



TWISTS & TURNS



The San Diego Miata Club News Letter

Volume 20, Number 3

Surf's Up 2015

Steve Waid

There are now 152 miataphiles that have "caught the wave" that is Surf N' Safari 2015. This is without a doubt the most enthusiastic response we have ever had for our "home cooked" Miata Party. As a very interested party, and the treasurer for this event, I have been an eager observer of the registration activity and where our registrants are coming from. Naturally, I have come up with some conclusions.

Perhaps the biggest impact made on the registration activity has been the venue that has been selected for the 2015 version of SNS. I happened to be along for the ride when the SNS committee was first shown the amenities at the Hilton Garden Inn at Carlsbad Beach. Obviously, the location is outstanding. This will be the first time that SNS will actually be close enough to the beach that we will be able to see the surf. Previous venues have been terrific, but "at the beach", get real!

But there is more to having the perfect venue than just having the surf. Pala Mesa Resort, absent the surf, was a terrific venue as well. The "intimate nature" of a venue is a must for making a Miata event special and memorable. What I mean by an "intimate nature" is that the size and layout of the resort is large enough to be special, but small enough so that you "feel" like the place is "owned" by Miata people. Wherever you go you see someone wearing Miata formal attire, and sporting the Surf N'Safari identification lanyard around their neck.

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The Punxatawney Phil / Hearts and Marmots Run

John Lord

Take 1 SDMC member keen to acquire cool Club magnetics.

Add 1 events coordinator complaining at a few monthly meetings in a row about a dearth of planned runs in the coming months.

Add the gentle but unrelenting encouragement of 1 R. Kagamaster.

Fold in two pre-runs.

Stir. Yield: 1 Punxatawney Phil/Heart & Marmots Run!

My long, long-time friend Rick Kagamaster and I have a couple of common passions. Okay, maybe three. A quick glance at us makes it pretty obvious that we both like to eat. But we also love to drive our Miatas

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Rear View Mirror

Gene Streeter

Fair Weather Warning ...

The month of January was a blur; February not much more. But, oh, the celebrations and special occasions we were able to celebrate since the last edition of Twists 'N Turns. Let's see how many of these you were able to enjoy or somehow capitalize on: the Coastal Cruise to California's Central Coast, Super Bowl XLIX, Punxsutawney Phil's Hearts & Marmots Run, Valentine's Day, Mardi Gras Run and Celebration, and President's Day, times two. Considering the volume and variety of events (outside the SDMC calendar), February punches well above its weight class compared with its peers. (Point of fact: the Coastal Cruise was late January, but our publishing schedule forced its inclusion here.)



Recently, Carol Freeland shared that she, too, should be counted as one of our eleven loyal readers and enjoys reading my monthly twist on SDMC happenings. She denied having been coached by Steve Taft, who petitioned many months ago for admission to that same honorary group. When it came to light that news anchor Brian Williams was also claiming to be one of our loyal readers, I was forced to file a cease and desist order to correct that indiscretion. Speaking of journalistic integrity, this month's column should probably carry a warning of some sort. I've modified one currently over-used in California:

CA Proposition 65 Required Warning: this column contains an assortment of irreverent wit, acerbic musings, and inane ramblings known to the State of California to cause malignant thinking, cynicism, birth defects or other reproductive harm.

"Let me take you on a scenic cruise ..."

SDMC's delegates to the Coastal Cruise included Dennis and Maryann Garon, Neal and Grace Mills, Daryled and Carlan Bristol, Rick and CJ Kagamaster, Suze Whalen and friend Caroline, Wayne and Glenda Johnson, and your humble scribe.

The long drive to Fresno was, well, a long drive to Fresno; we took the high-desert route taking advantage of the Summit Inn for a Route 66 breakfast in Hesperia on the way to Kramer Junction, I-5 and Route 99. The restaurant was good, the company better. We made Fresno mid-afternoon, travelling the final hour in low clouds. We learned the area had been socked-in for days and the forecast was more of the same. Dinner at Texas Roadhouse salvaged the afternoon and evening.

