



TWISTS & TURNS

The newsletter of the San Diego Miata Club

Volume 13 Number 9

September 2008

Ferris Bueller Would Have Been Proud

Jerry Standefer

As Gabe and I pulled out of our driveway that early Wednesday morning, we couldn't have known what kind of day was ahead of us. All we knew was that Gene Streeter had coerced over three-dozen Miatas and their occupants into calling in sick to work that day. To make matters worse, this crazed mas-termind had managed to perform this feat without even telling us what we would be doing. The only thing we knew was that the run was inspired by the cult-classic film *Ferris Bueller's Day Off*.

Perhaps someone should have at least mentioned to Steve Waid that this run's inspiration was filmed in the 80s; his Elvis wig was just a few decades off. I guess we were lucky that it wasn't a yellow wig! Unfortunately for us, that wasn't Steve's only antic for the day. Everywhere we went (yes, even over the CBs in transit), his voice kept repeating, "Anyone? Anyone?"

Anyone familiar with the movie knows that those famous words were repeated over and over and over again by Ben Stein's character as he called out for the missing Ferris Bueller in first period English class. So

where was Ferris? He (Gene, aka Ferris) was waiting for us at Mission Hills High School in San Marcos. And not to be outdone by the leader of the Yellow Flock (or whatever it's called), he was decked out in a white t-shirt, patterned dress vest, sunglasses, and a black fedora hat. (I don't know how the fedora related to the

movie, but I guess I also wouldn't be caught dead wearing a beret like the real Ferris did...

Sorry, Bruce!) Leading up to the run, Gene shared quotes from the movie such as, "Life goes by pretty fast. If you don't stop and look around once in a while, you could miss it." Apparently inspired by this quote, Mark Booth shared

with us his plan for building up his sickness to his boss in preparation for calling in sick. In the movie, Ferris licked the palms of his hands to fake his parents. I'm sure Gene, keeping in character, also licked his hands to convince Bonnie that he was sick that morning. And then he served us all coffee and donuts. Hmmmm...



Photo by Gabe Rivera

(Continued on page 2)

Before we left the high school, our revered president David Streeter awarded his father club magnets, making sure to point out that it took over three years for Gene to host his first run. (Gene, that's a bit embarrassing... you may want to make sure that information doesn't get out!) David also made CDs for all of us to listen to on our adventure, containing all the songs from the movie's soundtrack. Oh yeah!

Gene had originally planned for us to peel out of the parking lot of this institute of higher learning, just like Ferris did in the Ferrari after picking up Sloane. However, his plans were thwarted by a glistening new coat of asphalt—much too pretty to leave skid marks on. He had also planned for facilities to be available at the high school, but again he was foiled. So it was off to Mazda of Escondido for an unscheduled bio-break. (I was going to get creative with skid marks in relation to the bio-break, but this is a family publication!)

Our first surprise destination required a drive down Del Dios Highway and a series of twists and turns into Sorrento Valley. Since the movie revolved around a 250 GT California and our Miatas lack the coveted prancing horse and mesmerizing exhaust note, we knew a Ferrari had to be in the cards somewhere. We ended up at Symbolic Motor Cars. There were plenty of Ferraris to be found at this car lover's paradise and plenty of other rolling iron (well, probably more aluminum and carbon fiber) that made the Ferraris seem as commonplace as your neighbor's Camry.

A quick jaunt through the parking lot outside the facility would probably have been more than enough to satisfy any car guy or gal, but our Ferris arranged the royal treatment for us: a guided tour that left practically no part of the facility unseen. We saw their service bays where Lotus Elises, Bentley Continental GTs, and Lamborghini Diablos were a dime a dozen. There were several Ferraris hovering over their removed engines (probably for an oil change), a Ford GT, and even an ultra-rare Saleen S7. Outside the service bay, there was a yellow Ferrari (yes, even purveyors of fine Italian exotics can have bad taste) and an absolutely gorgeous Spyker C8 Spyder (I think they had to wipe our collective drool off of that car).

