



TWISTS & TURNS

The newsletter of the San Diego Miata Club

Volume 11 Number 10

October 2006

Film and food critiqued at Santee Drive-in

LES SMITH

My Heavens, where's a movie critic when you need one? David Elliott, film critic of the *San Diego Union-Tribune*, must have had a crush week to have overlooked "Beerfest," playing at the Santee Drive-In the weekend of the "Debbye Does the Drive-In" run. And, while I'm on a roll, why don't those drive-in managers consult us in selecting a feature when they know run leaders Bruce and Debbye Lewis are going to be leading a couple of dozen Miatas down that dusty lane and through their ticket booth? Answer me that!

That group gathered at the Chicken Pie Diner in Poway late one Saturday afternoon in August for dinner before heading to Santee via Highland Valley Road, Ramona, and Wildcat Canyon Road. Beautiful crimson clouds graced the sky as sunset approached during our descent into Santee for the evening's cinematic

treat.

Upon entering the drive-in, we promptly violated the prominently-posted rule about remaining in your vehicle; our row of folding chairs and coolers stretched a good 20-25 yards in front of our vehicles. Yet, one could argue that the Miata is quite inappropriate for drive-in movies, other than for getting two people there and then back home again. (I did not see one teenage couple there in a Miata.)

The movie

Seeing that the San Diego Miata Club doesn't have a film critic, I was so moved by "Beerfest" that I hopped up out of my folding chair immediately upon its conclusion, sought out Bruce and Debbye in the dark, and volunteered to write this article for *Twists & Turns*. It wasn't the plot, screenplay, or acting that left an impression. Rather, it was the profound dialogue uttered by Cloris Leach-

man, who played the German whore, and other cast members. For example, "If you can drink ram's piss, you can drink anything." (An SDMC twist on this could be, "If you can drive a yellow Miata, you might drive anything.")

I think I've written enough about the movie, other than admitting to glancing over my shoulder occasionally at scenes of the animated feature "Barnyard" playing on the opposite screen. It looked kind of funny!

The food

Seeing that the San Diego Miata Club doesn't have a food critic, let me offer these observations about the treats that helped make Debbye Does the Santee Drive-In such an enjoyable evening.

First, there were the goodie—and I mean goodie—bags provided by Bruce and Debbye. I especially enjoyed the

(Continued on page 12)

What's Inside?

Officers & Contacts	2
Membership Info	3
President's Message	4
Editor's Column	5
Coming Events	6-7
Viewpoints	7
Sal Causarano Obituary	8
Remembering Sal	9
Going Nuts for Ribs	10
Back on the Road	10
Personality: Licatas	11
Humble Beginnings	12
Miatafun Yosemite Run	13
Eibach Pro-kit springs	14
Classified Ads	15
Member Discounts	15
Events Calendar	16

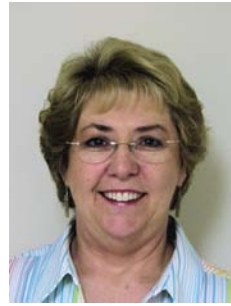
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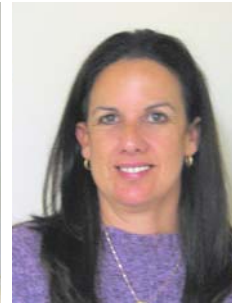
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Submissions to the newsletter are welcomed and encouraged. When possible, please e-mail your submissions to the newsletter editor. Submissions may also be mailed to the club's post office box.

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

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> (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 newest members (since the previous newsletter):

Kelly Fitzpatrick & Kerry Bullard , San Diego	1994 Black
Steven & Kit Licata , Santee	1992 White
Kathleen Marshall , Chula Vista	1993 Red
Josh & Renee Morales , Escondido	2004 Silver
Harold & Janet Schwartz , San Diego.....	2006 Black/Tan
Mark Sciarretta , San Diego.....	2000 Mahogany
Andy Sterling , San Diego	2005 Gray

As of September 14, 2006, we have 290 memberships (107 single, 183 dual) and a total of 473 members.

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, October 26

Missing Reports

This issue is missing some articles we would like to have included. Despite numerous pleas, we received nothing on SDMC's Summer Picnic, Meguiar's Car Care Tech Day, or the summer-long series of Cruisin' Grand evenings.

The picnic seems a particularly serious omission, being one of the major club-supported events of the year. The Hunts graciously opened up their beautiful home to us, the Hinkles planned and led a pre-picnic run, and the club generously provided meats and drinks for everyone. The picnic was also our final farewell to Jim and Laurie Patton. Yet, despite some serious begging, nobody would agree to provide a write-up of the proceedings.

Considering the effort and expense that goes into creating an event, it doesn't seem unreasonable to ask that at least one member should be willing to document it for posterity and for those who could not attend. It's the least we can do to say thanks to those who give so much to the club.

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 \$9 each for badges with safety-pin closures, or \$10 each 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!

Top down—It doesn't get better than this

SUE HINKLE, PRESIDENT

When Jack presented me with the new '04 Mazda-speed in October of 2004, I made the decision that my new Miata would become my daily driver. I know that many of you garage your Miatas and use your OTMs for driving to and from work. I have found, however, that driving my Miata to and from work every day is a great driving experience. Nothing feels better than the warm sun on your face and the wind in your hair, and, at my age, the last thing I worry about is how my hair looks when I arrive at the office.

I drive with the top down most of the time; however, there are times when the elements force me to put the top up. Driving with the top up is a totally different experience, and I find that I become more tense in heavy bumper-to-bumper traffic. When I'm driving with the top down in bumper-to-bumper traffic, my senses come alive. I'm more aware of the surroundings, scenery, sounds, and the handling of my Miata.

I travel the I-15 corridor every day from Escondido to the Mira Mesa exit, and I pass many vehicles with ragtops or retractable hard tops during my hour or so commute. I would estimate that 99 percent of these drivers are commuting with their tops up and don't have a clue what they are missing. They are missing out on a great top-down driving experience.

