



TWISTS & TURNS

The newsletter of the San Diego Miata Club

Volume 11 Number 5

May 2006

Huge crowd enjoys The Puke

CHRIS GARCIA

“Our God is an Awesome God” was playing on our radio during our Puke run. From the start, we viewed gorgeous real estate properties and God’s green (and brown) earth all around us. (I just love San Diego!)

While the song was still in my mind, Bruce Lewis, our leader, said, “Steve and Laurie must have some connections....” He was referring to the fact that it had been raining all week, and we had a beautiful sunny day for the run; rain was again predicted for Monday.

Yes, I think they do have connections!

Also out enjoying the sun were numerous bikers (both motorized and not), other cars, and a bright yellow hot-air balloon (“taking up air space meant for the birds,” Bruce said), as well as cows, horses, sheep, goats, camels, and llamas.

The group queued up in front of a very nervous dog’s yard on Keyes’ Road, nearly giving the poor dog a heart attack, but it gave us a chance to get a closer view of a big patch of lovely orange California poppies. Driv-

ing through Old Julian Highway, two OTMC (other than Miata Club) Miatas got in front of Bruce; one pulled off, but the other “led” the group until we turned for our first pit stop at Dudley’s.

After our respite, we went left and headed for Julian, leaving Mark and Cathy Booth to shop in Julian since they “don’t do Engineers Road.” Views of tractors, burned trees, much construction, OTMs, and snow-capped mountains against blue sky with swirly clouds graced our eyes as we

(Continued on page 4)

What’s Inside?

Officers & Contacts	2
Membership Info	3
More Puke Coverage	4
Editor’s Column	7
Coming Events	6
New Tech Editor	9
Egg-zactly Rally	10
How I Got Into Miatas	11
Impromptu Run	12
Temecula Rod Run	12
Rock and Roll Preview	14
NC Recall	13
Shock Tower Braces	16
Profile: Dan Garcia	16
Member Discounts	18
New Dealership	18
Classified Ads	19
Club Regalia	19
Events Calendar	20



A few of the many Miatas awaiting the start of Puke 2006. Photo: Jack Frater

SDMC Officers



Sue Hinkle
President



Jerry Boster
Vice President



Brenda Kay
Secretary



Jason Brent
Treasurer

Executive Board

"@..." indicates that e-mail address ends in @sandiegomiataclub.org

PRESIDENT	Sue Hinkle	760-735-9456	president@...
VICE PRESIDENT	Jerry Boster	619-437-4465	vicepresident@...
SECRETARY	Brenda Kay	858-715-0013	secretary@...
TREASURER	Jason Brent	619-733-3450	treasurer@...
			board@...

To send e-mail to all members of the Board

Administrative Board

MEMBERSHIP	Laurie Patton	619-435-5938	membership@...
	Judy Ryan		
EVENTS COORDINATOR	Mark Booth	619-670-3789	events@...
CLUB E-MAIL	Bob Kleeman	619-501-9776	postmaster@...
WEBMASTER	Dan Garcia	619-448-4380	webmaster@...
CLUB REGALIA	Linda Payne	858-560-4272	regalia@...
	Mary Clark	760-737-8971	
HISTORIAN	Bruce Lewis	619-447-0930	ouizoom@yahoo.com
NAME BADGES	Vicky Krueger	858-486-4711	vicky@teamvoodoo.com

Twists & Turns Staff

EDITOR-IN-CHIEF	Jerry Standefer	619-295-5993	newsletter@...
PRODUCTION EDITOR	Larry Clark	760-737-8971	newsletter@...
FEATURES EDITOR	Bruce Lewis	619-447-0930	ouizoom@yahoo.com
PERSONALITIES EDITOR	Kelley Raymond	619-846-3784	kray63@yahoo.com
TECHNICAL EDITOR	Abe Mara		abeFM@mad.scientist.com
MAILING COORDINATOR	Janice Boster	619-437-4465	jboster@san.rr.com
ADVERTISING EDITOR	Barry Billingsley	<i>(Leave of absence—please contact editors)</i>	
PROOFREADERS	Robin Faircloth	760-789-5171	hawkinlady@cox.net
	Carl Martens	619-501-4852	chmartens@cox.net
	Cindy Jennings	619-476-0951	cinjen72@cox.net
PRINTING	Sign Up	858-486-6771	signup7@aol.com

The SAN DIEGO MIATA CLUB is a nonprofit California corporation. *Twists & Turns* is the monthly newsletter of the SAN DIEGO MIATA CLUB. Use of articles or stories by other Miata clubs is hereby granted, provided proper credit is given.

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.

Contact SDMC

On the web

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 that 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 Information

New members

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

Nathan Edwards , San Diego.....	2001 Black
Craig Duncan , San Diego.....	2004 Black
Don Osborne & Barbara Woosley , San Diego	1991 White
Pearl & Jim Padovano , San Marcos.....	2006 Pearl

As of April 15, 2006, we have 286 memberships (110 single, 176 dual) and a total of 462 members.

Renewals

Only 40 members still need to renew. *Don't get left behind.*

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.

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.

Many members arrive around 6 p.m. to enjoy meals, snacks, or beverages while chatting with their Miata friends. The informal meeting starts at 7 p.m. We guarantee you'll have fun.

This month's meeting date:

Thursday, May 25

Letter to the Editor

Farewell from the Vice President

As another Miata year draws to a close, I just want to say thanks to the club for electing me to serve as Vice President. I have always enjoyed SDMC, and this year was no exception. I had a good time when I was able to attend meetings and events while getting ready for deployment, and then going to the Middle East. I wish the best to the new board, and I will see everybody on the twisties when I get back.

*Warm Regards,
Jerry Boster*

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 noticed those engraved plastic name badges that other members wear? Would you like to get one?

Badges are available in colors to match your car. The cost is \$6.50 each for badges with safety-pin closures, or \$7.50 for badges with magnetic fasteners. Prices include shipping to your home.

Vicky Krueger handles the ordering. Badge request forms are available at the Regalia table at monthly meetings and on the club's web site. All orders must be prepaid.



Our mission

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!

passed through. Sadness pierced our hearts as we once again witnessed devastation from the October 2003 fire.

We saw people out fishing (or just boating) on Lake Cuyamaca before we turned onto Engineers Road. Fallen rocks and skeletons of trees met our eyes until a woman (hiker?) stood in the middle of the road, perhaps making the statement "go away" or "you're not welcome here!" Soon after, we

saw daffodils shining bright and yellow, appearing as a symbol of hope among charred ruins. Then we



Wanna buy some daffodils? Photo: Jack Frater

saw "Daffodils for SALE" (it must have been a good crop this year)!

From there, it was back to Dudley's to freshen up, and then on to Mesa Grande past Lake Henshaw, and past snow on the side of Palomar Mountain's East Grade Road. Taking pictures and viewing them at this point made me feel a bit "pukey."

10 gallons gas at \$2.86/gallon: \$28.59. New tires for the Miata: \$490 or more. Riding topless with SDMC on a beautiful Sunday in San Diego County: Priceless!

Puke from the navigator's seat

BRENDA KAY

I've been a member of SDMC for a few years. I have been driving my Miata since I bought her new in 1992, and I attended the driving school the club hosted a couple of years ago. But last year was my first-ever Puke. I was looking forward to driving, but at the last minute Steve Waid requested my services as his navigator because Laurie was leading the "Daffodil" group. Oh my gosh, what a ride I had!

My job was to use the CB radio to alert drivers behind us of upcoming bicyclists, sand in the road, and navigational instructions. Do you know how scary it is to be the lead car on Couser Canyon going at least what had to be 107 MPH, around blind curves, over flowing water in the road, and not have a brake pedal on your side of the car? My eyes were closed so I wouldn't see the cars that I just knew were coming in the opposite direction, not knowing we were there. Also, I was taught in Sunday School that when you pray, God will listen more closely if your eyes are closed. When we reached the stop sign and turned onto the highway, it was with relief that I found myself still alive, and I was able to open my

eyes and see what a lovely day it was.