From here, they took us to the "other side" where they did their restoration work. Inside, we saw a table in their lobby that was made from a crushed cube that used to be a red Ferrari. The next room found a car collector's paradise including a '60s Lamborghini GT350 being prepped for the Pebble Beach Concours d'Elegance. We also ran into the first of two Lambor-

ghini Miuras that we would encounter. From there, we were swept off to fabrication, paint, and bodywork areas (we even witnessed a rather large pile of ruined Lotus Elise body panels). They even let us roam through their customer storage area. We saw so many rare and exotic cars that morning, and you would expect that something like a Miata wouldn't be found in a facility like this. But we were surprised to find a head out of an NC being ported and flow-tested.

I think for most of us, the run could have ended right there, but this was just the beginning. We left Symbolic Motor Cars and headed up Old Highway 101 into Carlsbad for our next surprise: K1 Speed. We walked in to find a surprisingly large indoor track where electric go-karts were tearing it up. Gene had previously mentioned a somewhat expensive lunch, but I think we were all envisioning someplace with a "snooty" and "snotty" waiter (hey, you have to watch the movie to understand). Instead, for only an additional \$17, our lunch could also include 14 laps strapped in behind the wheel of a vehicle less than one-quarter the size of a Miata. What fun!

For those of you that have not been to K1, they time your individual laps and keep a continuously updated status board of your race with eleven other drivers at once. They even provide you with a printed summary of your drive, complete with graphs and scores. I don't care to reveal my rather poor results (weight is the enemy of acceleration, braking, and handling... and I have plenty). However, I had my Ferris Bueller moment out on the track as I spent nearly an entire lap trying to pass another driver who was slowly weaving from one side to the next, like Ferris's father towards the end of the movie.

So, we had driven from San Marcos to Sorrento Valley to Carlsbad, and we have seen more exotic cars up close and personal than most people will see in their lifetime, and we got to race in go-karts. This had to be the end of the run, right? Wrong! We jumped back into our Miatas, and headed east through San Marcos, into Escondido, and up Lake Wohlford Road to Smokey's Lake Wohlford Café. We ordered up while our Ferris loaded *Ferris Bueller's Day Off* into the DVD player for us to watch on their big screen. What a terrific ending for a terrific day!

I was, however, admittedly disappointed. I was waiting for Gene to get up on a table or chair and sing "Danke Schoen" for us. But no matter how much prodding I did, he just wouldn't do it! Oh, well. I can't complain. This was an outstanding run, and I'm so glad that I took a day off of work to do it. Besides, there's always next year, right Gene?

Oh Where, Oh Where Has My Oil Filter Gone

Bruce Lewis

Any of you that change the oil in your Miata know what a pain in the a__ it is. Those clever Mazda engineers that designed all of that great handling, good looks, dependability and fun into our cars must have designed the oil filter location on a Monday after a long weekend of partying! Sitting at their drafting tables with hangovers, they were in a foul mood and larceny was their game. I can imagine their conversation was along these lines- "Hey, let's throw these backyard mechanics a fast ball and really screw up this oil filter". "Yeah, let's put it in a location that's all but impossible to get to like underneath the intake manifold where you can barely see it". "Great idea, and let's move it far enough forward so that they will have to have arms like an orangutan just to reach it!" "Cool, right underneath the brace for the intake manifold ought to really mess with them and make it almost impossible to get a filter wrench down there". "Yes, yes and in that location the oil will pour out onto the frame member and run out in three or four places underneath the car". "Ha ha, those poor slob will have to get a drain pan the size of a set tub just to catch it all!"

Sound familiar? I've tried to put a wad of paper towels under that filter to catch the oil and it still runs all over the place. All this wouldn't be so bad but for the fact that I try to keep my engine bay as clean as the surgery ward down at Scripps Memorial Hospital! If you don't understand that, I know Mark Booth, Steve Waid and a few others in the Club will. OK, so a year or so ago I see some press on Tom Thompson's Oil Filter Relocation Kit. Hot dog, the answer to my prayers but holy cow, it cost close to \$200.00! Being the brilliant mathematician that I am, I immediately think that I can buy at least 150 rolls of paper towels for that kind of cash layout. So I continued along changing my oil the same old way and anointing my Miata, myself and my garage floor in a baptism of oil every few months.

