowledge of manual transmission skills! He told us to have a good night and let us go. I insisted on driving back to the lot, mainly to avoid another ride with Vikki "Andretti," but also to get behind the wheel one more time of this now-fascinating little roadster.

## The big question

As we left the dealership, she asked what I thought of the car. So I told her I thought it was just awful and that I couldn't believe I wasted an hour of my life driving that thing. She then asked me, "So, when are you going to buy one?"

I shrugged and said, "Probably tomorrow."

## MEMBER PROFILE: Dustin Locke

Hi, everyone. I thought I would share a bit about myself here in addition to my hair-raising first-Miata story.

I was born and raised in San Diego. I lived in Los Angeles for a few years and then moved back. I am an avid sports-car enthusiast and have had the privilege of having many fun and interesting cars over the years.

Some folks thought it would be interesting for me to share just a small sampling of the cars I've had, so here is a handful of them: Ten different Miatas, 1996 BMW

Z3, 1993 Corvette, two DeLoreans, 2005 Mini Cooper S Convertible, 2004 BMW 3-Series Convertible with the SMG Transmission, and two Porsche Boxsters. So far I have collected 43 cars in the last eight years!

Aside from cars, I enjoy spending time with my hubby of two years, Andrew. We recently moved to Seattle about eight months ago. We also enjoy exploring our new surroundings and meeting new folks. It has been a fun adventure that has only gotten better.

We miss all of you, our Miata



Dustin and family on a SDMC run to Julian in July 2004. From left: Bruce Lewis, Dustin Locke, Andrew Locke, and Debbye Lewis. All are current members of SDMC.

friends and family. Keep the shiny sides up, and enjoy those twisties!

## A run in the Puget Sound rain

BRUCE LEWIS

**O**n December 30, Debbye and I found ourselves flying to Seattle to visit our boys, Dustin and Andrew, for a late Christmas. This meant we would miss the SDMC's inaugural New Year's Day Miata Rose Run, but blood is thicker than radiator water.

Seattle! I know you're thinking that we got rained on, but it actually rained only twice during our 8-day stay—once for five days and once for three days! When Dustin and Andrew moved to the Seattle suburb of Kirkland, they, being Miataholics, promptly joined the Puget Sound Miata Club (PSMC). It seems that the PSMC was having a New Year's Run and we were invited. We were going to start the new year driving after all!

But wait! We forgot to stow either of our Miatas in the overhead compartment of our Alaska Airlines jet. What to do? We

had hoped to score a ride in Dustin and Andrew's new 2006 NC, but, as the run leader, Andrew was already in the driver's seat. Cindy and Tom Smith came to our rescue with the loan of their 2000 Emerald Mica. (This is when we found out that folks at PSMC are as cool as those at SDMC.) Thanks a lot, Cindy and Tom!

The run began in—you guessed it—rain. It should be noted that PSMC president Maury Fugitt and his wife Sandy went the whole run top-down. This seems to be typical

of most folks in this area, whose motto is "Rain? No big deal. Get over it!" The run started in Bothell and was predominately in Woodinville and Monroe of Snohomish County.

They say that for every person in Washington, there are 10,000 trees. I believe it! I've never seen such a collection of trees, mountains, rivers, lakes, quaint villages, and great roads. What a great day! We found out that this storm was one of the longest in fifty years, but it did not dampen our enthusiasm at all.

We would like to thank the good folks at PSMC, who exemplify the fact that, no matter where you go, you'll find that Miata people are gracious and fun-loving. We look forward to seeing the PSMC folks again in May when our two clubs will meet up at the Search for Madonna run.



Miatas, trees, and wet roads. What more could Seattle Miatans ask

# Mazda shines at auto shows

JERRY STANDEFER

**M**azda kicked off 2006 with a bang! At the 2006 North American International Auto Show in Detroit (January 14–22), Mazda stunned the press and public with the unveiling of the Kabura concept sports coupe.

## What a concept

The Mazda Kabura is a new concept vehicle that industry insiders are reporting as a precursor to a third sports car for Mazda's North American line-up. If a vehicle based on the Kabura goes into production, it may be the car that many Miata owners and sports car enthusiasts have been dreaming of.