Steve politely reminded me to use the radio and do my job. We had a great time together. He was an expert at calling out the other sports cars on the road, and sharing his nicknames for some of the motorcycles. It was a great day and a fun memory.

This year, I was surprised to be in-

ited to be Laurie's navigator for the "Daffodil" group. It turns out Steve was concerned that Laurie would get lost, although that had never happened to HER before. Ahem. I did not see any daffodils last year, so I thought the name "Daffodil" came from the color of the Waids' stable of cars. I soon learned the name came



One of the high points was meeting other groups of Pukers along the route. Photo: Jack Frater

from the intention of this group, which is to drive slowly enough to “smell (and see) the daffodils” along the way. We saw llamas, goats, cows (and their calves), sheep (and their spring lambs), horses, a camel, birds of prey, snow by the roadside at the upper elevations, and thousands and thousands of blooming yellow daffodils. They were so beautiful and profuse that I can’t believe I didn’t see them last year. Along the way, Laurie and I enjoyed lots of girl talk. We solved all of our families’ problems, our workplace problems, and even worked on some world problems. We had a great time together. Back at Dalton’s, we joined Steve and some other folks from the “late sleepers and church goers” group, and swapped stories about all we had seen and ex-



Bruce Lewis conducts the drivers meeting for the second run group. Photo: Jack Frater

perienced. The ribs were delicious, too.

So thanks, Steve and Laurie, for

creating and organizing the best drive of the year, and for allowing me to ride shotgun with each of you.

Wishing they were in Miatas

CHIP KUSHNER

I had a great time on my first Puke, and I have to say the only thing that even came close to making me sick was the color of the car on the commemorative barf bag. I really appreciated having the Church-Goers and Late-Sleepers group as after a night of scotch, cigars, and ... well, that’s a story for another time. Needless to say, it was with this group that I went. My friend Joe was navigator; he had called me rather dejected on Friday afternoon because his car wouldn’t start, but after all, it is white.

The group was led by Steve Waid, and he did a great job zoom-zooming through the twisties and keeping the group together at the same time. Kurt Swartz and Janice Boster were running sweep. Kurt was probably cursing the whole time about not being able to go faster.

The day was magnificent! I was a bit concerned that the weather wouldn’t cooperate, but it couldn’t have been better. The only downside for me was that I did not think to bring sunscreen and ended the

day quite red ... boo-hoo. After getting off the freeway, we had the work of the route: stoplights. At one, though, we pulled up beside a group of bikers. We were looking at them, they were looking at us, and I knew exactly what they were thinking. They were wishing that they were in Miatas!

Then we had a taste of the twisties on the way to Dudley’s. I have to say it was cool to run into another group of Miatas coming the other way. At one point where we took a stop to regroup, we pulled up beside a group of llamas. We were looking at them, they were looking at us, and I knew exactly what they were thinking. They were wishing they were in Miatas!

At Dudley’s, we had a quick pit stop for bread, pastry, and gas, and it was on to the mega-twisties on Engineers Road. We actually had a patch of snow on the side of the road, but no time to stop for a good snowball fight. I think it was here that I lost one of my magnetics. No one seemed to see it fly off, so I figure it must have stuck to some one

else’s car. Someone got a double bonus: a magnetic, and it was green.

It was back to Dudley’s and the last leg of the run. Just out from Dudley’s, we found ourselves behind a slow pickup. I have to say most drivers are quite generous and let a poor group of Miatas pass, but this driver kept us trapped for about six miles while we discussed who was going to run him off the road. Luckily for him, it was one of the less twisty parts of the route. We were looking at him in front of us, and he was looking at us in his rear view mirror, and I knew exactly what he was thinking. He was wishing he was in a Miata. He finally turned off, and the rest of the way was clear sailing, except when my navigator didn’t tell me not to turn on Gopher Canyon.

We arrived at Dalton’s just in time to see the early birds finish up. I clocked the last leg at about 63 miles, but the route sheet said it should have been 69. All I can say is I felt cheated out of that last six miles. I now see why everyone enjoys this run so much.

Puke 2006 viewpoints

One of the most amazing things I saw was a wild turkey (no, *not* the booze...) run across the road in Julian right in front of the car ahead of me (BLEUET) and go up into the trees off the side of the road.

I was also glad I had “the real deal” bags in the door pocket in my car. I almost lost it once or twice—not from motion sickness, but from adrenalin! Yow! There’s a lot to be said for suspension and brake upgrades...

—*Carl Kuck*

Puke 2006 was a masterpiece of careful planning, with groups of cars running in various directions, occasionally meeting each other on back roads or at Dudley’s, and all winding up at the finish with huge smiles.

Steve has made it hard on anyone who wants to plan a run in the next few months. He used virtually all of the fun roads at our disposal, and he linked them together in almost every rational order. Puke 2006 will be a tough act to follow.

The Waids obviously have powerful connections with the weather gods. In a week when it rained almost every day, they chose the one day with absolutely perfect weather—dry, sunny, and almost balmy. Conditions couldn’t have been better.

—*Larry Clark*

I just wanted to thank Steve for leading a great run last Sunday! I have not had that much fun since I followed him a few years back on the Puke. With all of the rain and bad weather

lately, my Miata has been parked. It was great to get out in the sun and really drive it like it was meant to be driven. What a great way to pick a day and clear the clouds for us all!

—*Rob Tewksbury*

Nails? Nails! I don’t know nothing about no stinkin’ nails! If you got a flat, next time don’t follow so close!

—*Steve Kennison*

Is there anything like a beautiful day, a great group of people, twisty roads, cool sports cars, and a little (155 miles worth) Puke? I had the pleasure of leading group #2 on the south route. Did we have fun or what? The group perfectly arranged themselves with the fast ones in back and the faster ones in front. All day long, we must’ve looked like a giant “Slinky” animal with the head stretching out and then the tail catching up.

No mishaps, no upside down cars, and only one missed turn—the last one! I hope that Steve and Laurie have a kudos room at home, because, here’s one more to throw on the pile.

—*Bruce Lewis*

I thought that I would write to the SDMC group to thank everyone for the Puke Run and setting up the run. I was invited by Janice Boster to go on this run with her. I said I would love to go so here came the day of the run. I’m not a member of this Miata group. I didn’t even have a car to go on the run but

everyone in the group made me feel welcome and I enjoyed the whole day. That was so much fun, I want to have a Miata so that I can join such a group. I had a great time and everyone in the group was so nice to me, and made me feel very welcome to come along on the run. I have already asked Janice when the next one is so that I can come along again. I want to thank everyone for making me feel welcome to the group. I had a great time. I have to go out and buy a Miata so that I can join the group. Thanks to everyone. Thank Janice for the great day and Fun!

—*Lisa Blanchard*

Lisa’s husband Bill is serving on the USS Ronald Reagan with Jerry. I knew her son was out of town and asked her to ride with me on the Puke. She had never been on a run of any kind before and did really well. She didn’t complain once about my driving or the roads being too curvy. We ended up being the sweep car for the combined Steve Waid group and Laurie Waid’s Daffodil group. Lisa very quickly became an excellent navigator to help me provide Steve the sweep information he needed to keep the two groups together.

I had a great time this year. It was my first time on a Puke in the left seat and my first time to drive Engineers Road. Too cool.

When the ship comes home Jerry and I plan to bring Lisa and Bill on an SDMC run.

—*Janice Boster*

The beginning of the end?

JERRY STANDEFER, EDITOR-IN-CHIEF

Our nation's 35th President, John F. Kennedy, once said, "Ask not what your country can do for you—ask what you can do for your country." This famous quote was part of his inaugural address in 1961. He wanted to convey an environment of cooperation and teamwork. The nation wasn't about the administration; it was about the people.