I don't really know what it was that got my wonderful wife, Debbye, into this madness. It could've been the missing paper towels from the kitchen or the profanity from the garage during oil changes or maybe it was seeing me emerging like the "Creature from the Black Lagoon" from underneath the Miata but she decided that enough was enough and since it was close to my birthday she clandestinely gave Tom Thompson a call. Now most women would think that giving their man an oil filter relocation kit for his birthday would be like him giving her a mop and bucket for hers. Not so, the look on my face when I got my gift told her that I would be renewing her contract for many years.

OK, enough of my literary license and on to the real reason that I wrote this article. From the time that I opened Tom's parcel from UPS, I was impressed by the quality of the parts and the workmanship. CNC machined billet aluminum receivers, high pressure hoses, all the mounting hardware and Tom even had the foresight to anodize the fittings on the hoses blue! Not bad for a guy that drives a red car! Another impressive thing was the instructions. These are obviously written by someone who knows how to communicate to the average backyard mechanic. Photos abound and Tom will lead you through the install with kid gloves assuring you of no loss of sanity and a superb job!

The new filter location is in an open area to the right of the engine and above the right front wheel well where the Monday Morning Mazda Engineers should've put it in the first place. I believe that this location is only available in the NB Miata's (1999-2005). It took me about two hours to do the install and it would've been less except for the fact that I'm a little anal and added a few touches like painting my oil filter blue to match all of the other blue goodies under my hood. Hey! Orange does not look good with blue unless you're a Denver Bronco Fan ...Go Chargers! So there it is, Tom's kit saves messy oil changes, makes oil changes a snap, looks cool (and speaking of cool I'm thinking that due to the remote location away from the engine heat that this system may run a few degrees cooler). As a mechanic of sorts I appreciate a well thought out system with clear and concise instructions. Was it worth \$200.00 dollars? Since I plan to keep my 10AE for a while I think that the investment is a good one but if you can get your honey to buy it for you, it is so sweet!

I feel it necessary to make a disclaimer here. I don't know Tom Thompson; have never met him ??? OK, OK that's B.S. but I didn't get any special price (except for a Miata Club Discount) and Tom doesn't even know that I'm writing this. I just wanted to highlight a fellow Miata Club member who is doing some good things to make motoring easier and guess what; I can chew my finger nails again and not get an oily residue on my teeth!



Inadequate oils and solutions

Larry Dennstedt

By now you have probably heard about or read the numerous articles in *Hot Rod*, *Car Craft*, *Rod and Custom*, etc, about the increase in cam and engine failures and the relationship to the government changes to the API (American Petroleum Institute) ratings of motor oil. The problem is real.

Per our conversation at the Father's Day picnic about modern oils and additives...

As of now the Government has mandated the API to a rating of SM, which is a 33% reduction of Zinc and phosphorus from the 1997 rating.

In simple terms zinc is a scuff protection and phosphorus is the heat seeking bonding agent. This reduction of zinc and phosphorus (ZDDP) is to increase the life of O2 sensors and Catalytic converters and the increased gas mileage is one side benefit ; but this reduction also increases engine friction, engine heat, and premature engine failure.

Checking the API circle label on your favorite bottle of oil will probably read SL or SM.

SG--1989 Zinc (ZDDP) was 1200ppm @ % mass =s great scuff protection

SJ--1997 Zinc was 1000ppm @ % mass Not all grades

SL--2001 Zinc was 1000ppm MAX by % mass a reduction by 17%

SM--2005 Zinc was 800ppm @ %mass a 33% drop from SG

The zinc and phosphorus will poison and thus reduce the life of the O2 sensor and Catalytic converter and ultimately affect the tail pipe emissions. Proven in SAE papers the reduction of Zinc is one answer to improving Miles Per Gallon and catalyst, BUT the death bell for flat tappet engines; i.e.. hot rods, air-cooled V Ws and Porsches, high performance and many modified street cars. Even Mobil 1 has the SM rating from the 0w-20 viscosity up to the 15w-50 weight and will NOT protect your engine's cam and tappets. (Very bad news for old British engines). My opinion is any 5w-20 oil is too thin for Southern Calif and desert areas for any engine with the exception of cars who's oil pumps and tolerances are designed for this light oil; Hondas and the V-tech engine need 5w base oil to work the valve assemble. One Big problem with 5 weight base oil in older cars is that the oil pump is not designed to pump very thin oils, and oil starvation can occur at vital areas, and rod bearings can take an unnecessary pounding especially at initial start up.