Many folks consider driving an SUV to be a great driving experience for a variety of reasons that include the quiet ride. Others consider high-performance cars as great driving experiences. The I-15 corri-

dor is loaded with high-performance vehicles, but the bumper-to-bumper commuter traffic limits any invigorating experience for these drivers.

On the road again

An article by Eunice Bauman in our September newsletter provided our members the highlights of her road trip to the Midwest. Nothing is more fun than a road trip in the Miata, and I'm sure that Eunice did most of her driving with the top down. Jack and I have taken several road trips in our Miatas, covering thousands of miles with the top down through pouring rain, sleet, snow, sandstorms, and high winds. One might think that we are just crazy Miata nuts. However, until you have experienced the pleasure of driving the open road with the



In reading through other Miata club newsletters, I've noticed that road trips are common. Hosting road-trip events is just as easy as hosting a local run event, but these are weekend events and provide the participants new experiences, new places, new roads, and good old Miata camaraderie.

Our events calendar has numerous open weekend dates, and I would like to encourage the membership to consider hosting some road-trip events. To get started, all you have to do is pick an interesting destination, map the driving route, and arrange for accommodations. Of course, you can plan many other things to include with the road trip, but that is up to you. If you need help planning and organizing an event, the executive board is more than willing to give you all the help you need.

So the next time you back your Miata out of the garage, remember to keep the top down, the sun in your face, and the wind in your hair. It's the best driving experience no matter what roads you travel, near or far.

See you around the next curve!

When I'm driving with the top down in bumper-to-bumper traffic, my senses come alive.

I'm more aware of the surroundings, scenery, sounds, and the handling of my Miata.

top down, you haven't experienced what the Miata has to offer.

Road trips are a great way to get full enjoyment out of your Miata. In the past, SDMC members have organized very few road-trip events.

Impressions after one year with the NC

JERRY STANDEFER, EDITOR-IN-CHIEF

Finally, the California Department of Motor Vehicles has joined the 21st century. This year, I was able to pay my vehicle registration online. No check writing, no visits to a DMV office, and I received my new registration in less than a week. Efficiency from a government agency—what a wonderful experience.

This event was so tremendous in my mind that I nearly missed another revelation: I have owned my NC just two weeks shy of a year. Has it really been this long already? It feels like it was just yesterday that I was trading in my cherished 2004 Mazdaspeed. So, how has this past year been?

Power to spare

The NC's engine is one of the biggest improvements that Mazda has made. Despite its small displacement, power is surprisingly plentiful. Mazda was boasting about the flat torque curve, and I am a believer. Downshifting is something I just don't do as often as I did in my previous Miata, which is a shame because the new six-speed transmission is so smooth and eager to please. Even at 2,000 rpm, the engine will easily accelerate.

Because of the new torque curve, I have developed a new skill: skip-shifting. It is very common for me to jump from fourth gear to sixth. I have also found myself shifting at much lower engine speeds than I used to, and I'll often find myself in sixth gear at 40 mph. Not only does this provide a more relaxed and refined feel, it also helps out considerably in fuel mileage.

My first highway trip was the day after I bought the car. I didn't use cruise control, and I varied the engine speed as per the owners manual for breaking-in the engine. I was impressed to find that I got a solid

30 miles per gallon. 9,000 miles later, I have been averaging 30–32 miles per gallon on the highway, usually with the top down. Around town, I have been getting 22–25 mpg, depending on how heavy my right foot is. This fuel mileage is terrific considering that I'm generally not a conservative driver. It's too bad that I have to feed it premium fuel.

Riding the waves

The NC's suspension has been the focus of a lot of criticism, from the Miata community and myself. On one hand, it's a wonderful little highway cruiser. At speeds above 70 mph, the ride is so smooth that it would make Cadillac and Lincoln proud. At lower speeds, the ride harshness is about on par with a softly sprung family sedan.

Despite the soft ride, the NC handles very well. That is if you are willing to ignore the significant body roll, trusting the car's suspension and tires. Even with the stock suspension, I had absolutely no problem keeping up with other Miatas in the twisties.

I recently installed the Eibach Pro-kit springs, as described elsewhere in this issue [see page 14]. Now that I have it, my problem is to not run into the Miatas in front of me in the twisties. (I suppose I'll have to get into the lead pack to really test these springs, as well as my courage.) The ride is a bit firmer, but still smooth and a lot softer than my Mazdaspeed was.

Refinement

The NC's stiffer chassis really cuts back body flex. The whole car feels very solid, with virtually no creaks or rattles, even over large bumps and potholes. With just over 9,000 miles on the odometer, it still feels new except for a few rattles that are



extremely intermittent. In comparison, my previous Miata was already beginning to rattle quite a bit at the same mileage. Rattles drive me insane, so I'm very pleased with the NC so far.

The engine's smoothness also lends itself to the feeling of refinement, along with the smooth suspension. Some may argue that it all takes away from the classic roadster experience, but I'm not complaining.

Teething

I have had a few minor problems, none of which impact the functionality of the car.

My cloth convertible top has a flap on each side that gets pinched between the frame and the tensioning cable. The result is a small portion of fabric that sticks out when the top is up. These have not caused any leaks, but they look bad if you notice them. The dealership I go to has verified the problem, and they will have to send the car to an upholstery shop for repair, under warranty.

The AudioPilot feature of the Bose head unit doesn't appear to function. It is supposed to automatically adjust the volume and equalization based on ambient noise in the

(Continued on page 10)

Coming Events

SRT Coronado Speed Festival

Date: Saturday and Sunday, October 7 and 8
Time: 8 a.m.–4 p.m. each day
[Sat. only]: 7:30 a.m. meet; 7:55 a.m. depart
Meet: [Sat. only]: Tartine's, 1106 1st Avenue, Coronado
Contact: Jerry & Janice Boster, 619-437-4465, membership@sandiegomiataclub.org

Details: Staged on the runways and taxiways of NAS North Island, the Coronado Classic Speed Festival features over 200 of the world's top racing machines from years gone by, competing on a spectator-friendly 1.6 mile course. The racecars are chosen on the basis of their historical significance and certified authenticity. Fans may also browse vendors, and visit with drivers and crews in the paddock.