The next morning, feeling both macho and optimistic, I ran "top down" out of town and toward the coast. There was a heavy, wet fog; the locals call it Tule fog, the kind that beads up on your windshield and wraps around the mirrors and windshield pillars...at school zone speeds. Our (very welcome) relief stop in Coalinga saw the ambient temp down to 32 degrees. My ears felt as if they were going to freeze and fall off.

Another five minutes and the curtain lifted to reveal the first of several perfect days – clear, warm, and sunny. We were now in the Land of Oz, and driving one yellow brick road after another.

Running solo, Rick treated us to some roads to rival the weather transformation – both fantastic. The varying widths, surface conditions, banking and radiuses of the turns ran the gamut. The scenery, rustic and natural, was certainly worth the drive. The common thread was that we encountered very little traffic considering all the segments and sections we traveled. Scott Lewis, if you're reading this, please keep your road repair talents and crew well south of these central coast treasures.

The drive home Monday was the very antithesis of our days “up err” (thought you would be left alone, Rocky?). Rain at the very edge of Los Angeles County slowed traffic to a crawl for my non-carpool capable ride. This is, after all, our version of winter and weather-induced gridlock.

“Under Pressure ...”

Not to resign ..., and having nothing to do with me, apart from the fact that I emigrated from Massachusetts, the Bay State, and the land of Kennedys, cranberries, and Patriot football. Not yet a teenager, and before we were allowed to cross the western border, I was asked to swear allegiance to the aforementioned. For the record, I'm a fan of cranberries to this day.

There was Super Bowl XLIX - the hype, the celebration, and deflation-gate. The commercials themselves were memorable as they often are. One might suggest, at \$4.5 million for a 30-second spot, they should have been. Myself, I enjoyed the “pay it with Love” spots that fast-food purveyor McDonalds hosted. Corporate America has a soul, and this was an advertising campaign that still tempts me to order-up, all these weeks removed from the event. If only the dining experiences were equally memorable.

Certain titillating commercials aside, the week and a half leading up to the Super Bowl was all about the controversy labeled “deflation-gate.” It was a big deal, but it didn't need to be. In the transportation realm, there's even an advisory about checking your tire pressures in cold weather conditions. Colder climes, and even colder mornings, can produce considerably lower tire pressures ... think of the Patriots' storage trunks and stadium lockers in Foxborough, Massachusetts ... it could have happened to those footballs as described. Moved to the sun-drenched, mid-winter warmth of Phoenix, those very same footballs regained their normal tautness. “Why the re-hash of Super Bowl, 2015?” you might ask. It's a fair question. There are both money-saving and safety reasons for maintaining proper air pressure:

Increased tire life — Under-inflated tires increase tire wear, potentially placing you at risk of a blowout.

Better handling and safety — Under-inflated tires reduce tire traction increasing the risk of accidents.

Better gas mileage — Under-inflated tires cost drivers about 20 gallons of gas per year.

Any time the subject of tires (thank you, Alan Kagan, Ted Kesler, et al) comes up in a club setting, a lengthy discussion usually ensues. When it comes to tire pressures, the best practice is to check tire pressures before you drive (driving warms the internal air and raises the pressure), and routinely. Remember, the lower the ambient temperature, the more Mother Nature deflates your tires and ... sports equipment.

Use a tire pressure gauge, as opposed to just eyeballing the sidewalls. Low-profile radial tires are tricky to gauge that way. The expression you might use when car shopping – “gonna kick some tires” – well, that's just out of the question in this discussion. Where some old-school truckers use a tire iron to thump hard-to-reach units, and can tell by the sound it makes, the rest of us should break out a gauge and refer to the manufacturer's vehicle-specific inflation recommendations (driver's side door jamb or owner's manual), as opposed to the recommendations on the tire sidewalls.

“You Ain’t Nuthin’ But a Groundhog ...”



Neither the Presley nor John Madden Estates were responsible for this image

Cute little fella, huh? It’s not unusual to find me more cuddly, more agreeable, maybe even more considerate around Valentine’s Day. (Shameless ploy - just trying to bank some man-points for future withdrawals.) I’m just not as musically inclined as Phil here. (You’re forgiven if another name comes readily to mind.) But, I digress. Those of you in the 22 Miatas that participated in this early-February run already know the official name – it’s **Punxsutawney Phil/Hearts & Marmots Run**.