Twists & Turns is a newsletter by club members for club members. The newsletter team provides an organized way of getting everything edited, laid out, printed, and distributed. We provide the business end, but it's the club members who provide the material. Without your submissions, the newsletter wouldn't be much more than standard information; it wouldn't be interesting at all.

More importantly, our newsletter represents the club to the global Miata community. Our newsletter boasts about our events, members, and overall enthusiasm. It also provides a formal, written history of the club. To create the timeline and history article ("Celebrating 10 years") in last month's issue, I relied primarily on our past newsletters.

Pulling teeth

We are finding it increasingly difficult to get members to submit articles, particularly for events. I don't think many people missed it, but there was no article for the Spring Fling/Yuma Prison Run that took place in February. Features Editor Bruce Lewis and I both made several attempts to find someone to submit an article about that run. Nobody did, and the newsletter was printed and distributed without a Yuma article. Not only was this disappointing, but it is also disrespectful to the event organizer, who devoted a lot of time and energy into putting the event together.

For this issue, we were concerned

about the response we received for articles about the Puke 2006 run. This was a huge disappointment and created a lot of frustration. The Puke is one of the club's signature events, with a huge turnout and a lot of smiling faces. If we have a hard time getting an article for this event, the club has a big problem. Thankfully, we did receive member submissions, and we appreciate the members who submitted them. But, the concern is still there. What is this telling us about the future of the club?

A dying breed

Earlier this month, Scott Lewis let us know that he would like to retire from his newsletter position as Tech Editor. I sent an e-mail out to the membership on SDMC-List, advertising the open position. After a week, I received only a single response from Abe Mara. Although Abe is a perfect fit for the position, I was hoping for more responses.

There have been several positions that have opened up, or created, in the past year. Three positions, in particular, come to mind: Historian, Vendor Relations, and Events Coordinator. As far as I know, nobody has volunteered to take over any of these positions. All of these positions are important, but if we are unable to fill the Events Coordinator position, the club will take a severe hit.

The club's four elected positions (president, vice-president, secretary, and treasurer) are all being vacated this year. Only two members have announced to run (Larry Clark for vice-president and Judy Ryan for treasurer) for these extremely important and soon-to-be-vacant positions. How can the club survive without filling all four of these elected positions? Unlike the appointed positions, these elected positions are required by our bylaws, and the State of California Corporation Code requires three of



them. Luckily, Sue Hinkle has decided to run for another term as president.

In general, we are able to fill positions. But, I have noticed a disturbing trend. It's the same people who keep volunteering. That may work well for a while, but in the long run these super-volunteers will become worn out. I think we are starting to see this. Without new volunteers, this club will fall apart.

The Miata's popularity appears to be waning, which has caused Mazda to dull the new MX-5's reflexes to create a kinder, gentler sports car in order to broaden its appeal—in effect, trading enthusiasm for sales. That may work for Mazda, but we don't survive by profits. Our existence is based solely on our enthusiasm. Perhaps it is time for the San Diego Miata Club to dissolve? Apparently, the enthusiasm is not there anymore. We can drain SDMC's bank account by issuing membership refunds, and then dissolve the club via a vote at a special membership meeting (if anyone shows up). People who still want to belong to a Miata club can join SOCALM. Kiss the San Diego Miata Club goodbye.

Did that last paragraph upset you? We're closer to that situation than you think. Am I wrong? Prove it! Let's see some enthusiasm out there!

Coming Events

Search For Madonna 2006

Dates: Saturday–Monday, May 6–8
Time: 7:00 a.m. sharp to leave McDonald's
Meet: Oceanside McDonald's, on the south side of Oceanside Blvd. just east of I-5
Contact: Steve & Laurie Waid, 760-432-0727, SWAID@COX.NET

Details: Tentative events planned: Saturday drive to the Madonna Inn, Saturday evening visit to the Hearst Castle, Sunday morning visit to the Morro Bay Car Show, Sunday afternoon fun runs (Wine Country Tour and Great Roads of the Area), Sunday evening dinner (place TBA), Sunday evening room hopping, and Monday morning drive home with a stop in Solvang for brunch.

To join the Search, log onto The Madonna Inn website and go to the 109 Unique Rooms page and browse. Select your three favorite rooms (some may already be reserved), then call the Madonna Inn and ask for Barbara or Amy in Group Reservations. Be sure to mention the Miata Club and that will get you a \$50 discount on Sunday. Then e-mail or call Steve with your room name and number. You will be placed on the Search e-mail group.

Links: (Madonna Inn) WWW.MADONNAINN.COM
(Hearst Castle) WWW.HEARSTCASTLE.COM

Rock and Roll Run

Date: Saturday, May 20
Time: TBA
Meet: TBA
Contact: Les and Dyanna Smith, 858-578-1416

Details: Just where did all of those twisty roads we love to drive come from? Join us for answers on Saturday, May 20, during the San Diego Miata Club's Rock and Roll Run.

Our roads have been in the making for over 120 million years. We will drive several of our favorites, pull over occasionally to examine rocks and other geologic formations, then roll on to the next stop. Dr. Monte Marshall, a geologist and professor who retired recently from SDSU, will join us for this tour.

Tentative plans are to begin with an overview of San Diego County's geologic past, perhaps over breakfast, before taking to the roads. Dr. Marshall will walk us through the geologic past with comments at each stop and on the CB radio as we drive. Background information prepared by Dr. Marshall will also be available in advance of the run.

The Greatest Show on Turf

Date: Saturday, June 3
Time: 7:00 a.m. for registered Miatas
9:00 a.m. to 2:30 p.m. for the show
Meet: Balboa Park, grassy areas between the Hall of Champions & Park Blvd.
Contact: Mark Booth, 619-670-3789
MARKBOOTH@COX.NET
Cost: \$20 (benefits the San Diego Automotive Museum and Car Club Council)

Details: The San Diego Automotive Museum's annual Car Club Council Car Show. If 10 or more Miatas participate, the Museum will include a special class (trophies!) for Miatas!

This show is "Pre-Registered, On-Line Registration Only." It is limited to 400 cars (sold out last year), and you *must* pre-register by May 25. Pre-register online at the link below (have your credit card handy). When you register, select "S-14 All Other Sports Cars (1950-present)."

Registered Miatas will meet in the parking lot at the Northeast corner of Park Blvd. & President's Way at 7:00 a.m. to caravan onto the show grounds as a group and get parked together. If a registered Miata arrives late, you might be unable to park with the rest of the Miatas.

Registration Deadlines: We need at least 10 Miatas registered by May 14 to ensure a best-Miata trophy. The absolute last date for registration is May 25.

Link: WWW.STREETRODINSIDER.COM/EVENTSDetail.ASP?EVENTID=314

Cruisin' Grand

Date: First Friday of each month, April–September
Time: 6:00 p.m. for dinner, 7:00 p.m. to cruise
Meet: Tom's #23 restaurant in Escondido (SW corner of Centre City Parkway and 5th St.)
Contact: Steve & Laurie Waid, 760-432-0727, SWAID@COX.NET

Details: On Friday nights from April through September, Escondido opens up Grand Ave. for cruising. On the *first* Friday of each month, SDMC members meet at Tom's #23 at 6:00 p.m. to eat before leaving at 7:00 p.m. to cruise Grand. After taking a spin up and down Grand a few times, we park and then walk Grand. You will see Hot Rods, Street Rods, Muscle Cars, Restorations, Motorcycles, and more. A fun "Blast from the Past."

After cruisin' and walkin' Grand, we will drive a short distance to find dessert. This will be a full evening of car fun for car people.