Solution:find a good additive or oil that still has Zinc or an SG rating.

A partial list of ZDDP fortified oils:

Royal Purple synthetic---check the API rating
Castrol 20w-50 synthetic for "classic cars" great for British cars but a little hard to find
Red Line synthetic check the API rating
Brad Penn oil (same as Kendal's original Formula)
Shell Rotella-for diesels (maybe not be the best choice)
A partial list of additives: all compatible with your favorite oil
Schneider Cams 3EP 8oz. for approximately \$18.00
Moss Motors British car parts Additive 8 oz.
Torco ---
ZEP--for Pre-catalyst and O2 cars
MPZ--High performance engines---good stuff
SEP--O2 and Catalyst cars will NOT poison the system



Welcome, New Members

As of August 15, 2008, we have 246 memberships (84 single, 152 dual) for a total of 398 members!

Welcome to newest memberships - 20 since the August newsletter.

Richard Burk & Zella Proctor	San Diego	1995 Red
Daniel Denison	La Jolla	2003 Burgundy
Mary & Greg Herd	San Diego	1999 Green
Bob Kitterer	Bonsall	2000 Mahogany
Jonathan Leafy & Kristine Schroeder	Spring Valley	1990 White
Greg & Mandie Lee	Spring Valley	2003 Strato Blue
Brad Martin & Henry Montoya	San Diego	2008 Icy Blue
Neal Mills	San Diego	2006 Nordic Green
Dwight & Ramona Moss	La Jolla	2001 Silver
James Sosa	San Diego	1990 Red
Roland & Terry Soule	Santee	2008 Sunlight Silver
Wes Tewksbury	San Marcos	1990 Red
Marvin Vanartsdalen	San Diego	2008 Galaxy Gray

Continued from pg. 4

I am now using the Torco products in ALL my cars and recommending to customers with old cars, race cars and performance Miatas.

Schlossnagel uses the Torco SR5 and ZEP exclusively to save his customers' vintage race engines.

Ultimately:

- A. It's your engine
- B. Choose your oils carefully
- C. Read the API rating
- D. It MUST match your engine requirements
- E. DO NOT trust the jockey @ the quicky lubes or the high school dropout at the parts store.
- F. Use a quality additive if necessary
- G. Even "racing oils" can be SM rated and need ZDDP to protect your expensive engine.

The best oil is ----the oil that you have faith in. But this did not help Bruce Lewis's '99 10AE engine or multiple Formula V engines (air cooled VW). Some engines are not lasting 2000 miles before the cams go flat. Think about it.

It's hard to believe that September is here already, the yellow buses have begun to roll out signaling the official end of summer. August proved to be an exciting month providing multiple runs for our enjoyment. THANK YOU to all members that stepped forward and lead a run during the past month.

While it appears that the price of gas goes up and down faster than the temperature these days, how many times has a complete stranger asked about the mpg of your Miata? Fortunately our Miatas are very fuel-efficient. With the exception of our excursions into the twisties; I consistently average 30 mpg when driving my NB. I've even heard that some of our members have been close to 40 mpg.

So, some of you may be wondering how you too can increase your valuable fuel economy. Here are some simple steps that you may have heard about, but perhaps you'll find some new information.

1. Keep your tires properly inflated
2. Keep your car properly maintained, i.e. change your air filter and spark plugs to keep your engine running smoothly.
3. Don't idle more than is required. Turn off your ignition if you're going to be stopped for longer than a traffic signal.
4. Coast when possible, look ahead and try to anticipate traffic conditions ahead.

Increase the distance between the car in front of you. This one might seem kind of weird in SoCal, but more space in front of you equals less braking and will decrease the need to accelerate from a stop.

That being provided, back to our fuel consuming events ahead... I revel in the thought that our speedometer is still pegged, the next couple months appear to be equally action packed.