It started off in the Rancho San Diego shopping center parking lot with Events Coordinator Daryled Bristol presenting the treasured SDMC magnetics, then explaining the “rules of the road” and the importance of safe driving. Did anyone besides me notice his portion of the drivers’ meeting lasted longer than his Events presentation at our monthly meeting? Maybe it was just me.

The weather was warm and crystal clear, despite the previous threat of showers; a foreshadowing of the roads John Lord had chosen for us to travel that Saturday. I heard it suggested John enjoyed a special connection to the “Man Upstairs.” Off we went

into the hills and some of the best driving roads in San Diego County, just in a different direction than we normally travel them. We took an un-planned break seventy miles in, but the official record is that nothing untoward happened. Let’s just say John and Phyllis Lord earned their magnetics the hard way. They were unable to join us at the Round-up Restaurant, Lake Henshaw, for a very enjoyable mid-day repast.

To think how many times I’ve driven by there, or even stopped for a bio-break, I’ve never once sampled their food. As Rick Kagamaster and John have done, I also recommend the barbequed ribs. The service was very friendly and efficient, the ambience rustic, comfortable. I even imagined, out loud to a few, a summer monthly meeting there. Wonder if membership would be willing to do that? After all, we’re a driving club, right?

“Happy Birthday to You ...”

There was President’s Day, actually two of them, blended into a two week-long retail sales blitz. I never realized either president, Lincoln or Washington, had a penchant for mattresses, furniture, or white goods. One could argue that George Washington had a thing for powdered white wigs, though.

“Honest Abe” Lincoln, it seems, lived more austere, more simply. Photos of his conveyances, er, buggies, highlighted his choice of utilitarian early on, evolving into low-slung, lighter-weight carriages later in his political career. It might explain why he chooses one of “life’s simple pleasures” and drives a Miata when he’s able to take advantage of the time travel opportunities afforded him. I offer up this photo of an Illinois road sign as evidence. While I’m not at liberty to disclose the source of this information, I can confirm he works for a rival publication - the National Enquirer.

Where “Honest” Abe’s chosen profession was the practice of law, I’m reminded of a used car dealer in Norwalk, California, where I came



of age. Based upon my experience with him and others, I've decided that anyone who sees the need to "attach" integrity to their name or business usually gets my spider senses all a-tingle.

How is it the founder of our country, George Washington, also has "honesty" associated with his reputation and lore? As legend proclaims, he uttered the famous phrase "I cannot tell a lie!" in the wake of his chopping down that innocent cherry tree. (Greg Lee quipped "that must have been the pits.") My theory is that George was simply being pragmatic in telling the truth ... there were entirely too many slender cherry tree branches available as switches to apply to his mischievous backside. He was able to put a positive spin on the situation.

Where Honest Abe was into the basics and driving purity, George was apparently more inclined toward higher horsepower conveyances. His Mount Vernon carriage was grand and ornate – tall, and heavy, it was typically pulled by a team of four horses. Assuming he enjoys the same time-travel opportunities as Abe, I've attached a photo of one such event, also caught on camera by my intrepid news source. You can tell by the roof and "B" pillars, this is decidedly not a Miata. Looking rather Robin Williams-esque, I do like the modern iteration of the powdered wig. You can infer from his steely countenance, he's still marshalling serious horsepower in a much-heavier carriage.



Reputations notwithstanding, both men were honored as stellar presidents last month. Being two of our all-time favorite leaders, their visages (not quite a "bust") are permanently enshrined at Mount Rushmore. I'm guessing every one of us can conjure up a mental image of the four larger-than-life granite sculptures. Please take a few minutes to do so ... I'll wait.

What you're un-accustomed to seeing is the back side of the monument. In keeping with my avowed intentions, I want to share the path less traveled, and the view less-appreciated. Presidents Lincoln and Washington are the bookends in the sculpture begun in 1927 and completed in 1941. I'll leave it for you to decide which end is which. Or, which end is whom?