On *Saturday only*, Jerry and Janice Boster will lead a caravan from Tartine's to the Speed Festival. Members who wish to enjoy breakfast before the races should allow time for eating.

Tickets are available through the San Diego Fleet Week website. Advanced tickets cost \$25 for one day or \$30 for two, plus \$3 for postage and handling. Tickets may also be purchased on the day of the event for \$30 for one day or \$40 for two.

Car Club Corral passes can be obtained from the Bosters by sending a self-addressed, stamped #10 envelope to SDMC (P.O. Box 190833, Coronado, CA 92178) not later than Wednesday, September 27, or by bringing it to the SDMC monthly meeting on September 28. Corral passes will be mailed as soon as they are received from the Speed Festival.

Links: www.coronadospeedfestival.com
www.fleetweeksandiego.org/event37.htm

Speed Festival Car Show

Date: Saturday and Sunday, October 7 and 8
Time: 8 a.m.–4:00 p.m.
Meet: See previous entry
Contact: Steve Waid, 760-432-0727, swaid@cox.net

Details: The Navy wants as many cars as possible to show up and be on display, whether in the Car Club Corral or the car show. In previous years, the hot rod, street rod, low rider, and muscle car enthusiasts don't bring their cars. The car show is an attempt to bring those folks to the Speed Festival. Proceeds will go to the Navy's Morale, Welfare, and Recreation (MWR).

This car show is optional, open to anyone who wants to show a car, whether they are a member of a car club or not. Two trophies will be awarded each day in each of 20 classes. That means 80 trophies over the weekend.

Miata is a class, meaning two trophies will be given each day.

Details of the car show and the entry form can be found on the Speed Festival website.

For an early car show registration fee of \$30 for one day or \$40 for two days, you get one admission (\$25 or \$30), a T-shirt, a goody bag, and a chance at a trophy. You don't need a corral pass. You can register for the event on the day of the event, but the fees go up to \$35 each day. (It's not clear if you can get a two-day car show pass on Saturday at an increased price.) The reduced car show registration deadline is September 23.

Link: <http://www.coronadospeedfestival.com/event/pdf/1st%20Annual.pdf>

Halloween Costume Party

Date: Saturday, October 28
Time: 8:00 p.m.
Meet: Clark home, 1645 Crescent Knolls Glen, Escondido
Contact: Mary or Larry Clark, 760-737-8971, maryclark@pobox.com

Details: A strictly social, non-driving event. Costumes are strongly encouraged but not mandatory. Prizes will be awarded for creativity. Food and soft drinks will be provided; BYOB if you want something stronger. *RSVPs requested by Thursday, October 26, to ensure that we have enough food.* The spa will be masquerading as a boiling cauldron, so bring swimsuits and towels if you want to get into hot water with your fellow Miataans.

Directions: I-15 to Via Rancho Pkwy; west to Del Dios (T intersection); right on Del Dios; right at Signal on Citracado; left at top of hill onto Scenic Trails; immediate, forced left onto Crescent Knolls.

Sal Causarano Memorial Service

Date: Saturday, November 4
Time: 10:00 a.m.
Meet: Mt. Olive Lutheran Church, 14280 Poway Road, Poway
Contact: Sue Hinkle, 760-735-9456, president@sandiegomiataclub.org

Details: A memorial service will be held in remembrance of Salvatore Causarano ("our pal Sal"), a long-time member and past-president of the San Diego Miata Club.

SDMC member Ken Roberts, pastor of Mt. Olive Lutheran Church, will conduct the memorial and Celebration of Life service. All members and friends of San Diego Miata Club or other Miata clubs are invited to attend and participate as we bid our final farewell to Sal.

Following the service, the Our Pal Sal Memorial Run will depart from Mt. Olive Lutheran Church and proceed along some of Sal's favorite roads to Ramona. A late lunch stop is being planned at a restaurant in Ramona.

RSVP to Sue Hinkle.

Toys for Tots Car & Motorcycle Show

Date: Saturday, November 4

Time: 8 a.m. (entrants);
10:00 a.m.–2:00 p.m. (spectators)

Meet: Marine Corps Recruit Depot,
1600 Henderson Ave., San Diego

Contact: Jose.Ortega-Garcia@usmc-mccs.org

Details: This is one of the Marine Corps' premier car and motorcycle shows. It has become a great morale booster for service members who are unable to go home for the holiday and for the family and friends of service members who reside in the San Diego area. More than 200 cars, trucks, and motorcycles participated in last year's event.

The entry fee to show a car or bike is just \$10 plus a

new unwrapped toy. For everyone else, just bring your friends and enjoy the show. Awards go to the top three cars in each category, top three motorcycles, General's Choice, and People's Choice.

Complimentary breakfasts will be served to entrants between 8:00 and 10:00 a.m.

Link: <http://www.mccsmcrd.com/documents/CarShowRegistrationBWNNov06.pdf>

Palms to Pines to Palms Weekend

Date: Saturday and Sunday, November 18 and 19

Time: TBD

Meet: TBD

Contact: Chip Kushner

Details: Chip plans to repeat his Palm Springs weekend getaway. He is working on arranging an SDMC visit not only to the McCormick's vintage car show and auction, but also to the Palm Springs Revival historic auto races. He is planning on paddock parking at the races as well as a few laps on the track with the pace car during the lunch break.

Viewpoints

Meguiar's Car Care Tech Day

First of all, my thanks to Ken Hurd for arranging another trip to Meguiar's corporate offices in Irvine. Ken not only provided a nice coastal route to our destination, but also provided donuts for all to enjoy. Thanks, Ken!

Believe it or not, this was my first trip to Meguiar's, and I was very favorably impressed with both their facility and their hospitality. Meguiar's not only provided instruction and hands-on training, but also some free product samples, a nice discount on all orders placed that day, and delicious pizza for lunch.