The Kabura's engine is Mazda's 2.0L DOHC MZR 4-cylinder, which drives the rear wheels via a 6-speed manual transmission. The suspension is double-wishbone up front and a multi-link setup in the rear. Sound familiar? The engine, transmission, and suspension are found under the skin of the new 2006 MX-5. In fact, the Kabura is built on top of many of the MX-5's chassis components. Its overall size fits between the MX-5 and RX-8.

Although the mechanicals are based on production components, the body and interior are pure concept-car fantasy. The windshield and roof are a single piece of glass, and the roof portion's transparency can be changed with the spin of a dial. The engine is visible through a clear panel in the hood, and a glass panel in the rear tilts upwards to vent the interior and provide more headroom for rear passengers.

Did you just read "rear passengers"? The Kabura is a 3+1 design, with one full size rear seat on the passenger side. The front passenger seat is positioned more for-

ward than the driver's seat, creating more room for the rear seat; a



If Mazda decides to build the Kabura, it may be the closest thing to a Miata coupe we're going to get. (Photo courtesy of Mazda Motor Corporation.)

small jump seat unfolds behind the driver. All of the passenger seats fold flat, allowing space for transporting large items.

The Kabura is a hatchback, with the rear glass hatch hinged on the driver's side. The Kabura is aimed at first-time new-car buyers who are looking for an affordable sports car with practicality and the ability to occasionally transport more than one passenger.

The Kabura's overall design was directed by Franz von Holzhausen, Mazda North American Operations' Director of Design. He joined Mazda in February 2005 after leaving General Motors; von Holzhausen was the principal designer of the Pontiac Solstice and Saturn Sky

roadsters. Moray Callum, Mazda's Design Division's general manager, stated the Kabura could weigh less than the new MX-5 (2,474 pounds). He also said, "We can build the Kabura with existing parts."

Will Mazda

build something like it? If reception is good enough, I think the probability will be high. The media has been praising it; rumors and excitement among car enthusiasts have been running high for weeks prior to the official unveiling. The Kabura won the Aesthetics and Innovation Award presented by the EyesOn Design Awards, a panel consisting of some of the top designers in the industry such as Chip Foose (Foose Design) and Chris Bangle (BMW).



The 2007 Mazda CX-7 uses the Mazdaspeed6's turbocharged engine to back up its sporty styling. (Photo courtesy of Mazda Motor Corporation.)

## CX-7 crosses over

At the 2006 Greater Los Angeles Auto Show (January 6–15), Mazda introduced the 2007 Mazda CX-7, a sleek crossover SUV that goes on sale in May. The CX-7 is based on the Mazda6 platform, and will be offered in front-wheel drive and all-wheel drive configurations. It seats 5 people and offers a generous amount of cargo space. The CX-7 shares its platform and the majority of its mechanicals with the new 2007 Ford Edge and 2007 Lincoln MKX. However, the Mazda will be built in Hiroshima, Japan.

Although the Ford and Lincoln will be powered by V6 engines, Mazda decided on a different route. The CX-7 will be powered by a direct-injection, turbocharged and intercooled 2.3L DOHC 4-cylinder, which is also found in the Mazdaspeed6 sports sedan. Tuned for 244 hp and 258 lb-ft, this high-revving engine will be mated to a 6-speed automatic transmission with a manual shift mode. Fuel economy is rated at 24 MPG on the highway.

The CX-7's styling is very sleek for an SUV, including a front end styled like the RX-8. The interior looks more like a sports sedan than SUV, including an instrument panel similar to the new MX-5's.

All CX-7s will have side-impact airbags, side air-curtains with roll-over protection, 4-wheel vented disc anti-lock brakes, traction control, dynamic stability control, and a tire-pressure monitoring system as standard equipment. High-end options are available, such as a Bose surround sound system, DVD-based voice-activated navigation, xenon headlights, and a rear-view camera.

The CX-7 will be sold alongside the smaller Mazda Tribute until that model is discontinued. Prices will start at \$23,750.

## Neoprene seat covers find new friend

GABRIEL RIVERA

**H**ello, Miata friends. I just wanted to write a short review about my seat covers that Santa brought me for Christmas. I own a 10AE with the black leather seats and blue suede inserts. I bought the vehicle used a little over six months ago from Cush Mazda and our good friend, Barb Shev.