Coming Events

Cruise-In to the County Fair

Dates: Sundays, June 11, 18, 25, and July 2
Time: 10:00 a.m.
Meet: Albertson's parking lot on the south side of Via De La Valle, just east of I-5
Contact: Mark Booth, 619-670-3789,
EVENTS@SANDIEGOMIATACLUB.ORG

Details: Every Sunday during the run of the San Diego County Fair, SDMC members are welcomed to "Cruise-In" on Sunday as part of "Classics Galore." Meet in the Albertson's parking lot at 10:00 a.m. At 10:20 a.m., we will caravan with a police escort through traffic and onto the fairgrounds along with cars from other car clubs. All occupants of the club vehicles are admitted *free* to the fairgrounds and, of course, parking is free as well. You may leave the fairgrounds whenever you wish.

The parking/viewing area on the racetrack is well-groomed, slightly moist dirt. Yes, dirt! But it is neither

muddy nor terribly dusty. Fair staff will be on-site asking the public to "look, but don't touch."

Miatas at the County Fair Car Show

Date: Wednesday, June 14, and Saturday, June 17
Time: 8:00 a.m. to 3:00 p.m.
Contact: Mark Booth, 619-670-3789,
EVENTS@SANDIEGOMIATACLUB.ORG

Details: A small number of SDMC club members that have reserved their spot will be representing the club at the Del Mar Fair by displaying their cars in the annual Car Show sponsored by the Car Club Council of the San Diego Auto Museum.

NOTE: This event is open to only a small number of SDMC members who have signed up well in advance. This event is *not* the same as the "Cruise-In" type of events that are happening on Sundays during the Fair's run.

T&T welcomes new Tech Editor

JERRY STANDEFER

After nearly three years as the newsletter's Tech Editor, Scott Lewis has decided to step down. Over his time in that position, he has provided the club with numerous articles, from removing your Miata's "baby teeth" to measuring the ever-mysterious "dark current." His shoes will be tough to fill, and we thank you, Scott, for all of your hard work!

Never one to shy away from a challenge, Abe Mara has stepped up to become our new Tech Editor. The newsletter team has welcomed him with open arms, and I hope you do the same.

Abe joined SDMC just over two years ago, in April 2004. Born and raised in Livermore, California, he watched his father work on countless automotive projects, which included everything from dune

buggies to street-drag cars. His first car was a 1986 Pontiac Fiero, where he came to appreciate the joys of rear-wheel drive and low weight. Abe received a Physics degree from UC Santa Barbara, and found himself in San Diego.

In 2001, Abe bought his 2000 Classic Red Miata, which he has modified, um, slightly. A turbocharger, head work, heavily revised suspension, different wheels, and some electrical modifications are just a few of the changes he has made. You can't miss his Miata at any event! Abe also has a love of motorcycles, including one that I can only describe as Frankenstein's monster.

Abe brings a lot of hands-on experience to the newsletter team. Congratulations and welcome aboard!



Abe Mara, *Twists & Turns* Technical Editor

Rotten eggs delight Egg-zactly runners

JACK DI LUSTRO

April 15th—tax day, fortunately extended by Uncle Sam—gave two dozen Miata drivers and their co-cockpit partners the opportunity to put aside the tax forms, grab their Miata keys, and head to Mazda of Escondido where Barb Shev greeted all arrivals with coffee and doughnuts.

The festive- and holiday-spirited group braved rain and clouds to join Larry and Mary Clark in an exciting road rally through the rolling hills and past the estates of Rancho Santa Fe. Larry and Mary outdid themselves this time with a rally that had some interesting “eggs” to find, as well as a few “rotten eggs” thrown in for good measure.

Miatas were coming and going, and a few going and coming again and again, missing a clue, or just plain missing. The Fresh Eggs farm in Elfin Forest had everyone gasping for the fresh air of Ramona, and the Del Dios Country Store, with its wood floors and spacious bar,

would be an excellent location to start or end a Miata run either in the afternoon or evening along Lake Hodges.

Larry may be a very personable guy, but his and Mary’s smiling faces hid a darker side with a few tricks up their sleeves. More than one or two groans were heard when Larry giggled and proudly pointed out the fact that the Del Dios Country Store sign was disallowed for being on the side of the building, and that the Rancho Santa Fe Golf Club sign was never canceled as all previous signs were (pretty sneaky Larry). Of course, he and Mary made up for it by having “egg” Mile 11 follow Mile 10 by one mile and precede Mile 12 by one mile. If anyone couldn’t figure that one out, it’s egg on your face.

As the run progressed, the weather cooperated and we did see some absolutely beautiful homes, flowers, green hills, white fences surrounding stately horses, and guest houses and multi-car garages

larger than most homes I’ve been in (excluding, of course, the Waids’ palatial Escondido estate).

After completing the rally at everyone’s own pace, we all grouped for a fun-filled lunch of pizza and sandwiches at Killer Pizza From Mars on Centre City Parkway. Larry had the data projector going with the answers to both the real and rotten eggs (he gloated again regarding the Del Dios Country Store sign) displayed for all to see, including some tricky digital editing that threw more than a few people off course.

Somehow Jack and Sue diLustro captured first place (36 points), followed by Abe and Leo Mara in second (38), and Steve and Laurie Waid in third (40). The silly putty eggs were awarded to Bob and LaNita Hague and Steve and Leticia Gorgura, who tied for the Dead-Last-But-Finished awards. It looks like they’ll need to win a GPS at the next SDMC Holiday gift exchange.

Larry and Mary, great job! Let’s do it again.

No eggs laid by the Egg-zactly rally

STEVE WAID

The San Diego Miata Club, historically, has not done rallies, gimmick or otherwise. SDMC has always tended to do Fun Runs and Caravans to specific events and locations.

I have always considered myself a *driver* so I like to participate in events where I get to drive the twisties and shake Laurie back and forth in the passenger seat. I participate in autocross regularly, and although I am not particularly good at it, I really enjoy the challenge and the *driving*.

SDMC has a mission statement that is basically, “do fun stuff in our Miatas.” As SDMC Events Coordinator for a few years, and having

put on some runs and events for the club, I think I am qualified to pass judgment on someone else’s event. Therefore, I say

If you have stayed away from Larry and Mary Clark’s rallies, you have made a big mistake. I missed the first one; I don’t remember why. I’m sure it was a good reason, but it was a big mistake. The Egg-zactly Rally



Drivers meeting. Mary Clark holds honorary rallymaster Trickie Chickie as Sue Hinkle (doing her imitation of a tall person) welcomes guests and Larry Clark wonders how he lost control.

was as well put together and thought out as any driving event I have been too. Laurie and I (only one heated discussion) had a terrific time. Having put on some gimmick rallies in my dark past, I know how difficult it is to create a rally that is challenging but not frustrating. This is a very fine line. With all 24 cars finishing, it was not frustrating. With point counts ranging from 36 to 131, it had to be challenging.

The diabolical duo, Mary and Larry, put enough rotten eggs out there with “enticing visuals” that you would vacillate from “positive I’m right” to “let’s pull over and talk about this” at multiple points along

the way. It had every kind of gimmick that you might want to think of. Eggs that you thought were cancelled miles ago showed up when least expected. If you didn’t read or

listen to *all* of the rules, you would count an egg affixed to a building when, in fact, it was rotten.

At the end, Larry and Mary presented all of the eggs, rotten and whatever the opposite of rotten is, in a PowerPoint presentation that explained everything. I don’t believe I have seen as much “forehead slapping” in one place in my entire life.

Anyway, Mary and Larry, thank you for such a well planned, well practiced, and well executed car event as I have ever been on. You have my permission to do another one as soon as possible. FUN? This is what the SDMC mission statement is all about.



Sue and Jack Hinkle prepare to leave Mazda of Escondido on the Egg-zactly rally. Photo: Larry Clark

How I got into Miatas

CARL KUCK

Growing up, I always wanted a fun car. My parents were eminently practical, denying me an early 70’s GTO “Judge” (probably a wise move) and providing me with a late 60s Ford Ranch Wagon. The wagon had a 390 cid V8, but that’s another story. A buddy in college introduced me to British sports cars, first a Spitfire and later a TR-7. My interest increased, but still no cool car.