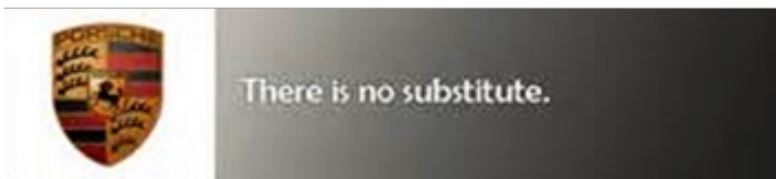




Shoulder Bolts

Food for thought – Japanese Sauerkraut?

In visiting with son David, he shared an interesting story of a rabid Porsche owner who fondly preserves his early 911 in near-showroom condition. Care to guess what he owns for pure driving fun and dodging cones at autocross events. Apparently, **there is a substitute** ... a Miata.



Turns out, he's not alone in that approach. The Porsche owner confided that many of his friends do the same. I see ... so, "the Porsche's for show, the Miata's for go." As I reported several months ago, Mazda's marketing intentions are to move "upscale." Much like Porsche, they already have a couple of SUVs in the stable. With the announcement that Mazda will be the featured marque at Goodwood this year, the launch of the 2016 ND and its siblings gets a decided marketing boost. Hmm.

Sha Na Na ... and the de-Greaser movement?

Perhaps just as telling was my recent conversation with Bill "Bowzer" Bennett. Bill once owned an early Datsun 240-Z and is now preparing another one for the road. He claims he's not restoring it, but it sounds like a matter of definition. It will get freshened mechanicals and fresh color. Weighing just 2360 pounds, and sporting 151 horsepower (and 5-speed manual), the Z's power-to-weight ratio was something to be reckoned with "back in the day." (Do the basic specs sound familiar? Anyone? Anyone?)

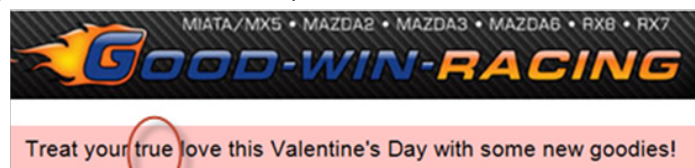
The twenty years of automotive evolution from Bill's Z to his NA brought a number of improvements and refinements. Similarly, the intervening twenty years and three model generations of Miata (I know, MX-5) has seen innovation, improvement, and the added weight of additional crashworthiness and luxury/convenience items. With all that, the ND target weight seems hard-fought and the indications are it can out-perform most of its predecessors. That's typical of mechanical progress.

Mark Booth shared that the Miata forum was lit up with passion surrounding the announcement of the technical specs of the 2016 Miata ND series. One indignant and rhetorical response – "Well, if it won't carry over 300 horsepower and a 9-speed transmission within its carbon fiber shell, I'm not going to plunk down my \$27,000 dollars, then." That's ok, Bubba. Lots of folks will.

That said, for approximately \$70,000 you can get 707 horsepower driving through an 8-speed automatic, sporting an additional 2,000 pounds of road-hugging weight. It's called an SRT Hellcat, and it comes in Charger or Challenger flavors. Here's a fun factoid – you can burn 1.5 gallons of premium fuel in one minute's time. Here's a perverse thought ... maybe FCA will market the standard Charger (half the horsepower and calories) with all the visual cues. They can call it "Hell-o Kitty!"

From the "Truth in Advertising" file ...

With our focus on the truth in much of this column, I found this bit of marketing very interesting.



Being naïve, I thought Fifty Shades of Grey referred to the color palette of the five most popular European luxury vehicles. (Mercedes, BMW, Audi, Porsche, and Jaguar/Rover).

OK, I was wrong. ■

Pick Your Horse Run Biography

Pete Pollero

Equestrian Polo?

Rodeo?

Mechanical Horsepower?