**These neoprene seat covers fit perfectly, look good, and feel great. They include rear seat pockets.** (Photo: Gabriel Rivera.)

Over time, the seats will wear. Luckily, mine are in pretty good condition. To help protect them, Santa brought a pair of neoprene seat covers from Moss Motors. The pair I got are black with blue Hawaiian print inserts, which are a perfect match for the 10AE seats. The seat covers are made-to-order; they're available for 1990–2005 Miatas. It is nice to know that they aren't made on an assembly line. I found out that they cost about \$150.

These neoprene seat covers are supposed to easily repel spills, mud, or sand. The fabric is very

comfortable; it insulates your body from heat or cold. The fabric has a squishy feel to it and is machine washable. The seat covers are available in a number of different colors and two-tone combinations, including Hawaiian print inserts like mine. They even have pockets built into the back of each seat.

The seat covers were pretty easy to install. They come in two pieces. The backrest cover rolls right on and there is a flap at the bottom that you pass through the opening between the seat-back and the bottom of the seat. Once you pass the piece through the seats, they will Velcro on the other side of the cover. The bottom portion of the seat cover is easy, but getting your arms under the seats is tricky. It slides right over the seat. There are two clips that you have to snap together under the

seats, and there are two hooks from the sides that you hook onto those clips. After a few minutes, they're installed and ready to go.

I really like the look and feel of them. The fit is perfect and they look like they came with the car. The only drawback is the manufacturing and delivery time; Santa informed me they took four weeks to be delivered. But they are well worth the wait!

Thanks for taking the time to read my review. If you have questions, please feel free to send e-mail to [GRIVERA@ALLRESCO.COM](mailto:GRIVERA@ALLRESCO.COM).

# Winter driving tips

SCOTT LEWIS

**S**ince we are well into the rainy season, I thought a few helpful maintenance tips would be a good idea to keep our Miatas pointed in the right direction.

**Wiper blades.** New blades can run anywhere from \$3 to \$10 each. Wal-Mart, for instance, has many brands to choose from. ANCO has been a good choice over the years. Most Miata blades are 18" for both left- and right-side applications. *Note:* The use of "dual" style blades can cause premature wiper motor failure over time. The purpose of the "dual" wiper on a single blade is to help clear what the first has not cleaned. This increases drag on the wiper motor, for obvious reasons.

**Tire tread.** Your tires' tread depths (or the lack thereof) greatly affects the handling of your Miata. Have you ever been driving up a hill in moderate rain and felt the car surge and rev? That is an obvious hydroplane condition, which can be difficult to correct. Because our cars are lightweight, there may not be enough weight on the drive wheels to avoid hydroplaning. Standing water is just as bad, if not worse.

**Making sure your tread depth is within legal limits is easy to do.** One way is to get a penny, turn it to where



Lincoln's head is upside down, and insert it into the shallowest groove on the treaded area. You should not be able to see the top of his head when in the groove. Check a couple places on your tires. Approximately 1/4" or more is good. A great indication is the narrow bands, sometimes called "wear bars," that appear across the tread when 2/32" of tread remains.

**Siping.** Another great idea is tire "siping." Siping can be performed on brand new tires, as well as used tires that have at least 50% of their original tread left. Siping machines cut thousands of slits across the facing of the tire tread, from 5/32" to 11/32" deep. These slits create thousands of sharp, gripping edges to provide extra traction and safer braking under wet, icy, and snowy conditions. The slits are so thin, no loss of rubber occurs, and the results are similar to studding your tires.

**Brakes.** Make sure your brakes are within minimum specifications. Be careful after driving thru large, deep puddles or sheeting water on the roadway, which can cause the brakes to feel like they aren't working when you apply them. If you must go thru deep water, apply slight braking to keep the rotors and pads dry.

**Convertible top leaks.** You are on your own here. Mine sometimes leaks just a bit. I usually push down on the top over the center of the door window to get a better seal. It works.

## Wet weather driving

Driving in the rain can be a safety challenge. According to the National Safety Council, losing control of a vehicle is avoidable by following these preventative measures.



Prevent skids by driving slowly and carefully, especially on curves. Steer and brake with a light touch. When slowing or stopping, don't brake hard or lock the wheels and risk a skid. Maintain mild pressure on the brake pedal.