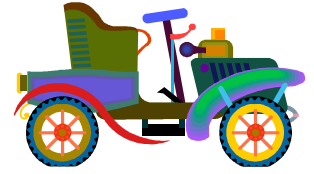
I look forward to seeing everyone at an upcoming event, top down with an ear to ear smile in typical SDMC fashion.

CRUISIN' GRAND ESCONDIDO

Sept 5, 2008

6 PM - Meet at Tom's #23 in Escondido for dinner
7 PM - Leave Tom's to cruise Grand

Contact: Steve & Laurie Waid at swaid@cox.net
Or 760.432.0727



Each Friday night from April thru September Escondido hosts a Hot Rod show on Grand Ave. SDMC traditionally visits the shows on the first Friday of each month. We meet at Tom's #23 for a quick dinner, then cruise down Grand showing off our Miatas and then park to walk around, view the cars, and perhaps do a little shopping/eating. Here's a link to more details about Cruisin' Grand: <http://www.hotrodscustomstuff.com/GrandAve0502-1.html>

SPECIAL CRUISIN' GRAND Sept. 12, 2008

As was announced at the Annual Picnic yesterday, SDMC will be the featured "After 1974" Car Club on Friday, September 12th at Cruisin Grand in Escondido.

We have been using Cruisin Grand as a monthly event for eight years going back to 2001. However, this night we will be an official part of Cruisin Grand. Shortly there will be a brief bio put on the Cruisin Grand website for the upcoming date. I will let you know when it goes up. Because we will need to be there early, put this date on your personal calendar and plan ahead on getting off work early and/or leaving home early to get through the Friday afternoon traffic.

The area to be reserved for the club is the 18 (9 on each side) parking spots immediately west of Escondido Blvd. on Grand Ave. They are to be reserved for us between 4 and 5:30 pm. After that it becomes open parking again. There are parking lots adjacent to these spots that will be available for our overflow. There is a Mexican Restaurant right where we will be parking so we have a nearby eating opportunity along with other spots on Grand.

Nethercutt Collection Tour Run

Saturday, September 13th

9:00 AM at McDonalds in Oceanside on Oceanside Blvd. just off I-5

The J.B. Nethercutt collection in Sylmar is a sight to see and a must do for any auto enthusiast. Only available to the public via scheduled tours, this unique collection is not to be missed. We can take only a limited number of guests, so please call or email Gene Streeter to get on the list. A waiting list will be started when all spots are taken.

Link to Nethercutt website: <http://nethercuttcollection.org/main.html>

Contact: Gene Streeter (619) 656-6730 (619) 656-6730 or
gene.streeter.CZLI@statefarm.com

September Events

SCAT/SDMC Driving School

Saturday, Sept. 20, 2008
8:00 AM
Qualcomm Stadium - West lot
Contact: daryledb@aol.com



SDR membership (one day included with entry)
SCCA Membership (weekend pass included with entry)
Valid drivers license (Minors require parental waiver)

Lunch will be provided, all benefits will go to the 3 day walk for breast cancer (Judy Lewis)
This event will be open to Miatas and club drivers only, if the minimum number of cars are not reached it will be opened to additional drivers and cars.

Cost.....\$75

Limited to 60 drivers. MUST REGISTER IN ADVANCE



Saturday and Sunday, Sept 27 and 28

I direct you to a very informative website. <http://www.fleetweeksandiego.org/coronadospeedfestival/>

It is a fabulous 2 day event. The "Race on the Base" celebrates all things automotive with vintage racing and allows car club participation in a car show and a part of the Car Club Corral. Make your plans now.

1. Each morning we will meet at Tartines (a coffee and pastry shop on First Ave. across from the Ferry Landing in Coronado) at 7 AM. At around 8 AM we will caravan in and park in the Car Club Corral together.
2. Saturday evening after the last race, thanks to Wally Stevens, we have a large room reserved at Tent City for dinner. Tent City is on Orange near the Hotel Del Coronado and is an historic site unto itself. Food is great although a little pricey. Here is their website, with menu. <http://www.tentcityrestaurant.com/>
3. Car Club Corral passes are available between now and the morning of the first day of the Speed Festival. I will have them at all of the Miata events that I attend between now and then. I will have them at the August and September SDMC monthly meetings. You can get one on the morning of each day if you show up for the early meeting at Tartines. Lastly, if you send me a self addressed stamped envelope I will mail it to you. My address is 1380 Shinyly Place, Escondido, 92026.