As I sat down to plan a Miata run, horses were the furthest thing from my mind. I knew I wanted to include Rancho Santa Fe, but I wasn't sure how with its many short twisty roads. I also knew Rancho Santa Fe wasn't going to be enough, so where to next? The beach? No -- too much traffic. Palomar Mountain? No -- just been there. Hmm. Thank goodness for old issues of the Thomas Guide (the newer ones 57 and 58 editions completely left out County Highway S2 between Highways 79 and 78, plus their 400 series pages are like looking at a blank canvas). I decided to take us down either Mussy grade which goes nowhere fast, or Wildcat Canyon to Lakeside. I chose the later due to mileage restrictions (trying to keep it around 100 miles for the run). My first choice for title was "Cosmo to Cowboy" but that really didn't define Rancho Santa Fe -- they just had money, not necessarily a cosmopolitan style about them -- at least from my perspective. My co-pilot, who is my daughter Britany, thought of a few horse themed versions such as "there are two sides to every horse" I rolled over laughing at this one but edited it at least from the true title, and her thought on this was horses are used for different purposes -- different minds at work here, and "croquet to m.m.a." which is a hoot as well.

O.K., now you get to choose which horse theme fits your personality. Is it Polo? Rodeo? Mechanical Horsepower? To help, here are some definitions:

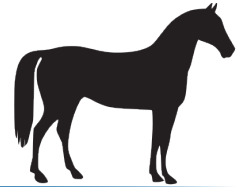
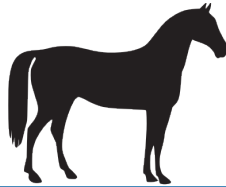
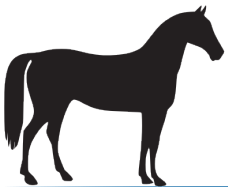
Polo: (Rancho Santa Fe / Del Mar area) A game, ridden on horseback, using a long stick to hit a small ball into a defined goal. Usually there are four players and a game last about two hours. As in all sports, there is a certain attire attached to Polo players and their fans.

Rodeo: (Lakeside / East County area) A competitive sport which tests the skills of men and women often referred to as cowboys and cowgirls, which includes many styles of roping, tying, and riding abilities.

Mechanical Horsepower: (Just about any gear head anywhere) Measurement of power of the rate work is done. Originally, a measurement of a horse could turn a twelve foot mill wheel 2.4 times per minute. I don't understand the fancy math after this, but suffice it to say, it's more than what a human can do. Now, more fancy math is the formula for mechanical horsepower: Torque x revolutions per minute (your tachometer) divided by 5252 = Horsepower. My questions are: What came first for this formula? Torque or Horsepower, and how did that 5252 number magically appear? I even tried this at home. $140 \times 6200 / 5252 = 165$. This is pretty close to my NC power -- wow this does work (yes I know my numbers are off a little).

I admit, I am a Mechanical Horsepower person. While I took Automotive Technology in college in order to become a mechanic for a career, I almost failed the above mathematical equations in my schooling. Half way through my schooling I changed direction and took management courses, and that shaped my career. Well, we all make wrong turns don't we.

I hope you will be able to join us for the run. We will start in Escondido at the North County Fair (Westfield) Mall, head west and run through Rancho Santa Fe, run through Harmony Grove, through Highland Valley, down Wildcat Canyon to Café 67 in Lakeside. The run should take about three hours plus break. ■



and ride our GL 1800A Goldwings on twisty country/mountain roads every chance we get. Since he was driving down all the way from Irvine to be a part of the monthly goings on at Boll Weevil, I figured the least we could do was drive 4 miles to investigate.

My lovely wife Phyllis and I have been club members for (we think) about 3 ½ years now. During that time, we've joined in on several Saturday runs, one Ferris Bueller event, and most monthly club meetings. We joined the club to meet others who share our love of the Miata, but not as much for social aspect as for the runs themselves. You see, we are heavily involved in our church, and that fills our calendars and much of our free time. (It's not that I don't like you folks, it's just that I only have so much 'nice' in me. [Ouch! That's an elbow jab from Phyllis!])

For most of our 3.5 years of club membership, I've been slightly irritated at the fact that the only way to acquire the cool club magnetics is to put a club run together. I mean, that all sounded like a lot of work, planning, responsibility, etc. Did I mention work? It's so much more convenient to simply reap the fruit of someone else's planning and preparation, don't you think?

In the later months of 2014, one of the common themes of our monthly meetings seemed to be the lack of upcoming runs in the approaching months, so I began to think it was about time to put on my big boy pants and at least look into what it would take to put a run together. I made the mistake of mentioning this thought to Mr. Kagamaster, who latched onto the idea like a pit bull and wouldn't let go, or perhaps more precisely, wouldn't let me let go.