—Mark Booth

Cars, Nuts, and Ribs

With 93 *Noir* laid-up over the weekend at Dennstedt's with an overheating problem, we joined Vicki and Bryan's group after their arrival at Bate's Nut Farm. The grounds were overrun with classic car show entrants. There was quite a selection of vehicles from all eras to admire. Then it was just a short hop into Valley Center for lunch in our private room at Fat Ivor's Rib Rack. Moral: Even if you can't run with the Miatas, never pass up an opportunity to eat with their drivers! Thanks for a delightful mid-day escape from scraping/painting and housecleaning.

—Les & Dyanna Smith

Debbye Does the Santee Drive-In

After suffering through *Beerfest*, I take back everything negative I might have said or even thought about last year's selection, *The Dukes of Hazard*. In fact, I really believe Dukes should have received an Oscar (Mayer).

—Larry Clark

SDMC Summer Picnic

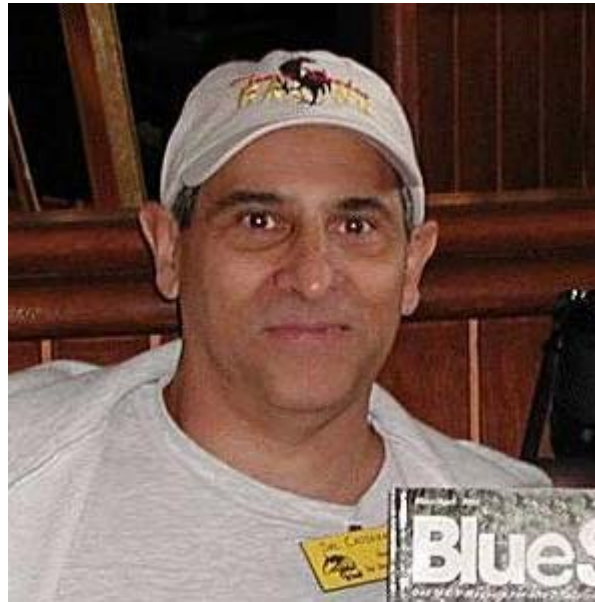
What a fun day! Sue and Jack put together a fabulous run over many roads we don't visit very often. In fact, I heard several comments from newer members that they had never been on some of those roads before. And, of course, the finish line was Casa Hunt where we were treated like family and feasted like kings and queens! Sure, it was a warm day. But that made the dip in the Hunt's swimming pool all the better! (I was surprised at how few members brought their suits.)

Our thanks to Sue and Jack, Pam and Dave, and to everyone that attended and brought delicious eats! For those that missed the event, this was your last (club event) chance to say goodbye to Jim and Laurie Patton. They leave for Ohio on Thursday. Jim & Laurie, you will be missed! Come back and visit or, better yet, move back here again some day!

—Mark Booth

Salvatore "Sal" Causarano

1948–2006



San Diego Miata Club regrets to announce that Sal Causarano, president of the club for 2002–2003, passed away on August 30, 2006. A long-time member of SDMC, Sal also served the club as secretary in 1999–2000 and as vice-president in 2000–2002.

After retiring, Sal and his wife Geri relocated in 2003 to Charleston, South Carolina, and later to Waynesville, North Carolina. While in Charleston, Sal became vice-president of the LowCountry Miata Club.

A memorial service is planned for November 4 in Poway, and will be followed by a memorial run for "Our Pal Sal." (Please see "Coming Events," page 6, for details on both.)

In his final newsletter column as president, Sal wrote:

An empty nest led us to a new life to be seen.
A broken Ford led us to a new car plan.
She was dark, sometimes blue and sometimes green.
"Ahh! I have a car club for you," said this Voodoo man.
A car club? We said, let us see, let us bring our new CANDIE.
Five years have passed and not a single regret.
We got involved, we had fun, we had laughs and lots of smiles.
So now we must leave, it's not easy you can bet.
You see, it's not the car club we're leaving
But the friends made over all those Miata miles.
So let's not say good-bye, but rather
"See you around that next curvy road."
For we're one big family, I know we'll meet again.
And maybe we'll sit and talk and have some pie ala mode.
You see, it was the car club that made us whole
And the friends that will always remain.
That little car, that Miata, is so good for the soul.

Remembering Sal

STEVE WAID

It was early this morning when I heard that my friend, Sal Causarano, had succumbed to cancer after being diagnosed only a few months ago. I was expecting it, but I wasn't as prepared as I thought.

When I first heard that Sal had cancer, I didn't know what to say to him or Geri. And when I think of Sal, it is always Sal and Geri—they were a team. Anyway, I didn't know what to say, so I said nothing. Now that Sal is gone, I know what to say.

As a Christian, I know that my friend, Sal Causarano, is now the happiest he has ever been. His faith has assured him of that. But those of us who knew and loved him are grieving, knowing that we won't be able to enjoy his company again.

For months, because I didn't know what to say, I have just been remembering my times with Sal and Geri. Because these are memories, they don't necessarily contain all facts. But that is the great thing about memories. They allow you to remember the way you want to remember things. I hope some of these ramblings will cause some pleasant and funny memories for you as well.

As has happened with many of my other friends from the Miata club, Laurie and I first met Sal and Geri at their first event with SDMC. We had been members for about a year, but we felt like long-timers. We sat with them and talked, and within a few months, Sal and Geri were regulars at SDMC and in our home. Because they lived in "RaMOANa", I made sure that they were teased regarding "living out of the country," "needing shots and a passport," "asking when the traffic light was turned off each night," and all that kind of stuff.

Sal was basically an introvert who somehow got hooked up with Geri—and therefore was never allowed to be an introvert. Sal's sense of humor was dry and subtle in some ways. At a monthly meeting or a run drivers meeting, whenever there was any

kind of "loss of control" by the meeting leader, after the noise died down, you would hear from the back, "you're doing it wrong." That was Sal.