DON'T MISS OUT ON THE FOLLOWING UPCOMING EVENTS!

OCTOBER 4	FALL COLORS RUN AND VISIT FROM THE ZONIES!
OCTOBER 17, 18 & 19	OKTOBERFEST IN BIG BEAR
OCTOBER 25	FOUNDERS' RUN
DECEMBER 14	23RD ANNUAL CRUISE FOR KIDS

The Drive-in Movie Run

Bruce Lewis

This has been the second year that Debbye and I have contracted out The Drive-in Movie Run (formerly known as Debbye Does the Santee Drive-in Run.) Our reason for farming this run out, other than we are old and tired (not really, well... maybe tired) was to stimulate a little enthusiasm and participation in the whole “putting on a run process”.

As y'all (Kelley is rubbing off on me) know, Linda Southard and Chris Jones took the ball and ran with it. Well, we expected to see the ball from time to time before the run but Chris and Linda took ownership and were off to the races! They pre-ran the course, redid the run instructions and did a better job than I had done! It had been our tradition to provide goody bags for the run and despite our offers to help with the shopping and the financing they did it all and judging by their grins and giggles, they had a blast doing it. I only have to question the plethora of “yellow” prizes that they picked up but hey, they own a yellow car and must have caught some of that “Waiditis” that has been going around. I feel that I would be remiss if I didn't mention one small inconsistency on the run and that was the blown right turn onto Wildcat Canyon Road. It seems that Linda and Chris were so comfortable at the lead that they began to chat and lost track of the turn. A quick shout from Mark Booth brought them to their senses and back on trail. The only reason that I bring this incident up is the fact that you never hear anyone say “remember when so and so did that run and didn't screw up once?” What you do here is “remember when Chris and Linda did that run and went sailing off into the unknowns of Ramona?” Hey, just trying to make your first run a little more memorable guys!

Speaking of first runs, I neglected to mention that this was Chris and Linda's first run and they were duly awarded a beautiful set of yellow magnetics at the run start. Wait a minute Is that an oxymoron using “beautiful” and “yellow” in the same sentence??? Hmmmm??? The other part that made this run so nice, had nothing to do with Chris and Linda. I refer to the perfect evening weather. After a late lunch (early dinner) at The

Chicken Pie diner in Poway the day had cooled down enough to make convertible cruising a pleasure. If any of you have never done an evening run you should plan on making the next one, it's truly the best thing you can do with your top off! I guess that it should be mentioned that we had company at dinner in the form of The San Diego Mini Cooper Club. We got there first and claimed the high ground which was inside and air conditioned. We almost felt sorry for them having to sit outside on the patio in the eighty degree temperature, but not quite. When we finally pulled into the Santee Drive-in we were surprised to see, what else, the San Diego Mini Club was also there! I guess that great car minds think alike. Also in attendance was The MG Club. For those of you that don't know what an MG is, it's kind of like an older Miata that drips oil all over the place!

Well, that about wraps it up for another year at the movies. I think that next year Debbye and I will return to the original “Debbye Does the Santee Drive-in” format because it seems that in our absence the movie selection has gotten progressively better as witnessed by this years choices between Batman and The Mummy. We really feel the need to get back to our roots- a nice run and a crappy movie! Yeah, that's the stuff!

Chris and Linda receive their magnetics from Bruce Lewis.
Photo by Jill Wilson



Membership

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!

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.

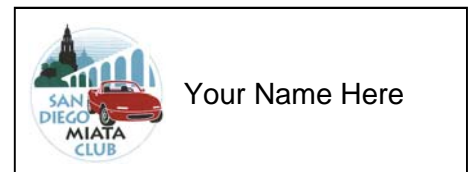
Many members arrive around 6 p.m. to enjoy meals, snacks, or beverages while chatting with their Miata friends. The informal meeting starts at 7 p.m. We guarantee you'll have fun.

This month's meeting date:


**Thursday,
Sept. 25**

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.