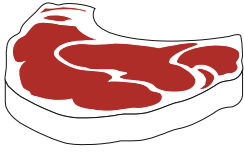
If the car begins to skid, remain calm, ease off the gas pedal, and carefully steer in the direction you want the front of the car to go. For cars without anti-lock brakes, avoid using the brakes. This procedure, known as "steering into the skid," will bring the back end of the car in line with the front. If the car has anti-lock brakes, brake firmly as you "steer into the skid."

To avoid hydroplaning, keep tires properly inflated, maintain good tread, and replace them when necessary. Slow down when roads are wet, and stay away from puddles. Try to drive in the tire tracks left by cars in front of you.

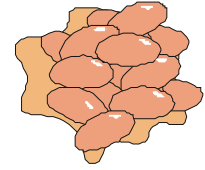
If your car is hydroplaning, don't brake or turn suddenly. This could cause the car to skid. Ease off of the gas pedal until the car slows and you can feel the road again. If you need to brake, do it gently with light pumping actions. If the car has anti-lock brakes, then brake normally; the car's computer will mimic a pumping action, when necessary.

Stay safe on the roadways, and always use caution when driving in inclement weather.

Celebrate SDMC's victory over SOCALM at the



# Steak and Beans Dinner



**Saturday, February 4**

*Steve Waid will savor a steak dinner with all the trimmings on a proper setting of china.*

*Bud Martin (in yellow) will eat beans and an overdone hamburger with a newspaper tablecloth.*

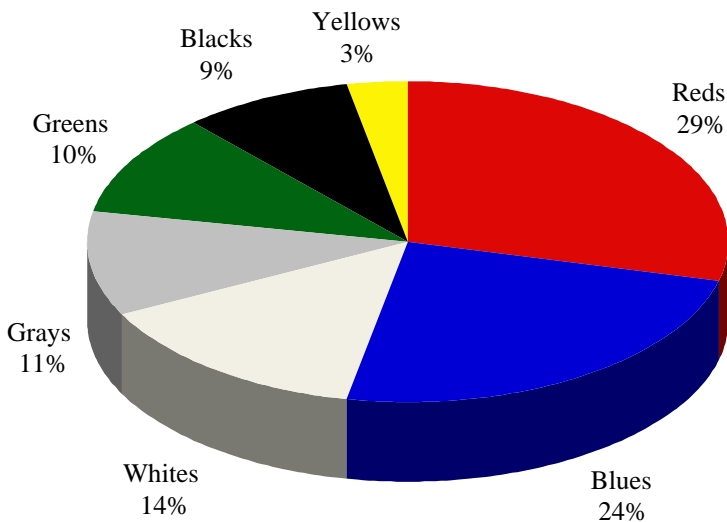
The rest of us will order from the menu.

Top contributors from each club will receive prizes donated by Moss Motors and Browning Mazda.

SDMC members will meet at 1:30 p.m. at the Park & Ride on the east side of I-15 at the Deer Springs/Mountain Meadows exit (north of 78) in Escondido. We will tour to Richie's Diner in Temecula (27313 Jefferson Ave.), arriving around 2:30. There we will meet up with the SOCALM contingent and continue touring to Dalton's Roadhouse in San Marcos, arriving about 3:30. Members may also go directly to Dalton's, in the Wal-Mart center on Nordahl, just north of 78.

Come join the fun.

## What we drive: SDMC's car colors



### Reds

- Classic Red – 66
- Copper Red – 1
- Garnet Red – 5
- Mahogany – 7
- Merlot – 1
- Velocity Red – 5

### Blues

- Crystal Blue – 6
- Laguna Blue – 4
- Laser Blue – 2
- Mariner Blue – 9
- Midnight Blue – 4
- Montego Blue – 12
- Razor Blue – 1
- Sapphire Blue – 14
- Starlight Blue – 4
- Strato Blue – 2
- Twilight Blue – 8
- Winning Blue – 2

### Whites

- Crystal White – 25
- Marble White – 2

Pure White – 2

White – 14

### Grays

- Galaxy Gray – 4
- Highlight Silver – 8
- Silver Stone – 1
- Sunlight Silver – 10
- Titanium Gray – 9

### Greens

- BRG – 13
- Emerald Green – 12
- Marina Green – 3
- Splash Green – 1

### Blacks

- Black Cherry – 1
- Brilliant Black – 25

### Yellows

- Blazing Yellow – 2
- Sunburst Yellow – 3
- Vivid Yellow – 2

# Member Discounts

Many vendors offer discounts to Miata Club members. The club does not endorse these vendors, but lists them as a membership benefit. Some offers may require you to show a current SDMC membership card.