Sal was club secretary, VP, and then the fifth president of the San Diego Miata Club. Because of that, I got to tell him that "he was doing it wrong" plenty of times.

The memories that I really want to share are the snapshots in my mind of events and moments that will never leave me. They are part of my life's structure that gives it texture and vitality.

There was a rally-type of run that the Langmaids put on a few years back, which was themed around the *Survivor* TV show. We have a photograph of Sal standing on the front of a rowboat pointing in one direction as if he were Columbus sighting the new world, while Dennis Garon rowed the boat in the opposite direction. I don't have any recollection of what they were trying to do, or why. I only remember that snapshot in my head.

Another photo that I remember: There was a ladies-only run that my wife and Geri were putting on. Sal, Elliot Shev, and I showed up sporting wigs, dresses, and large balloons positioned appropriately. That snapshot resides in my catalog of Sal Causarano memories.

In 2000, Sal, Geri, Laurie, and I took our two Miatas on a 2,000-plus mile trip through Utah, ultimately ending up in Provo to participate in the Utah club's Fall Mountain Run. Our trip took eight days getting there. About halfway through the trip, we stopped at Lake Powell and rented a boat so that we could go see Rainbow Bridge. Sal was elected to drive the boat because "he owned a boat at one time." We found out later that it was a small sailboat, but that only makes the memory funnier.

As we were trying to get back before the sun went down (those of you who have been on Lake Powell know why that put fear in our hearts), and

having spent more than \$200 to fill the gas tanks, we were going as fast as we could. Sal, The Assassin (that's what I called him after this adventure) was at the wheel. I was sitting in the bow of this open-bowed boat. I got up to go back to the ice chest and get a drink. At that instant, Sal deliberately (that's my story and I'm sticking to it) turned into another boat's wake, launching me into the air and then crashing me into the windscreen, shattering it, and giving me the biggest raspberry on my right buttock (as Forrest Gump would say). Again, the reality of what happened will never replace how I remember it, and how much we laughed about it afterward.

On that same trip, we stopped at a Shoney's for lunch, just off of Interstate 15 in St. George, Utah. Two younger couples sat down at the table next to ours. A young man got up and apparently left for the restroom. As soon as he was out of sight, the girl he was with tapped me on the shoulder and said, "It is his birthday today. Would you help us sing happy birthday to him when he comes back?" I turned slowly and looked at Sal. He looked at me. We began laughing so loud that the whole restaurant stopped. They were unsuspectingly treated to Happy Birthday, the SDMC/Steve Waid version. I can see that moment in my mind so clearly that I'm sure it will never fade.

In 2002, after listening to me for years, Sal and Geri showed up at our house driving their brand new 2002 special order Vivid Yellow Miata. They had turned from the Dark Side. For me, it was almost like having another child.

I could tell many more stories about our times with Sal and Geri. The things that they did for the club and the help that they were to us and others are there as well. But, it's these memories, these snapshots, and these moments in my life that mean the most.

Sal, I will miss you, but you will never be forgotten.

cabin. It doesn't seem to do anything.

The clutch pedal squeaks, which seems to be a general problem with all of the Mazdas that I have owned (five so far). There is a technical service bulletin about it, which recommends replacing the clutch starter interlock switch. It has been switched out, and the squeaks went away for a while, but they're back.

The tan plastic piece that houses the power window switches is fading. It was barely noticeable at first, but now it just pops out at you. I haven't brought this up yet.

Overall, I have been very impressed with the NC, and it seems to be holding up well. The new springs made a huge difference, and I don't have much to complain about any more. Let's see what I think when year two draws to a close.

Personalities Wanted

The "Personalities" profiles are popular features in each issue of *Twists & Turns*. Kelley Raymond, who edits those, is always looking for members to be featured in future issues.

Subjects may be long-time or recent members of SDMC. The interview process can be conducted in person or via e-mail, using a brief questionnaire. You can even write your own profile and have Kelley edit it for you.

Almost all of our members have interesting stories to tell, yet many of us know little more about some of our fellow members than what color car they drive.

Help us all get to know you better. Volunteer as a profile subject by sending an e-mail to newsletter@sandiegomiataclub.org.

Going nuts for ribs

VICKI KIEHL

It was September 9, another sunny day in Southern California. A group of eager Miata enthusiasts left the San Marcos Burger King and headed out for a run.

We encountered fantastic winding roads and beautiful scenery in North County. The weather couldn't have been better, sunny and still cool. We traveled through mountains and past ranches with horses and llamas. We also viewed some unique houses.

When we reached our destination, Bates Nut Farm in Valley Center, the American Classic Car show was in progress. Everyone enjoyed walking around and looking at the classic cars. As we met up with

more Miata Club enthusiasts, we also checked out the nut farm itself and toured the shops and all the "goodies" inside.

As noon approached, being a fun-loving and hungry group, we opted to continue our travels, stopping at the famous Fat Ivor's Rib Rack in Valley Center. The food was great! We sat on their shaded patio and had the place to ourselves.

We all enjoyed the great food and friends to share it with. When lunch was over, we continued our drive back to Escondido, stopping for desert at the Escondido Dairy Queen.

Cars, nuts, and ribs, plus ice cream and friends, make for a fabulous day!

Back on the road

HELEN SHARP

Hey, y'all. It was so fantastic to finally get behind the wheel for a run again. I specifically chose the "Debbie Does the Santee Drive-In" to get my toes (or knees, actually) back in the water. Bruce and Debbie always plan runs that challenge drivers, and yet allow for those of us who may prefer (or require) a less spirited pace.

Of course, Bruce did point me in the wrong direction to a gas station, and he did leave without me. (I know, I did say I might bail if the knees gave out, but I meant on the run, not before.) I also remembered the time on the Madonna weekend when certain parties tried to leave the rest of the group eating dust.

When I realized the situation, I tried to contact the group on my CB, only to get static for my efforts. So, my only option was to catch up. I could hear the sweep on occasion, and figured I was only a few minutes behind.