Fast forward about 10 years. I had a co-worker who owned a ‘59 Ferrari 250 GT, and I had become interested in Italian cars in general, and the Dino 246GT in particular. He sold me a fairly well worn ‘74 Fiat X1/9, which I then proceeded to soundly thrash over the years. It was mega fun, when it was running that is. I was hooked. The demise of the Fiat, and the hideous price in-

creases in Dinos (from \$20K to \$120K in six months!) led to the acquisition of a ‘67 Porsche 911S, which had been set up as a vintage race car. It was even more fun, just not on city streets. Too loud, too hot, and too fast, I used this for time trialing and autocrossing with the Porsche Club of America.

Fast forward to early 2004. Cheryl and I had been talking about getting a fun car. I had pretty much heard nothing but good things about Miatas, and somebody quipped that these were everything that British sports cars could have been. A quick trip to the 7-Eleven for a copy of the Auto Trader gave me something to work with. One of the cars listed was a 2002 SE. A trip to the Auto Trader web site had the same car, with the price dropped nearly \$2,000. I hadn’t really planned on getting a car

that fast, but I took a trip to the dealer on my bicycle the next day. They had the car parked in front and the salesman told me they had knocked another \$1,000 off the price! Since the car looked great, and Kelly Blue Book research indicated that they were now down in the low-middle part of the private party range, I called Cheryl and told her we were going for a test drive.

Many of you in the club know Dennis and Veronica Didier, and Cheryl and I are now the proud owners of their old car — keeping it in the club. I think Miatas are one of the few kinds of cars that look great in yellow (Ferraris are another), so getting this one was pretty much a no-brainer. That’s how we came to get a 2002 SE in Blazing Yellow Mica — part happenstance, part timing, all fun! See you on the road!

Celebrating a brief homecoming

JIM PATTON

The return, albeit for just a long weekend, of two of the San Diego Miata Club's finest was greatly heralded by all. Well, maybe heralded isn't quite the right word. Dustin let the word get out that he and Andrew would be visiting for a few days. Homesick for the twisties you can only find in San Diego, a call was quickly sent out for an impromptu run. Though mountains are near enough to quickly get to from Kirkland, Washington, where Dustin and Andrew live, and the bay area has plenty of beautiful roads for Miata-ing, nothing beats a jaunt to Julian.

11:30 was the time; the Rancho San Diego Towne Center parking lot was the place. The question: Who would show up on Sunday morning to help our wayward duo get reacquainted with San Diego's best Miata roads? A few minutes were all it took for the answer to appear. An opportunity to drive topless in our favorite car brought out a sizeable crowd. Kelly Raymond arrived in Black Beauty with her top firmly locked in the up position. After several minutes of concerted discussion, Kelly soon saw the light, deciding to join the crowd in dropping her top as well. Despite a well-laid plan, things came slightly unglued. A sweep, a sweep, my Miata-run needs a sweep! Ever willing, Scott Lewis answered the cry. Except, his CB radio speaker wasn't quite up to the task. A short hop to Radio Shack (with a side trip to Jamba Juice) and a quick swap out was all it took to get us on the trail.

Bruce Lewis quickly marshaled the cars to head us out on the road to enjoy the run. There is no better place to get right into the twisties than in Jamul. Within minutes, we had transitioned from the hustle and bustle of the suburbs to the kind of roads our cars all do their best on. Jamul Drive was the warm up, then Lyons Valley Road, and

Japatul, the roads were all ours for the cruising! The radio conversation lively, no OTMs in the way, and a bright clear San Diego day, we had the world on a silver platter. Like all good things, the inevitable happened; we ran into OTMs on Cuyamaca Highway. Who could blame them? They were out for a drive on a grand Sunday afternoon just like we were. As usual, with plenty of pull-offs along the road, the OTMs quickly fell by the wayside. That is until Bruce happened along a green Toyota pickup. Evidently, the driver was both deaf and blind. The siren song of Bruce's horn tooting, a few blinks of the headlights to suggest he use one of the conveniently located turnouts, soon grew into a raucous cacophony from the assembled Miatas. No joy. The driver—

obviously awestruck by the beauty of the day, and the ever-growing line of cars behind him—passed numerous excellent turnouts to trundle on his way.

Our fearless leader knew best how to cope with the situation. A quick bathroom stop by the boat launch at the Cuyamaca Reservoir brought the world in perspective again. The trundling truck and equally irritated OTMs formerly behind us moved on up the road. Admiring fishermen stopped to ponder what brought such a fine collection of automobiles to their midst. The piece-de-resistance, (pie of course) was just a few miles ahead in Julian. The spirit of SDMC in action; food, friends, great roads, and a good time had by all. What a way to spend the day!

Rain dampens Temecula Rod Run

DAVID STREETER

Although our first run with SDMC yielded less than the number of desired participants due to the weather, it was still a blast to plan and run. Mother Nature decided not to cooperate during the early morning hours of February 11, bringing with her hail and pounding rain throughout the area.

We arrived at the Old Spaghetti Factory in San Marcos about 7:45 a.m., hoping people might venture out and join us for the drive into Temecula. 8:00 a.m. rolled around and we spotted a Velocity Red Mazdaspeed entering the parking lot followed by a blue OTM. It was my parents, Bonnie and Gene Streeter, who braved the rain and joined us in the parking lot.

We waited until our scheduled departure time of 8:30 a.m. and then proceeded to start our drive into

Temecula. We drove briskly, but with safety in mind, through the hills and enjoyed the route with our tops down. We weren't disappointed — the weather held out and we made it to Old Town Temecula without any weather to speak of.

Once we made in into Old Town, we were happy to see that we weren't the only ones who decided to brave the weather. Old Town Front Street was closed and completely covered with Hot Rods from one end to the other. Oh, what a glorious sight! This truly made all the planning worthwhile. Even though it turned out to be another Streeter Family event, we all had a great time.

Since the route has already been planned, we will try again in 2007. Hopefully, the weather will cooperate and more of our friends will be willing to join us.

Let's Rock and Roll

LES SMITH

Instead of this year's 10th anniversary, imagine the San Diego Miata Club having organized 100 million years ago! We would have quite a different history to celebrate.

Fording streams would be nothing compared to dodging molten magma oozing up out of volcanoes—underwater. San Diego County would initially have been part of a land mass off the coast of Mexico. And we would have watched as the rocks that make up some of our favorite back-country mountains were turned almost upside down and the Pacific Ocean floor was shoved beneath this western edge of the North American continent.

The bottom line: Quite a bit of geologic activity went into creating the twisties that make San Diego County such a fascinating place to drive.

There's much more to this fascinating story, and it will be shared during the Rock and Roll Run on Saturday, May 20. Dr. Monte Marshall, a retired SDSU geology professor, will be our guide for this 100-million-year journey. We will drive some of our favorite roads, stop occasionally to examine rocks

Dr. Monte Marshall

After graduating from the SDSU Geology Department in the early Holocene (1966), Dr. Monte Marshall earned a doctorate in geology and geophysics from Stanford. He studied the petrology and magnetic properties of dredged seafloor pillow basalts—components that were the basis for the wild, new theories of seafloor spreading and plate tectonics.

He worked in several ocean floor-related research projects before joining the faculty at SDSU in 1975. For 30 years, his main courses were structure, petroleum, and geophysics, with an occasional “rocks for jocks” class.

and views, and then roll on through the past to the present.

Be sure to bring your CB radio. Dr. Marshall will provide a commentary during the rolling portions of this run. And don't worry—Geology 101 isn't a prerequisite. Per SDMC protocol, the emphasis will be on having a good time of driving and eating.