Businesses that wish to be listed must offer a discount from their normal retail prices to SDMC members. Listings are limited to five lines (about 30-35 words). Contact NEWSLETTER@SANDIEGOMIATACLUB.ORG for more information.

## Automotive Services

**Allen's Wrench.** Mazda Master Technician. 1620 Grand Avenue, San Marcos. 760-744-1192. Discount: 10% (except oil changes).

**American Battery.** Miata batteries & all other batteries. 525 West Washington, Escondido. 760-746-8010. Contact: Jeff Hartmayer. Discount: Fleet discount on all products.

**Bumper Express.** Plastic bumper repair at shop or mobile truck will come to you. 9630 Black Mountain Rd., Ste. J, off Miramar Rd. 877-228-6737. WWW.BUMPEREXPRESS.COM. Discount: 20%

**Coast Car Covers, Inc.** Car covers, cockpit covers. 1229 Morena Blvd., San Diego. 619-275-7100. Discount: Wholesale price.

**Dent Man.** Mobile, paintless dent removal. 800-965-5475. Discount: 15%

**Express Tire.** Auto repair, tires. 12619 Poway Road, Poway. 858-748-6330. Manager: David Dolan. Discount: 10% on parts and labor, including tires.

**Geri's Bazaar.** Custom deck bags, boot bags, travel bags. Maximize the space in your trunk. Contact: Geri Causarano. 828-400-1673. WWW.GERIS-BAZAAR.COM. Substantial savings to club members.

**Good-Win Racing LLC.** Miata intakes, exhausts, shocks, springs, & goodies from Racing Beat, Moss, and more. WWW.GOODWIN-RACING.COM. 858-775-2810. Special club price on everything.

**Just Dings Ltd.** Mobile paintless dent removal. 858-569-3464. Discount: 15%

**Kesler Customs.** Miata chassis braces, adjustable dead pedals, hide-away license plate brackets. Installation of aftermarket parts, fabrication, light welding. Ted Kesler, 619-421-8472. Special club prices.

**Knobmeister Quality Images.** 3595 Gray Circle, Elbert, CO 80106-9652. Joe Portas, JOE@KNOBMEISTER.COM. 303-730-6060.

**Langka Corp.** Guaranteed paint chip and scratch repair system. Cleaning, detailing, and restoration products. 800-945-4532. WWW.LANGKA.COM. Discount: 30%.

**Larry Dennstedt's Auto Repair.** 4283 41st Street, San Diego. 619-284-4911. Discount: 10% on labor.

**Lutz Tire & Service.** Alignment specialist, tires. 2853 Market Street, San Diego. 619-232-2957. Ask for Mike. Discount: 10% on parts (tires not included).

**Magnolia Auto Body.** Restorations, body work. 476 West Main Street, El Cajon. 619-562-7861. Ask for T.J. Discount: 10% on labor and parts.

**Porterfield Enterprises Ltd.** Brake pads, rotors. 1767 Placentia Ave., Costa Mesa. 949-548-4470. Discount: 15% on Porterfield & Hawk brake pads; \$10 off rotors; \$9.25 for Motul 600 brake fluid (1 pint).

**Smog Squad.** 3342 Rosecrans, San Diego. 619-223-8806. General Manager: Jose Munoz. Discount: \$10 on smog tests.

**Team Voodoo.** Nearly legendary shift knobs, t-shirts, hats, decals, etc. VBOB@TEAMVOODOO.COM or fax 858-679-

9484. Discount: 10% and no sales tax.

**Thompson Automotive.** Cool accessories for our cool cars; oil filter relocation kits, gauge kits, air horns, brakes, Voodoo knobs, & MORE. WWW.THOMPSON-AUTOMOTIVE.COM. 949-366-0322. Discount: 10%

**Tri-City Paint.** Professional detailing, products, paint, airbrushes, car covers. West Miramar Area: 858-909-2100; Santee, Mission Gorge: 619-448-9140. Discount: Body shop pricing #CM6660.