Highland Valley was as twisty as

I remembered. I seem to have seen more of it than last time. (Could it be that I was going a bit slower?) Each time I heard a landmark mentioned, I timed it until I reached that point, and felt sure that, by the time the group got to Ramona, I would gain enough time to catch up.

The sight of those jewel-colored cars lined up on the side of the road (waiting for me? Of course!) was reward enough for my "harrowing" solo ride on what I consider one of the more challenging roads in this area. By that time, fatigue was setting in, and since I had proven one more time to certain people (you know who you are) that I will not be left behind, I decided to hold out until we got to Ramona as a last tribute to Sal. (Geri saved my life, you know. It was she who insisted I get a roll bar.)

At Ramona, reluctantly, I headed back into the sunset for home, an ice pack, Vicodin, and bed. But, damn, it was good to be back on the road again!

The Licatas: Hypnotized by a Miata

KELLEY RAYMOND

Some people join the Miata club and then get into autocrossing. Steven Licata went the opposite route (pun intended).

Back in February 2005, Steven was already an experienced autocrosser. While serving on the protest committee at a local event, he was asked to rule on a Miata that was being protested by another competitor. In the process, he noticed a For Sale sign on another Miata: a '92 white that was owned by the same driver. Even though Steven upheld the protest, he and the owner were able to agree on terms for the car. Steven later told his autocross club that he can't afford to be on any more protest jobs!

When Steven and his wife Kit joined SDMC at the August 2006 meeting, they already knew several club members through autocrossing. They like the Miata for its lightness and nimbleness. Steven even claims that it's "more fun to drive than my '86 Corvette!" Their Miata sports a Tokico spring kit and Tokico adjustable shocks.



WHITE ON WHITE. The Licatas' Miata was snowed in for two days last February at Lake Isabella's 6300' elevation. Photo: Kim Licata

The Licatas also belong to two other car clubs: the Southern California Autocross Team (SCAT) for autocrossing, and the SVT Owners Association. Just in case it's not already obvious, Steven is a bit of a car guy; he enjoys sports cars, hot rods, and pretty much just cars in general. They even have "Big Gulp," their 1992 Ford 3/4 ton van with a Sportsmobile conversion to a class B motor home, and a Pathfinder 4x4 conversion to boot!

Kit is one of those rare folks we've all heard about but rarely spotted in the wild: a bona fide San Diego native. Steven is originally from Hazel Park, a suburb of Detroit, but he has lived in San Diego since 1960. They moved to Santee three and a half years ago from Lemon Grove.

Kit is currently a happy homemaker, but her background includes a career in both the clerical and accounting fields. Steven, who has worked for AT&T/SBC as a communication technician for 37 years, plans to retire in 17 months. He said, "A little over 38 years is enough time making the country safe for dial tone. Ha ha!"

SDMC can now boast that its membership includes a school-trained hypnotherapist and master hypnotist! Steven calls both of these his vocations and his phone company work his job. (I can just see it now: Obi Waid is going to bribe Steven to hypnotize all of us to paint our cars yellow!)

Steven is also a self-proclaimed gun junkie and avid hunter. He is already planning a wild-pig hunting trip for next summer. He served on the Fish and Wildlife Commission for the County of San Diego for nine years. One of his greatest lifetime



CIRCLE THE WAGONS. Kit checks out John Wayne's ride at a museum in Kelseyville. Photo: Steve Licata

passions is to "help keep our gun rights intact." Steven worked on several campaigns and lobbied on behalf of gun owners for many years.

In 1996, he decided it was time to let new and younger people take over; he started hunting and enjoying the fruits of the years of committee meetings, lectures, and public service. Steven said, "I could not have devoted the time except Kit's a shooter also."

When they're not shooting their own dinner, the Licatas enjoy steaks at Pinnacle Peaks. Their favorite vacation destination is Lake Tahoe. Currently, Steven's biggest challenge is getting used to bifocals, and he said that when he grows up, "I want to be *retired!*"

Steven first heard one of his favorite quotes as a teenager: "It's nice to be important, but it's more important to be nice." Ever since, he's tried to live up to it.

When I asked Steven to review and approve this article, he said there's more information that could be added, but then there wouldn't be anything left for him and Kit to share with club members. Introduce yourself to these two nice folks and get "the rest of the story" firsthand.

Humble beginnings—and appreciation

SCOTT LEWIS

In years past, I had observed small orange cones scattered about the stadium parking lots. One week they were positioned on the south lot; in the next week, they were on the west lot.

I decided to really get a good feel for what was going on. So, in March 2002, I stopped at the stadium to watch a friend compete in his Corvette. Next thing I knew, I was looking at a small Honda Civic that was for sale in the pit area. With three years of go-karting under my belt, I thought this might be a fun thing to do, since my karts had been stolen in 2001.

There seemed to be a large variety of vehicles in many different classes: Little screaming four cylinders, big roaring V8s, and a brilliant red Ferrari. Heck, I thought this must be an awfully expensive sport to have a Ferrari competing. Wait! What are these Miatas doing here? Are they just watching? Why do they have numbers on them? Dang, that blue Miata was pretty fast!

I began to wonder how much fun I would have zipping around in that Honda Civic. I made an offer. He said no. I went home. Then it clicked. If I am going to spend \$3,500 on a car to compete in, those little Miatas seemed sporty. Besides, I can take Judy with me and cruise the beaches with the top down this summer. We would have a blast in a convertible. And I could get it ready to compete too. I probably won't be any

good, but it might be fun.

June 2002 came around, and so did a little white Miata. Now it's mine. Judy and I can put the top down and ride around. I did much research on the Miata and found there to be numerous accessories available. There was even a Miata club in San Diego.

I cleaned the car up really well and put a set of non-stock wheels on it. Hmm, that looks kind of cool now. I threw a set of what I thought were good autocross tires on the stock wheels, and went to the stadium for my first event, where I finished 13th—out of 13.