Run details are still being worked

Dr. Marshall enjoyed three sabbatical years away from the classroom. The first was spent doing paleomagnetic research and teaching a graduate seminar at France's University of Rennes. In 1993 the Russians lured him to St. Petersburg, where he was the first professor from a non-communist country to be a faculty member at the university since the Revolution. His third sabbatical was spent at the University of Prague.

Monte Marshall retired in 2001, but has continued to teach during the spring semesters. The other seven months are pretty much filled with fun and educational field trips, busman holidays, or simply vacations to all parts of the world.

out. (Dr. Marshall was in the Andes during the first half of April.) Tentative plans are to gather at a restaurant in Alpine for breakfast and an introduction to the geology we will be seeing on the trip before heading up the Sunrise Highway and other roads. Check the Events calendar on the SDMC web site as run details are finalized.

Mazda recalls NC over airbag concern

ABE MARA, TECH EDITOR

Mazda Motor Corporation has decided that a defect, which relates to motor vehicle safety, exists in certain 2006 MX-5 Miatas produced from December 22, 2005 through February 15, 2006. This is unlikely to seriously affect anyone here in San Diego, but it's a good idea to get the recall done anyway.

Mazda lists the problem as “the bolt attaching the horn assembly to the steering wheel hub may fail during a driver-side front airbag deployment in extremely low ambient

temperature. Should this occur, the horn assembly may come loose and injure the driver.” This only affects VIN numbers JM1NC***60 111301–114609, and Mazda should be contacting current owners via US mail beginning on April 28.

The repair procedure is straightforward. The dealer will replace the airbag with one using a different bolt. Be sure to remind the mechanics to write down the radio presets so they can reprogram them after the work is done. Again, while the odds of having your airbag deploy

in “extremely low ambient temperature” is low here in San Diego, you're better safe than sorry.

Speaking of better safe than sorry, don't try this at home folks. The odds of setting off an air bag while working on your car is very low, but in this case, it's a risk you don't have to take. Airbags are explosive devices, and you could break an arm if you set one off at the wrong time.

Please, everyone, take a moment and check your VIN, and get this done if you need to!

Corner at Mach with a shock tower brace

ABE MARA, TECH EDITOR

Planning this month's article, I did a little research. I found out not only the background of one of my favorite words, but I also read a little about its inventor. Ernst Mach (1838–1916) was a philosopher and physicist who is best known for his ground-breaking study of supersonic velocity. The relationship of an object's speed to the speed of sound is now known as the "Mach number."

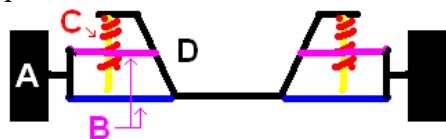
He also coined the German term *Gedankenexperiment*, meaning "thought experiment." Its meaning is pretty simple. Imagine a scenario in your head and see what you can learn from it. It's great for folks on a budget who don't want to buy every doodad for their car just to find out what it does.

So, what does this thought experiment have to do with shock tower braces? First, let me give you brief explanation of what a shock tower brace is.

A shock tower brace is a bar that physically connects the top of a vehicle's shock towers. It is designed to reduce flex in the shock towers by sharing cornering loads between the two shock towers. This brace lessens chassis flex (increased rigidity), which reduces understeer, improves tire wear, and decreases metal fatigue around the shock towers.

Shock tower braces have been available for the Miata through the aftermarket for some time. Mazda began adding them as on certain trim levels in the 1999 model year, and eventually became standard equipment for all trim levels for 2003. For the new 2006 Miatas, a shock tower brace is fitted only to the Sport and Grand Touring models.

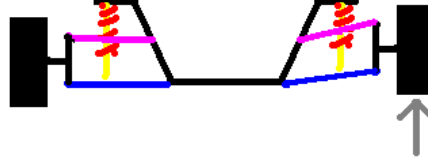
Now, where's that thought experiment? Let me draw you some pictures:



Folks, don't let your children read this month's *T&T*; this is your Miata naked. I've stripped away all that I can, leaving only:

- (A) Wheels/spindles
- (B) Upper and lower A-arms
- (C) Shock (and coil-over spring)
- (D) Subframe/unibody (the "car", if you will)

The beauty of dual A-arms over normal commuter car struts is that the tire stays parallel to the ground, contacting it flatly even when going over bumps. The idea is this:

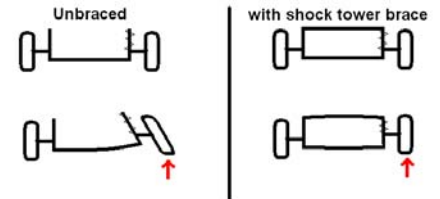


The two A-arms move up together, and the tire continues to maintain good contact with the ground. The body (assumed rigid here) stays stiff, the spring and shock compress instantly together, and the A-arms do their jobs, as designed. The trouble is that it's often being driven by an SDMC member, and since a happy member is a well-fed member, there's a lot of weight on these poor parts. So, the body can bend. Like your breakfast cereal, this next picture is "enlarged to show texture," but I wanted to make a point. This is what can happen when your car takes a hard hit on one tire:



Note that since the body is essentially one flat plate, it's easy to bend it. So the tire both raises AND tips. This tipping means that only inner edge of your tire is touching the ground. When less tire touches the

ground, you get less traction. Less traction on the front of your car is called understeer, and too much of that has you visiting the grass on the far side of your turn.

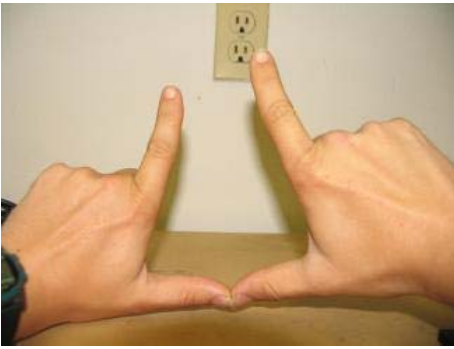


This is where the shock tower brace comes in. I'm going to further simplify the pictures, so you can follow along at home with your bare hands. Imagine, if you will, tying the tops of the two shocks together with a metal bar. The three-sided box that is your car becomes a four-sided box:

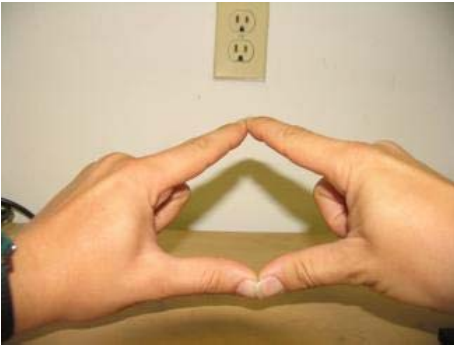
Now that my pictures have helped you to see what's going on, I know what you're thinking: How can a 3-pound piece of aluminum really affect something as big and heavy as a steel car? This surpasses Mach's "thought" experiment, and moves into a "hand" experiment! Take your hands, put your thumbs together and make a U with your pointer fingers, like so:



Now lift gently on one elbow/wrist (I used my right), and you should see the "shock towers" (your fingers) tilt inward. It's hard to keep the bottom from bending (the place where your thumbs meet), like so:



Now install a shock tower brace:



You'll find that even with the relatively weak finger up there, the entire structure is now very stiff. It will actually take some upper body strength to bend what flexed with ease before.

So, with the theory out of the way, what does this mean for you and me? Well, there are a number of shock tower braces on the market, sold by Racing Beat, Flyin' Miata, and many others. Obviously, vendors like Flyin' Miata will only provide their own. However, we're lucky enough to have club member Brian Goodwin in town, and he carries a large variety of braces to suit every need. You can find his online store at WWW.GOOD-WIN-RACING.COM.