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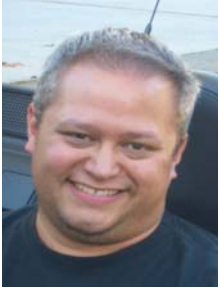
Badges

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 \$10 each for badges with safety-pin closures, or \$11 each for badges with magnetic fasteners. Prices include shipping to your home.

Sue Hinkle 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.

SDMC Officers



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STREETER**
President



**STEVE
WAID**
Vice President



**GABE
RIVERA**
Secretary



**MARK
VICTORY**
Treasurer

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The SAN DIEGO MIATA CLUB is a California nonprofit 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.

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619-434-2007

BY MAIL

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San Diego, CA 92142

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.

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.

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

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 special-

ist, 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 Porter-field & 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.

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, pro-ducts, paint, airbrushes, car covers. West Miramar Area: 858-909-2100; Santee, Mission Gorge: 619-448-9140. Discount: Body shop pricing #CM6660.

World Famous Car Wash. Complete professional car care. Complete detail, hand wax, leather treatment, free shuttle service. 7215 Clairemont Mesa Blvd, San Diego. 858-495-9274. Discount: 10%

Mazda Dealerships

Chapman Mazda. Phoenix. 877-684-5803. Ask for John Mardueno. Discount: 20% on Mazda parts and accessories.

Mazda of Escondido. 760-737-3200. Discount: 20% on most parts; 15% on labor (not including smog certification). For purchase, ask for Barb and receive free SDMC membership for 1 year!

Westcott Mazda. National City. 619-474-1591. Discount: 15% on parts or labor (except oil changes).

Other Services

Coldwell Banker Real Estate. David T. Bryan, Realtor. 619-334-4625. david-bryan@coldwellbanker.com. Free market analysis. No transaction fees for SDMC members or referrals!

Linsco Private Ledger. Fee-based planner. Wealth management, estate, retirement, and investment planning. Free consultation and 15% discount on all fees. Hernan Hooker, BCE. 619-542-0822.

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.

Classifieds

FOR SALE:Torsen differential complete with drive shaft and axles \$800 Fits 1990 through 1997 as an upgrade. Cat back exhaust system fits 1990 through 1997, \$200. 1999 intake manifold complete with injectors \$350. 1999 engine, 1999 and 1995 transmissions. All kinds of Miata parts Wallymiata@gmail.com or call 619-234-2858 Wally Stevens

Momo steering wheel with adapter---- \$150.00 like new. Tonneau cover-tan- fits 1999 and newer- like new -\$200.00. Trailer hitch and buddy tire rack (will sell separately) \$300.00 This fits 99 and newer and will carry a set of tires behind the rear bumper. Dennstedt 619-284-4911 m-f

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

er@sandiegomiataclub.org. Ads will run for four months unless canceled, and may be revised and resubmitted.

SAN DIEGO MIATA CLUB

P.O. Box 421325

San Diego, CA 92142

Postage

Address

September Events

DATE	EVENT	TIME	MEET	CONTACT
Friday 9/6	Cruisin Grand Escondido	6 PM Eat 7 PM	Tom's #23 505 W. Fifth Ave (5th and Center City) Escondido	Steve Waid swaid@cox.net 760.432.0727
Friday 9/12	Cruisin' Grand Escondido Special Feature Car Night	4:00 PM	immediately west of Escondido Blvd. on Grand Ave. They are to be reserved for us between 4 and 5:30 pm.	Steve Waid swaid@cox.net 760.432.0727
Saturday 9/13	Nethercutt Collection Tour	MUST SIGN UP IN ADVANCE!	McDonald's on Oceanside Blvd at I-5	Gene Streeter
Saturday 9/20	SCAT/SDMC Drivers School	MUST REGISTER IN ADVANCE	Qualcomm Stadium	Daryled Bristol
Thursday 9/25	Monthly Meeting	6 PM to eat 7 PM meeting	Boll Weevil Restaurant 9330 Clairemont Mesa Blvd., San Diego (between I-15 & SR 163).	See Page 7
Sat & Sun 9/27-28	Coronado Speed Festival	7:00 AM	Tartine's Coffee House on 1st Ave., Coronado	Steve Waid swaid@cox.net 760.432.0727