So, phone calls were made, instructions were gathered, and a pre-run was made. However, we'd made our pre-run on a Friday, and I wanted to do a Saturday run. By this time Daryled was about to assume run coordinator duties, and he made sure I had all the bases covered, which included a pre-run on the same day of the week the run was to happen! So a second pre-run was made, and what had been our plan B became plan A, since Engineer Road was just so much fun!

The run included all the major roads that Rick and I like to ride or drive, whether it's on our Goldwings or in our Miatas, though we don't usually get all the roads in on a single day's ride. We also wanted to include our favorite lunch stop along the way, the Round-Up BBQ at Lake Henshaw. We were told that they'd love the chance to serve us all lunch.

So all that was left to do was find an open date on the calendar, and since it was already too late to get it on the January calendar, February was the winner, and we settled on February 7th, since it was between Groundhog Day/Super Bowl weekend and Valentine's Day. That also explains the run's name, the Punxatawney Phil/Hearts and Marmots run. (Thanks, Daryled!)

As the day of the run approached, my excitement about the run grew, along with a thought that caught me by surprise – maybe the fact that this is what one must go through to get a set of magnetics isn't such a bad thing after all. Now that I had finally done this, with a lot of help from Rick, and support from my wife and club members, I was really anticipating this run in an entirely new way.

At long last the day of the run arrived. It was perfect weather for it, and as we pulled into the TGI Friday's parking lot at Rancho San Diego, we were tickled to see a good group of cars already assembled. That group continued to grow until after the pre-run meeting began! We had (I believe) 19 cars participating, most of which included a passenger! It was a great turn-out!

Most club members will know by the time you read this that the run did not go exactly as planned. I have a working theory about why things went the way they did, but since it was a single vehicle incident, and my wife wasn't driving, there's only one person I can blame this on: Rick. Oh, wait, he was at the back of the line!

So, I suppose I'll have to take responsibility.

Our beloved 1999 metallic green NB (formerly Emerald Green) encountered a large roadside rock and hillside, and lost. The airbags deployed, and seatbelts did their job, and we seem to have escaped unharmed, though a bit shaken. The Miata (which we purchased in February of 2003) was not so fortunate and has been totaled.

Again, thanks to everyone who helped out at the scene! We had lots of concern and encouragement, loving support, and even an on-site prayer! There were also many offers of AAA towing assistance, one of which we would eventually accept (don't get me started). Thanks also to the many who have expressed their concern and condolences since then.

Would you be surprised to learn that I'm feeling a bit of a personal loss at the demise of our car? This Miata got under my skin like no other car I've ever owned. I hope we can get another one, and that it turns out to be as good and reliable as the '99 has been! I'm also feeling like the Run helped me appreciate this group of Miataphiles even more.

As of this writing I don't know when we'll get behind the wheel of our own Miata again. My hope is to acquire one from the later years of the NB, but we'll see! If/when that happens, I may be asking to trade in our magnetics for an appropriate color. (Please Lord, not yellow!!!)

Finally, let me add that we are really glad that the run continued, that the Round-Up BBQ was an apparent hit, and that some of you even followed the planned course to its conclusion. Thanks again for a great turn-out!

Update: We've acquired a 2001 NB that only has 32000 miles on it! It apparently lived a very sheltered life before we found it – it was always garaged and looks like new. I couldn't be happier. I wasn't too crazy about the red color at first, but it grew on me in no time. And it didn't cost much more than the settlement we got from our insurance company.

And we're going to try the run again. I suspect I'll be more circumspect this time around. (I've already re-run the course in our new car.) Mark your calendar for Saturday, June 6th. We've got a course, we've got a sweep. All that's missing is you! Meet at 9 a.m. to sign in, driver's meeting at 9:15! Join us for the Punxatawney re-Phil run! ■

Access to the SDMC-List

It's early March and perhaps you realize you're no longer getting the daily SDMC-LIST email updates on the new ND Miata or seeing the secret rendezvous point for the next Geezer Run. Whoa! How can that be!?! Most likely scenario: the SDMC Membership Team didn't receive your 2015 renewal by the end of February, so your membership on the SDMC-List was discontinued. Easy fix to regain your access:

Step 1 – Ensure you actually renewed your membership for 2015, or submit the form now.