What should one look for in a shock tower brace? It never hurts to be lightweight in anything automotive, but don't save 3 ounces here and give up rigidity. The mounts are particularly important; you want something that will hold strong. Also, people have been using the shock tower brace mounting as a place to brace the brake master cylinder off of, so it's good to have

something that looks like it can take a little horizontal load. There are 3-point bars that go between the two towers and the firewall, and while this seems a really good idea on paper, I've yet to hear anyone who actually has this bar say it does them any more good than the regular sort. Your mileage may vary.

Two more points before I take my leave. There are a number of people who can't get these wonderments. And it's just a choice you'll have to make. Certain high flow intakes (including Jack Racing superchargers, a very high flow intake indeed!) physically interfere with the simpler bars and are incompatible. Several of the vendors have solutions for this, so check with them to see what they can do. Both Flyin' Miata and Good-Win-Racing have braces for working with the Jackson Racing superchargers. For instance, I got the bar on my own car as a gift from a friend with a Jackson Racing supercharger who could no longer have it on his car. And I do believe he still notices the loss. Some of you will not need this upgrade because your Miatas may have come with them stock. Do yourself a favor and pop the hood and find out what's under there before you spend \$100 on something you already own. It is possible that a good aftermarket unit will improve things further, but I'm sure the difference will be less dramatic, and you may only notice the effects on the track.

Lastly, and most important: What will the bar do for you? Well, the very first thing I noticed when I put in the bar, was that my CD player stopped skipping when going over bumps. It removes a **s h u d d e r** throughout the whole car. It makes the front end feel like one

big solid box, much in the way a good roll bar will make the rear end stiffen up. It will allow you to tackle corners at higher speeds than before, especially those that were too rough to have confidence on. PLEASE USE YOUR BEST JUDGEMENT FOR SAFETY when trying to go faster than you did before. As with any modification, you should first drive *slower* until you become used to the effect the extra stiffening will give you. That said, soon you will appreciate the difference. I found it smoothed out my ride and made the whole car feel better. Unlike stiffer springs, this should make the car feel more pleasant, not harsher.

One final note: This is another case of the weakest link. Maybe people with stock suspension won't notice the effects as much – the more the springs and shocks give, the less likely the frame is to bend first. Don't waste \$100 on a brace when you have 150,000 mile OEM shocks under the car.

In closing, shock tower braces are a low-cost upgrade without a lot of tradeoff. They are easy to install, and, while they won't be the biggest change you've ever felt in the car, they make a noticeable difference. They make the car feel more modern and surefooted, and are an excellent project for anyone looking to get started on improving their car themselves.

Twists & Turns is printed by:



Banners
Vehicle lettering
Lobby display signs
Window lettering
XEROX copies
Trade shows

858-486-6771

13000 Danielson St., Suite G Poway, CA 92064
Fax 858-486-6779 signup7@aol.com

Lic. #714961

Dan Garcia: The man behind our home page

KELLEY RAYMOND AND CHRIS GARCIA

You know his work, but you might not know his face or much about “Mia,” until now. He’s Dan Garcia, SDMC’s Webmaster. Just two days after they celebrated their 35th wedding anniversary (April 3), Dan, and his lovely bride Chris, shared their dinner with me and told me how they came to be Miataphiles.

And by the way, it’s all Steve Kennison’s fault. You see, Dan and Steve work together. (Starting to sound familiar?) Even though Dan was initially introduced to Miatas through someone at his church, it wasn’t until he and Steve went together to a retirement party for someone at work that Dan actually received “the bait.”

It just so happens that this party was in 2003, and guess who was SDMC’s president at the time? Uh huh, that’s right, Nails himself. Well, he got Dan interested enough that he and Chris (that’s Dan and Chris, not Steve and Chris...) visited El Cajon Mazda several times. Each time they left, the 2003 Shinsen Edition (Titanium Gray with a blue cloth top and seats) 5-speed kept calling them back. When Dan began constantly asking Steve for more information about Miatas, “the hook” was set.

Dan and Chris’ Mia came home with them on a Thursday in October 2003. They remember it well because the next day, Friday, Dan was off work and they took Mia for her first long ride and had a blast getting acquainted. They spent most of the day driving through some of San Diego’s twisty backcountry—

much of which would be in flames within about 24 hours.

Dan’s parents live in Crest, and when he went to get them that Sunday, he said there were flames everywhere! Fortunately, his parents and their home escaped unscathed. But, they will always remember Mia’s first outing and how they got to ride through much of the area that will now take a long time to heal.

Being good Miataphiles, the Garcias quickly began buying accesso-

I sure do have a lot of fun,” says Dan. He quickly joined the Southern California Autocross Team (SCAT) and participates as much as he can, but quickly adds that it’s not a top priority in his life. He and Chris place God and family first in their lives.

Well, as best we can figure, God must be an autocross fan. It just so happens that about the same time that Dan started autocrossing, he and Chris joined The Rock Church in Kearny Mesa. And guess what?

The church began offering a Saturday evening service, so Sundays are now free for autocrossing!

Seriously, Dan and Chris attend church regularly and visit with their three children and three grandchildren (all under the age of three) often. Their son, his wife, and their daughter live in Phoenix; their middle daughter, her husband, and their son and daughter live in Menifee; and their

youngest daughter and her husband live in Los Angeles, and they just found out that their first child is expected in December.

They will soon have more time for all of their favorite activities because Dan will retire at the end of this year after a 39-year career with the U.S. Navy. He spent six years in the military as a sonar technician, and then went into civil service. Currently he is a systems administrator, working on high performance computers along with Steve.

Chris was also in the Navy, for almost four years, in personnel. They met while both were stationed



Chris and Dan, with their 2003 Shinson Edition. Photo: Barb Shev

ries for Mia. Dan’s favorite aftermarket buy, so far, is the Racing Beat Twin Tip muffler he installed that gives him about five extra horsepower. Other items he has enjoyed adding include a Monster-Flow cold air intake, Tom Thompson’s oil filter relocation kit, a Crazy Red Italian Air Horn, and an AutoPower roll bar. Dan is looking forward to putting a set of Falken tires on soon because they are better for his favorite Miata activity: autocross!

He began participating in autocross at Qualcomm about a year ago. “I am not very good or fast, but

in the Seattle, Washington area. After she and Dan started their family, Chris opened her own daycare, which she ran for six years. She likes the Miata “because it’s cute!” When her sister visited a couple of months ago, the two spent a great day riding around and enjoying lunch at a café overlooking Lake Cuyamaca.

Although Dan is one of those rare people we’ve all heard about — a real, live San Diego native — Chris is from Minnesota. She and her family own a lake cabin on the City of Tower end of Lake Vermilion in Northern Minnesota, and they look forward to spending some time there, as well as at their favorite vacation spot, Yosemite. They also often go to Sundance Ranch, close to Temecula, where they enjoy riding horses. Chris shared one of their experiences at Sundance Ranch:

“One time we were riding, and the ranch dudes put me on a little black horse, and they put Dan on a very tall horse. My horse was in the lead, and here we were out in the wilderness when I saw a very long rattlesnake going across the trail road we were on. It seemed like that snake was almost as long as the road was wide, and it was shaking its many rattles at us, as if to say, ‘Leave me alone and I’ll leave you alone!’ Well, a few seconds after I saw it, I quietly turned my horse around and faced Dan on his horse. My horse