**WheelStore.** Wheels, tires, suspension, alignment. 208 S. Coast Hwy., Oceanside. 760-967-1336. Contact: Joe Jordan. Discount: Wholesale price on tires; \$10 off alignments.

## Mazda Dealerships

**Bell Road Mazda.** Phoenix. 800-765-5292. Ask for John Mardueno or Scott Moehn. Discount: 20% on Mazda parts and accessories.

**Westcott Mazda.** National City. 619-474-1591. Discount: 10% on parts or labor (except oil changes).

## Other Services

**Alarm 2000.** Residential and commercial alarm installations and monitoring. Free equipment with 2-way voice & free install. Buffy Hergenrader, 619-221-0948. BUFFY@IOPENER.NET. Discount: No connection fee.

**Coldwell Banker Real Estate.** David T. Bryan, Realtor. 619-334-4625. DAVIDBRYAN@COLDWELLBANKER.COM. Free market analysis. No transaction fees for SDMC members or referrals!

**Rosin & Associates.** Attorneys at law. Accidents, insurance issues, general civil law. No recovery, no fee. Anita Rosin, anita.rosin@rosinlaw.com. 619-543-9600. Discount: 10% on attorneys fees.

## Shirt-design contest reminder

There's still time to submit your design for our 10th anniversary shirt. Entries will be accepted through February 14, when they will be posted to the SDMC web site. Members will vote for their favorites at the February meeting. The designer of the winning entry will receive the first shirt, "hot off the press."

Here are some guidelines to consider:

- ♦ The design will be silk-screened.
- ♦ The design should look good on a T-shirt or a short-sleeved golf shirt.
- ♦ The design should look good on a gray, tan, or beige shirt.
- ♦ Keep the design simple to reduce production cost and time.
- ♦ A small design on the front and a larger design for the back are acceptable.

Note that we are *not* changing the club logo. This is a special-edition

shirt to commemorate our anniversary.

We will be taking orders for the new shirts at the February meeting. Shirts will be available for distribution within a couple of months.

Please send entries via e-mail to REGALIA@SANDIEGOMIATACLUB.ORG, OR contact one of the Regalia gals for assistance. If you have questions or suggestions about the contest itself, please send e-mail to the same address.



# Classified Ads

## MIATAS FOR SALE

**2001 Miata LS.** Crystal Blue, 44K miles, really excellent condition, automatic, leather, A/C, PS, PW, PDL, cruise, Bose sound, dual airbags, new tires, new battery, center-braced chrome roll bar w/ custom boot cover. \$14,500 OBO – new 2006 MX-5 on order. Contact Ray. 760-736-0156 or RCOBYONS@ADELPHIA.NET (Jan)

**2006 MX-5 Miata.** Top of the line Grand Touring edition in Copper Red (metallic) with tan leather interior. 6-speed manual. The car is MINT (as new) condition with 850 miles. All systems on the car work perfectly. It includes the Premium Package 2 (xenon headlights, traction control system, dynamic stability control, anti-theft alarm, advanced keyless entry), Suspension Package (Bilstein shocks, limited slip, sport tuned suspension), air conditioning, Bose radio and CD player, 10-spoke alloy wheels. Also, new this year: side air bags, 170 hp engine, larger interior, improved convertible top. I purchased this car from El Cajon Mazda on 10/12/2005 and paid cash. I just

loved the car. I have to sell it because I have arthritis, which makes it too difficult for me to enter and exit. The price of the car with all options was \$27,095. I am asking \$24,000. It was my mistake. Someone will get a virtually brand new, garage-kept, carefully broken-in MX-5 at a good discount. I have all original documents and paperwork. Please call me for any further details. Robert Slifka, 858-454-6818. FLYBOY88@DSLEXTREME.COM (Jan)

## OTMS FOR SALE

**1993 Corvette Coupe.** LT-1, black with black leather interior, low 97K miles, V8, 6-speed, removable glass top, full power, Magna-flow exhaust. NEW clutch! Well maintained, always garaged, and in GREAT condition! REDUCED to sell: \$12,000 (OBO). Call Robin/Mike Faircloth, 760-789-5171 (Jan)