Step 2 – After completing Step 1, send an email to membership@sandiegomiataclub.org requesting to rejoin SDMC-LIST, providing your membership name and the email address you want to use for the List.

Step 3 – SDMC Membership will validate your 2015 membership, and then send a Yahoo! Groups-generated email to the address you provided in your request. This email is an invitation to join, and you just follow the simple directions, using your Yahoo! Login during the process.

Questions? Shoot an email to membership@sandiegomiataclub.org. ■

(Surf's up 2015 Continued)

At the Hilton Garden Inn the gazebo at the front of the hotel that faces the ocean in one direction and the grass courtyard, patio, and swimming pool in the other direction, also will serve as the registration check in location and hospitality area throughout the weekend. This will be the meeting place, the "hangout", and where all action will seem to begin and end. If you are not in your room or in your car, THIS is where you will be. That is my bet. We'll wait and see.

Naturally there are other things that we will be doing during the four days, but the Thursday night reception and the Friday night Barbeque Party will be right there. After you check-in at the gazebo and then take your Surf N' Safari goody bag back to your room, my bet is you will return to this courtyard area to see who else is arriving and has already arrived. How intimate is that?

As of this writing, we are only 28 days away from the end of the early registration discount. I mentioned the 152 registrations, but I know we really have more because there are rooms reserved in the Surf N' Safari block that have people not yet registered for the event. We have 24 coming from Canada, 15 from Utah, 12 from Arizona, 6 from Idaho, and others from as far away as Delaware Valley and Florida. We always get a lot of registrations from California, including SDMC, but this is remarkable. If you have not already "caught the wave" you better not wait much longer. I guarantee that you are not going to want to miss this one. ■



Welcome to our Newest Members

Brandon & Jessica Chittenden	San Diego	1996 Brilliant Black
Ricardo & Hanna da Rosa*	San Diego	1995 Brilliant Black
Jeffrey & Audrey Esko	San Diego	2001 British Racing Green
Jacqueline Lo	San Diego	1999 Highlight Silver Metallic
Jim MacKay	Escondido	1999 Highlight Silver Metallic
Marty Topper	Oceanside	2001 Crystal Blue Metallic

* - Returning after break in membership

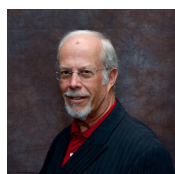
As of mid-February, 99 memberships have been renewed (+19 since mid-January), plus ten new memberships for 2015. Those 109 memberships equate to 185 people. Where are the 76 other memberships that were on the rolls at the end of 2014? It's never too late to continue your membership. The renewal application form can be completed at the monthly club meeting, or downloaded from the SDMC website. Go to the "For Members" page, then the "Renewal Application" link at the bottom of the page. Our Treasurer can accept credit card payment of dues via PayPal at the monthly meeting. ■

**R E N E W Y O U R
M E M B E R S H I P
T O D A Y !**

Upcoming Events

Date	Event	Time	Meeting Location	Point of Contact
Thursday, March 26	SDMC Monthly Meeting followed by SDMC Board Meeting	7:00 – 8:00PM	Boll Weevil Restaurant, 9330 Clairemont Mesa Blvd., San Diego, CA 92123	Gene Streeter, gene.streeter.CZLI@statefarm. com
Friday – Sunday, March 27 - 29	SOCALM Spring Fling	All Day	Host Hotel – Embassy Suites Hotel, 1117 N. H Street, Lompoc, CA 93436	Bob & Julie Davis, rmdavis2002@yahoo.com
Saturday, April 4	Long Beach Formula 'E'	TBA	TBA	Les Smith
Saturday, April 4	Tech Day at Rocky's	All Day	Rocky's Miatamotive 2951 Garnet Avenue, San Diego, CA 92109	Rocky
Saturday, April 18	Pick Your Horse Run aka. Pete's Spring Fun Run	8:30 am - 12:30 pm	North County Mall	Pete Pollero