Fast forward to the present. Judy is the treasurer and I am the vice-president of the San Diego Miata Club. Judy has her 1999 10AE Miata, and I have my 1990 Crystal White. We have been on just about every run, driven what seems like every winding road in the county, watched many new faces appear at the monthly meetings, had close friends move away, and grieved for some much loved ones who passed away.

In this wonderful club, I have laughed until I couldn't breathe, and I have cried until I couldn't see.



Scott's Miata, in full autocross dress. Photo: Scott Lewis

I proposed to Judy at the Christmas party on December 11, 2005, won many autocross class events, and wished Godspeed to Our Pal Sal in September 2006. My magnetics were awarded to me by Sal in December 2002.

This was not meant to be a “story of my life” type of article. Rather, it was meant to be an article that reflects what this family means to both Judy and me. Through the good times and the bad, both public and personal, we feel that our Miata friends have always been there for us. I wish we could give back as much as this club has given us.

DRIVE-IN (Continued from page 1)

Tootsie Rolls, a personal favorite.

Vicki Kiehl drummed up interest and whetted our appetites for her upcoming “Cars, Nuts and Ribs Run” by passing out bags of roasted peanuts. I thought it would be okay to just toss the shells on the ground, but followed another’s orders to put them in the bag.

And then there were Jerry and Janice Boster’s rum-laced tea cakes. I made it a habit of staying close to Jerry so I could snag another one each time he started around with them again.

There was other food shared—that’s one thing that makes this annual club activity such an enjoyable evening—and I apologize for not mentioning all of the providers by name. The young people just beyond the left end of our row of chairs never once offered to share their pizza with us.

To recap, a fun time really was had by all. And now that Debbye has once again Done the Drive-In for 2006, we look ahead to next year with hopes for the same great fun with friends, and the remote possibility of a better picture.

Miatafun's Yosemite Moonlight Run

TOM WOOD

Five Miata clubs enjoyed another fantastic Moonlight Run in Yosemite National Park. We even had one member who flew in from New Jersey just for this event. He said he did the last Yosemite run and just would not miss it again.



Members of the Miners Club (Reno) pose with one of the oldest and largest redwoods in the Sierra. Photo: Mike Wong

We started out at the Flying J with 16 Miatas taking the back roads, freeway, and a few straight streets. But when we hit the twisties, the fun began and did not let up for the next two days of driving. Upon arrival at the Shilo Inn, we slowly recognized our fellow Miata drivers, and formed dinner parties for the evening, visiting different restaurants in the neighborhood. Marna and I went to a Chinese restaurant within walking distance from the hotel with a group of 10.

After everyone finished with dinner, we congregated in our room for socializing and refreshments. Many thanks to Kathy for the fantastic, never-ending margarita machine! The party broke up somewhere between 9:30 and 10:00 p.m.; we all wanted to get a little sleep, since we were to be up for a long day tomorrow.

Saturday, there was a morning run above the Bass Lake area up into the hills that took us to Grizzly Road. With 26 Miatas, it was quite a site. There were lots of smiles when we hit the top, and that was just the beginning. We heard from our radios that the trip through the tall trees and shady lanes covered some of the best roads. Everyone kept saying that this was the best road. Of course, every time we changed roads, it was updated to, "No, *this* road is the best."

We finally arrived back at the hotel just before 1:00 p.m., and everyone headed out to pick up something for a picnic lunch in the valley.

Finally, the three o'clock run approached, and everyone was excited about the run to Yosemite Valley. It was amazing to find out that almost half of the people joining us have never been to Yosemite.

Our first stop was the Mariposa Grove, which has one of the largest groves of sequoia trees. Many people took the tram tour, which left shortly after we arrived at 4:00 p.m. When they returned from their entertaining tour, we began our trip to the valley.

The run was perfect. Stopping at "Tunnel View," we gathered and checked out the valley we were about to enter. As we all were present and accounted for, we

headed off in a string of 30 Miatas to the valley floor, and found our way to the parking lot just for Miatas. "No OTM's here."

After visiting the store and enjoying a picnic lunch, we all headed back to our cars for more checking out of the valley. As the sun began to set (a little faster than on our pre-run), we headed straight to Glacier Point. What a road! As we arrived, we could see the moon coming up over the mountains—a beautiful site!

Abe's laser lighted a few points on the mountains! Flashlights were flashing us, and in return we would flash ours back, which was kind of fun. It made you feel like a kid in the old days, sending light signals.

As the moon rose, some of us headed back to the hotel, others stayed and watched the moon rise high in the sky, and took some time-lapse pictures. We all then headed back to the hotel for some much needed rest.

Sunday morning, after an exciting night and breakfast, we all said our goodbyes and gathered in groups that were "going my way." Everyone was smiling, thanking Marna for another great adventure in the Yosemite Valley, and asking if we will we do it again in two years. We will just have to wait and see.

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Eibach Pro-kit springs transform NC

JERRY STANDEFER

The NC's overly soft suspension is probably the most criticized aspect of the NC. The car still handles well, but the amount of body roll in curves is quite a sight. Not only is this amount of body roll embarrassing, but it is also unnerving and makes you uncomfortable while aggressively attacking the twisties. If you place a lot of faith in the car's suspension and tires, the car pulls through just fine. But, this trait is very un-Miata-like.

My NC is a 2006 Grand Touring model with the six-speed manual transmission, Suspension Package, and Premium Package. The Suspension Package adds a limited-slip differential and Bilstein shocks, but leaves the base springs in place. I decided to upgrade the suspension with a set of Eibach Pro-kit springs. These springs are the same as the Mazdaspeed springs, without the red paint, Mazdaspeed labels, and higher price.

Purchase and installation

I purchased my springs from our local Mazda performance specialist, Brian Goodwin. He answered every question I had, and made several recommendations. He even gave me a ride in his NC (a 2006 Sport, with aftermarket coilovers and sway bars) to show me what the NC is capable of. I purchased the springs for \$249 minus the special discount for SDMC members.