Dan Garcia on the autocross course. Photo: Bud Smartwood

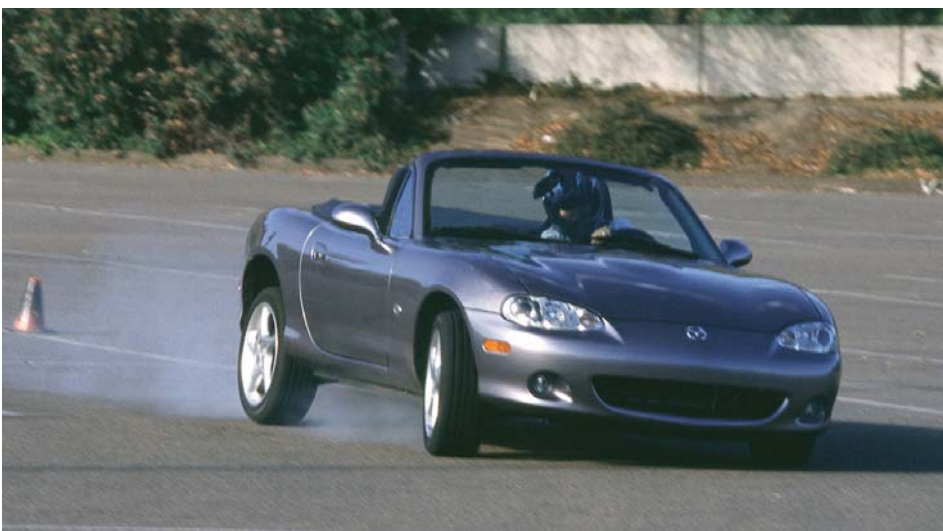
was cool, no problem in being turned around—not the same with Dan’s! His horse had a ‘hissy fit’ and went up on his hind legs and was a real problem child! Dan somehow ended up on the ground, still holding onto the reins but looking up at this misbehaving animal and wondering where the rattlesnake went! He didn’t want to let go, because these ranch horses will do *anything* to get back to the barn (they seem to have a homing device), and Dan didn’t want to walk back!

“We debated on trading horses, as I was able at the time to get up onto larger horses, but the ranch frowns on it. You see, Dan won-

dered how he would get back onto this very tall and very scared horse! But, we somehow managed and he didn’t get hurt by the snake, or by the horse! I must admit, that was one scary moment for ME also! I was worried that he had gotten hurt falling off, or that the horse would step on him, kick him, whatever! I’m sure I did some fervent praying at the time!”

Dan may not be a master equestrian yet, but there’s no doubt that he’s a great Webmaster. He had only been in the club for a few months when the Webmaster position became available. He maintained the site for about a year when still-president Steve asked him to redesign the site. After a lot of time and effort, Dan finished the site that we all enjoy today. He said that maintaining it is no problem and (lucky for us) he’s happy continuing in this volunteer position for the foreseeable future.

Dan and Chris are looking forward to more club runs and the Miatas in Moab run next year. You’ll be able to pick out their Mia from the pack by her license plate frame that says, “Dan & Chris’ Mia” at the top, and “Zoom Zoom for JESUS” at the bottom. The Garcias’ sports car philosophy can best be summed up as, “if you’re not having fun with it, it’s not worth having.” A good philosophy for us all!



Smoke ‘em if you’ve got ‘em. Dan demonstrates why tire companies love autocrossers. Photo: Bob Krueger

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@SANDIEGOMIATA.CLUB.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.

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

Geris 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. 949-366-322. 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.

Mazda of Escondido. 760-737-3200. Discount: 15% on parts and labor (not including smog certification.)

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.

Mazda dealership coming to Temecula

JERRY STANDEFER

San Diego dealership owner John Hine has broken ground on a new Mazda dealership in Temecula. "Temecula Mazda" will bring Mazda sales and service for the first time to the Temecula Valley. John Hine owns and operates Mazda, Pontiac, and Dodge dealerships in Mission Valley.

Temecula Mazda will be a new Mazda Retail Revolution dealership. Offering a vastly different sales and service environment, these new Revo-

lution facilities include futuristic vehicle displays and a technological flair with plasma screens presenting Mazda's motorsports heritage, interactive displays showing product information for Mazda as well as competitors, and Sony PlayStation 2 gaming consoles.

Other features are an mCafé that services both sales and service customers, a parts and accessories retail boutique, an elevated vehicle display plat-

form, and a drive center where Mazda vehicles are standing by, ready for immediate test drives. You've seen the new Mazda commercials with the cars on the platforms with the huge fans (it's supposed to represent a wind tunnel) and the spacious showrooms. That's what the Retail Revolution facilities will look like.

Temecula Mazda is tentatively set to open in February of 2007, located along Ynez Road just east of I-15.

Classified Ads

PARTS FOR SALE

Various parts and accessories. 1995 5-speed transmission, 90,000 miles, good condition, \$150 (new front and rear seals at 85,000 miles w/ clutch change; swapped out for 6-speed). Short-shifter from Good-Win Racing, \$125 (\$180 new, used 5,000 miles on above tranny; effort too high on 6-speed). 1991 starter from above tranny, \$20. Nearly new genuine Mazda tonneau cover, \$125 (used twice before style bar installation; \$180 new). Steven Fortson, 619-286-7384, SFORTSON2001@YAHOO.COM (Feb)

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. One set of black cloth 2006 seats, a black top, 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: WAL-LYMIATA@GMAIL.COM (May)

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.

Classified ad space is provided at no cost to *SDMC members only*. Ads must include first and last names, telephone number, and e-mail address, which must agree with current club roster.

Send ads to NEWSLETTER@SANDIEGOMIATACLUB.ORG. Ads will run for four months unless canceled, and may be revised and resubmitted.

Get 'em while they're hot

Celebrate our 10th anniversary with these commemorative T-shirts ... just \$10 each



We have a new supply of hats in various colors and styles ... flame hats \$15, club logo hats \$12, visors \$12

Dress up your car for spring with the SDMC license plate frames ... stainless steel \$25, black \$22



To see our additional products, visit us at the website. To place an order, please contact REGALIA@SANDIEGOMIATACLUB.ORG or visit us at the monthly meeting.

—Linda Payne and Mary Clark, Regalia Team

Address

MAY 2006

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5 Cruisin' Grand	6 Search for Madonna
7 Search for Madonna	8 Search for Madonna	9	10	11	12	13
14	15 DEADLINE	16	17	18	19	20 Rock & Roll Run
21	22	23	24	25 Monthly Meeting	26	27
28	29	30	31			

JUNE 2006

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2 Cruisin' Grand	3 Greatest Show on Turf
4	5	6	7	8	9	10
11 Cruise-In to the Fair	12	13	14 Miatas at the Fair Show	15 DEADLINE	16	17 Miatas at the Fair Show
18 Cruise-In to the Fair	19	20	21	22 Monthly Meeting	23	24
25 Cruise-In to the Fair	26	27	28	29	30	

DATE	EVENT	TIME	MEET	CONTACT	PAGE
Fri 5/5 & Fri 6/2	Cruisin' Grand	6:00 p.m. (dinner) 7:00 p.m. (cruise)	Tom's #23, Centre City Pkwy & 5th St., Escondido	Steve Waid 760-432-0727	8
Sat-Mon 5/6-8	Search for Madonna	7:00 a.m.	McDonald's, Oceanside Bl. at I-5	Steve Waid 760-432-0727	8
Sat 5/20	Rock & Roll Run	TBA	TBA	Les & Dyanna Smith 858-578-1416	8, 15
Thu 5/25, Thu 6/22	SDMC Monthly Meeting	6:00 p.m. (eat) 7:00 p.m. (meet)	Boll Weevil Restaurant, Clairemont Mesa Bl.	Sue Hinkle 760-735-9456	3
Sat 6/3	Greatest Show on Turf	7:00 a.m. (registered) 9:00-2:30 (show)	Balboa Park	Mark Booth 619-670-3789	8
Sun 6/11, 6/18, 6/25	Cruise-In to County Fair	10:00 a.m.	Albertson's, Via de la Valle east of I-5	Mark Booth 619-670-3789	9
Wed 6/14 & Sat 6/17	Miatas at County Fair Car Show	8:00 a.m.-3:00 p.m.	Del Mar Fairgrounds	Mark Booth 619-670-3789	9