SDMC Officers



President
Gene Streeter



Vice - President
Christy Pluciennk



Treasurer
Laurie Waid



Secretary
Jon Connor

Executive Board

President - Gene Streeter
760-445-2860 president@sandiegomiataclub.org
Vice President - Christy Pluciennk
858-201-8430 vicepresident@sandiegomiataclub.org
Treasurer - Laurie Waid
760-432-0727 treasurer@sandiegomiataclub.org
Secretary - Jon Connor
760-458-4503 secretary@sandiegomiataclub.org

Administrative Board

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Contact SDMC

The Web

www.sandiegomiataclub.org

24 Hour Voice Message

619-434-2007

Mail

P.O. Box 261921
San Diego, CA 92196

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:

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.

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.

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 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.

Next Monthly Meeting: **March 26th, 2015**

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 \$10 each including magnetic fasteners. Add \$2 for shipping to your home. Badge request forms are available at the Regalia table at monthly meetings and on sandiegomiataclub.org in the "Regalia" section. All orders must be prepaid.

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 additional information.

Automotive Services

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

Auto Image Paintless dent repair, leather/vinyl/plastic repair, headlight restoration & paint touch up. Free estimates at your home or work. Contact Britt Colton. 619-244-2227. Discount: 10%

Dent Time: fast reasonable paintless dent removal. 800-420-DENT (3368). They come to your door, provided quick and professional service.

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%

Knobmeister Quality Images. 3595 Gray Circle, Elbert, CO 80106-9652. Joe Portas, joe@knobmeister.com. 303-730-6060.

Langka Corp. Guaranteed paint chip and restoration products. 800-945-4532. www.langka.com. Discount: 30%.

Rocky's Miatomotive 2951 Garnet Avenue, San Diego, CA 92109. 858-273-2547. 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).

TJM Enterprises (formerly Magnolia Autobody). Restorations, body work. 10027 Prospect Avenue, Santee. 619-562-7861. Ask for T.J. Discount: 10% on labor and parts.

Pitstop Autoglass Rock chip repairs free to SDCC Miata club members for club Miatas. Must show valid membership card. In-shop only. Non-Miatas save 25% off regular prices. 858-675-GLASS (4527)

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.

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.

U Fix It Automotive. Open to anyone that wants to work on a car. 6 bays, 5 lifts, and tools, Rent by the hour, day or multi-day. Contact Joel Muoz, 760.544.6181. 10% SDMC discount.

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

Mazda of El Cajon. 619-590-3700. Discount: 20% on parts and labor. VIP Membership: 3 oil changes for \$19.95 with \$5 going to Rady's Children's Hospital.

Mazda of Escondido. 760-737-3200. Discount: 20% on most parts; 15% on labor (not including smog). 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

David Bryan your friendly neighborhood REALTOR; Pacific Sotheby's International Realty. I sell garages with homes! I will provide SDMC members who buy or sell a home through me with a free 1-year home warranty. DAVID BRYAN 619.334.4625 DavidBrealtor@cox.net DRE#01009295

FIRST BRAND Inc. Web/Logo Designs and Development We are currently offering a 10% discount off our promotional packages listed on www.FIRSTBRANDinc.com or you can call us at 951-672-6677.

Classifieds

For Sale. This Miata has been in the San Diego Miata Club since its birth in 2001. Original owner, garaged. 127000 miles. Mainly highway. A basis few extras like Typhoon Air Intake, Oil guage is real, Oil filter on top, luggage rack, Roll-bar, After market light weight muffler, interior extras, etc. Runs great. Rocky has been the main mechanic for 12 years. \$3000
John Minnich
619 441 0650 c ell 619 203 0313

For sale. Hard top with rear defroster. Color: Merlot or Mahogany (They are the same, trust me!) Will deliver anywhere in San Diego area.
Phil Daoust
bearschili@aol.com or 760-789-7416.

SALVAGE PARTS. Mainly 1990 to 2005 parts, at least 50 % off of cost new. Some 2006 and newer parts including tops, seats and trim.
wallymiata@gmail.com or 619-203-2801
Wally Stevens SOCALM & SDMC member.

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.

San Diego Miata Club
PO Box 180456
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