## PARTS FOR SALE

**Suspension components.** Urethane sway bar bushings for NA (Flyin Miata, two sets, will do both front and rear bars), never used, \$60

or best offer. Factory front shock tower brace from 2002 SE, make offer. Carl Kuck, 858-395-2299. TECHNOGEEK@SAN.RR.COM (Jan)

**Various parts.** 1.6 engine long nose crank, 78,000 miles, \$400. It's complete, but has some damage internally. 10AE seats, \$500. Lots of suspension and other parts, 1990 to 1999. Two sets of new 2006 seats, two tops, and other miscellaneous parts (take offs from 2006 spec Miata race cars). Wally Stevens, 619-232-2801 ext. 313; or evenings 619-234-2858. Note new E-mail address: WALLYMIATA@GMAIL.COM (Jan)

## ANNOUNCEMENTS

**Buying or selling your Miata or Miata accessories?** You can do it for free on MiataMart—the Miata for Sale web site, run by SDMC member Rainer Mueller. Check it out at WWW.MIATAMART.COM.

# Dub the Pub: Newsletter naming contest

JERY STANDEFER, EDITOR-IN-CHIEF

**T**he San Diego Miata Club is known and respected around the world, and so is our newsletter. It's filled every month with multiple events and happenings; the pictures show smiling faces and plenty of that special zoom-zoom spirit. The only thing our newsletter is missing is a name that is worthy of adorning such a special publication.

Other Miata clubs have enthusiastic names for their newsletters—*Roadster Review*, *The Open Road*, *Miatatudes*, *The Reward*, *Desert Trails*, and *Miata File* are just a few examples from our fellow Miata clubs. San Diego Miata Club News has served us well for the past nine years, but it's time for something different and exciting. Do you have

an idea for our newsletter's new name? Well, get those ideas ready. We're having a contest!

What are the guidelines? That's the great thing about this contest... there are no guidelines! A new name should somehow reflect the excitement of our club, but the sky is the limit. Submit your ideas to NEWSLETTER@SANDIEGO MIATACLUB.ORG by February 14. You are welcome to submit more than one idea.

The executive and administrative boards will narrow down the submissions to three finalists. We promise to wear boxing gloves and protective gear, but don't be surprised to see a few black eyes at the February 23 meeting! It will be at that meeting when the present membership will vote to choose the winning

entry from those three finalists. The member who submits the winning name will not only see their idea on every future newsletter, but will also receive one free year of SDMC membership!

The new name will appear on the cover of the April 2006 newsletter. For inspiration, drop your top and find a twisty road. Then put your thinking cap on and overflow our inbox. Good luck!

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**FEBRUARY 2006**

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4 Steak & Beans Dinner
5	6	7	8	9	10	11
12	13	14 Contests Close	15 Newsletter Deadline	16	17	18 Yuma
19 Yuma	20	21	22	23 Monthly Meeting	24	25
26	27	28				

**MARCH 2006**

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15 Newsletter Deadline	16	17	18
19	20	21	22	23 Monthly Meeting	24 Driving School	25 Driving School
26 Driving School	27	28	29	30	31	

DATE	EVENT	TIME	MEET	PAGE
Saturday, February 4	Steak & Beans Dinner	1:30 p.m. 2:30 p.m. 3:30 p.m.	Park & Ride, I-15 at Deer Springs Richie's Diner, Temecula Dalton's Roadhouse, Escondido	15
Tuesday, February 14	Closing Date for Dub-the-Pub & T-Shirt Contests			16 17
Saturday-Sunday, February 18-19	Sahuaro Miata Club Spring Fling/ Yuma Prison Run	1:30 p.m.	Ramada Hilton, Yuma, AZ	4 (Jan.)
Thursday, February 23	SDMC Monthly Meeting	6:00 p.m. (eat) 7:00 p.m. (meet)	Boll Weevil Restaurant, Clairemont Mesa Bl.	3
Thursday, March 23	SDMC Monthly Meeting	6:00 p.m. (eat) 7:00 p.m. (meet)	Boll Weevil Restaurant, Clairemont Mesa Bl.	3
Friday-Sunday, March 24-26	Miata Performance Driving School		Thunderhill Raceway, Willows, CA	6 (Dec.)