The springs were installed by our favorite shop: Dennstedt's Auto Repair. They had never worked on the NC's suspension before, but Rocky had replaced the springs on an RX-8, which is nearly identical to the NC. I dropped off my car in the morning, and Rocky had it ready in the early afternoon. The price was great, service was fast, and I know it was done right.

After the installation, I had an alignment performed by Lutz Tire. The alignment specifications were recommended by Brian Goodwin for

aggressive street driving: 1.2 degrees negative camber, maximum castor, and 1/32 inch toe-in front and rear.

Dynamics transformation

The new springs transformed every dynamic aspect of the car, which I should have expected, but was pleasantly surprised by.

Body roll has been drastically decreased. It's still there, but in very acceptable levels. Cornering is nearly as flat as my previous Miata: a 2004 Mazdaspeed. Thicker sway bars can be added to further reduce body roll, and they can be exchanged with the RX-8's sways, which is probably cheaper than the Mazdaspeed versions.

Squat and dive have also been drastically reduced. With the stock springs, your gear shifts are announced to the rest of the world as the car dives forward when you let off the throttle, and then squats violently back as you apply throttle. Even the slightest acceleration will point the Xenon headlights skywards, right into the eyes of that oncoming lifted full-size pickup. Braking with any kind of enthusiasm points your view to the road just ahead of the bumper. With the new springs, these behaviors are eliminated.

Acceleration and braking responses are surprisingly quicker. Because initial energy is not lost during squat and dive, engine and braking power get to the road much quicker. During the first few days after the new springs were installed, I was constantly chirping the tires, activating the traction control, or locking up the seatbelts.

The new springs, combined with the new alignment, drastically transformed the NC's handling. There is a lot more grip, more immediate steer-

ing response, and very little body movement in the twisties. I can even generously apply power in a curve, which is something I couldn't do safely with the stock springs and alignment. The transformation was so drastic, it feels like a whole different car.

Improved ride and looks

The new springs are about 26% stiffer than the stock springs. However, they don't feel that much stiffer over bumps and other road imperfections. The ride is noticeably more firm, but it is still very comfortable and smooth. I would say it still rides softer than the base suspension on the NB.

The new springs lower the NC's ride height by about 1.5 inches; the front is lowered slightly more than the rear. This drop removes that 4x4 stock appearance. The car looks lower, wider, and longer as a result. Even those infamous front fender bulges look cohesive now that the huge gap between them and the tires is gone.



The new springs have dynamically and visually transformed the NC. Photo: Jerry Standefer

Summary

The only downfall I have found from these springs is the lessened ground clearance, which is a problem with any type of lowering spring. You quickly learn to take it easy over speed bumps and curb ramps. Otherwise, just about every aspect of the NC is improved. I would highly recommend these springs to anyone looking to improve their NC.

Classified Ads

MIATA PARTS FOR SALE

Various parts. M1 Racing Beat hard boot, Starlight Blue, excellent, sharp: \$200. 18-inch Enkei 5-spoke rims with good Z-rated rubber: \$400. M1 rally bar (attaches to front "teeth") similar to Cobra nerf bar: \$75. RARE! M1 factory fog lights, mounts to existing hardware (European amber lens): \$200. M1 steering wheel (leather, excellent) without airbag: \$50. Phil Daoust, 760-789-7416, BEARSCHILI@aol.com (Aug)

MISCELLANEOUS FOR SALE

CG-Lock. This simple device attaches to your existing seat belt to keep it tight when autocrossing or racing. See www.cg-lock.com for details. New ones cost about \$40. This slightly experienced one is yours for \$20 obo. Larry Clark, larryclark@pobox.com, 760-737-8971. (Aug)

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.

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.

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

Geris'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.

Hawthorne Wholesale Tire. Tires, wheels, brakes, and suspension. 877 Rancheros Dr., San Marcos. 760-746-6980. Discount: 10%

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. 619-234-3535. 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.

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.

Address

OCTOBER 2006

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7 Coronado Speed Festival
8 Coronado Speed Festival	9 Columbus Day	10	11	12	13	14
15 DEADLINE	16	17	18	19	20	21
22	23	24	25	26 Monthly Meeting	27	28 Halloween Party
29	30	31 Halloween				

NOVEMBER 2006

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4 Causarano Memorial MCRD Toys
5	6	7	8	9	10	11
12	13	14	15 DEADLINE	16 Monthly Meeting	17	18 Palms to Pines to Palms
19 Palms to Pines to Palms	20	21	22	23 Thanksgiving	24	25
26	27	28	29	30		

DATE	EVENT	TIME	MEET	CONTACT	PAGE
Sat 10/7	Coronado Speed Festival (Caravan)	7:30 a.m.	Tartine's, 1106 1st Ave, Coronado	Jerry & Janice Boster 619-437-4465	6
Sat 10/7–Sun 10/8	Coronado Speed Festival	8:00 a.m.–4:00 p.m.	NAS North Island, Coronado	www.coronadospeedfestival.com (tickets)	6
Sat 10/7–Sun 10/8	Speed Festival Car Show	8:00 a.m.–4:00 p.m.	NAS North Island, Coronado	www.coronadospeedfestival.com/event/pdf/1st%20Annual.pdf	6
Thu 10/26, Thu 11/16	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 10/28	Halloween Costume Party	8:00 p.m.	Clark home, 1645 Crescent Knolls Glen, Escondido	Larry & Mary Clark 760-737-8971	6
Sat 11/4	Sal Causarano Memorial Service & Run	10:00 a.m.	Mt. Olive Lutheran Church, 14280 Poway Rd., Poway	Sue Hinkle 760-735-9456	6
Sat 11/4	Toys for Tots Car & Motorcycle Show	8:00 a.m. (entrants) 10:00 a.m.–2:00 p.m.	Marine Corps Recruit Depot, 1600 Henderson Ave., SD	Jose.Ortega-Garcia@usmc-mccs.org	7
Sat 11/18–Sun 11/19	Palms to Pines to Palms	TBA	TBA	Chip Kushner	7