

The *Reinward*

OCTOBER 2016

Vol 27, No. 10

The "Prez" Sez...



Keeping with the keynote this month (see pg 2-3), I'd like to add my own "survivor" story with my first NA.



Rona Dexler
SOCALM "Prez"

It was June 2012; I was driving on a curvy road and hit loose gravel. I spun out and introduced myself to a power pole the hard way. Due to the angle of the hit, the airbags did NOT deploy, but I practically bent the car in half at the A pillar passenger side. Oops. While the car was totaled, I was able to walk away with very minor injuries.



Looking at the car a few days later, you wouldn't have believed I was not seriously injured. These First Generation Miatas are deceptively tough little cars! What comes to mind is the old Timex slogan; "It takes a licking and keeps on ticking" – coined by John Cameron Swayze. I only hope the current generation is as dependable...



I guess I'm in a safety frame of mind this month. That being said, I was thinking along the lines of adding an emergency contact to our Member Management info. It would be purely voluntary of course... What do you think?

-Rona-

Looking Down

The Road...

- **Big Bear Oktoberfest Run**
Oct 8, 2016
- **Full Moon Cruise**
Oct 15, 2016
- **Board Mtg/Holiday Plan**
Oct 16, 2016
- **San Andreas Fault Run**
Oct 22, 2016
- **Motor 4 Toys**
Dec 4, 2016
- **Holiday Party**
Dec 10, 2016
- **53rd Annual El Segundo Holiday Parade**
Dec 11, 2016

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“I COULD NEVER DRIVE SOMETHING THAT SMALL, I WOULDN'T FEEL SAFE.”

Owners of Mazda Miatas, particularly the first-generation NA model, hear that *all the time*. I can no longer count myself among their ranks because I crashed my 20-year-old Miata in late December (Merry Christmas!). The “not safe” claims, though, still seem worth addressing. I walked away unharmed, aside from a cussedly stubborn bone bruise in my right hand. I hit a bigger car at 35 to 40 mph without time to even tap the brakes. My 1996 Miata—79,000 miles, mechanically sound but cosmetically worn aside from a seven-week-old new top—was a total loss. But its safety systems and structure did what they were designed to do: protect the occupant.

It happened barely two miles from my home on December 22. Headed for a downtown Detroit meeting, I set out under a low overcast sky at about 9:30 a.m.. The airbag warning lamp flickered, as it had been doing intermittently for over a year. My to-do list for the car included pulling the original steering wheel with its 20-year-old airbag. It was unlikely to work anyway, so I figured the wheel could be replaced with something prettier and sportier.

A misty rain had fallen that morning but it had stopped. Out on the main road, spray off wet pavement required that I flip on the wipers. Habit is to turn on the headlights any time the wipers go on, but I was accelerating through the gears, approaching a traffic signal, so I just parked my left hand fingers atop the steering wheel hub to remind myself to turn on the lights (on the left stalk) when I got a moment. The signal was green and I stayed in the left lane to pass traffic that was slowing to turn right. My own right turn was coming up, at the next signal only a quarter-mile ahead, but there are several driveways in that short stretch—a strip mall with a 7-Eleven, a township fire station, then another shopping center. This route was familiar to me from more than 20 years of commuting into the city. The right lane is a perilous place to be in the morning, better to drive past it all and get over later, when two right-turn-only lanes appear.

I never got that far. Approaching the first intersection, I noticed a Ford Taurus coming the other direction as it pulled into the left-turn lane. The front bumper dipped toward the ground; good, he was on the brakes. His left-turn lane was governed by a blinking red arrow, I knew, and he seemed to be stopping as required. So I checked my right side mirror to make sure the cars I was passing really had turned right. When I turned my head for-

ward again, the windshield was full of Taurus. Three thoughts came in quick succession: “I can’t believe he decided to go!” “There’s no avoiding this.” And, “I hope my femurs survive.” Shattered femurs are a pretty common injury in such collisions, and I’ve got two artificial hips, meaning such an injury would likely land me in a wheelchair for the rest of my life. I remember dipping the clutch, getting my right foot off the gas but not over to the brake pedal.

BANG! I don’t think I passed out, but aside from loudness, everything went black for a few seconds. In shock, I just sat there, heart racing, thoughts muddled. The cabin was full of dust—both airbags had deployed, the passenger-side one busting the windshield, the driver-side one propelling my left hand into my face. My nose hurt and there was a nose-shaped bruise on the back of my left hand. My right hand hurt and there was a lump on the side of my wrist; I think it banged off the shifter or the handbrake handle. But nothing major, nothing broken, nothing bleeding. I wanted air and found the power window switch on the console, sort of—the passenger-side window opened rather than the driver-side one I’d intended. Then there was a guy standing outside, rapping on the glass, and I gradually remembered how to open the door, which worked fine.

“Are you okay? Just stay there, that was a hell of a whack. The police are on their way.”

My favorite car was sitting pretty much dead center in the intersection, turned nearly 90-degrees from where it had been pointed. The Taurus, which hadn’t been moving very quickly, had stopped just before hitting the stopped northbound traffic. The other driver was trying to get his car to move, but it wouldn’t. He got out of the car, glanced back toward me, and walked into the 7-Eleven. He came out a few minutes later with a new pack of smokes and was standing there watching when the EMS guys arrived. They’d been called, but the station was close enough that one of the guys checking me out told me he’d heard the collision.

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“I could never

The bystander who'd come to my window urged me to stay put, but I insisted I wanted out. This guy would hang around, and offered himself as a witness when the cops showed up. He'd seen it all happen, couldn't believe the guy had turned right in front of me, either. *“He couldn't have been looking.”* Eventually, the other driver said, standing between the two cops who were writing up his “failure to yield” citation: *“I didn't see you. You know, small black car, wet black pavement.”* I don't know . . . I could have detected the color of his eyes by the time he turned, he couldn't have looked at all. But maybe if I'd gotten those headlights on? In nearly six years of driving the Miata, I'd always taken a motorcyclist-like approach of assuming other drivers didn't see it. Not turning the lights on was my biggest mistake. That, and assuming the guy would stop.

My Good Samaritan/witness also suggested he'd not have been surprised to find me unconscious or dead. Rational assumption: older guy, small car, big hit. The statistics say that's a bad combo with high fatality rates. My safety belt was cinched tight, though, and the collision was impressive but not head-on nor at high speed. And the front structure collapsed almost exactly as it does in the crash tests conducted by the government and the Insurance Institute for Highway Safety.

Everything forward of the firewall/floor collapsed, but aft of that, the car was fine. I'm not really sure what the airbags did for me besides punch me in the face. The seatbelt did its job, as the shoulder bruise attested. Might my face have bounced off that prettier, airbag-free steering wheel I wanted? Hard to say. Would more modern safety technology have helped? Maybe one of the collision-detection systems could have applied the brakes in that split-second, erased a few miles-per-hour from the collision speed, but otherwise, I suspect not.

The size argument always struck me as absurd: Size matters most if you just expect and assume that you will crash. The point, I've always felt, was to avoid incidents with a nimble machine and an attentive driver. Besides, well before 1996, all cars had to pass government crash tests and most do at least okay in the more demanding collisions the insurance industry uses—the Miata did. Designed in the late 1980s, the first-gen Miata didn't score 5-star ratings, but got passing grades (3s and 4s) from IIHS and met the regulatory standards of its day.

According to [a 1996 study from IIHS' Highway Loss Data Institute \(HiLDI\)](#), the Miata's fatality risk measured 38 in multi-vehicle collisions on a scale that sets “average” at 100 (1 death per 10,000 vehicles on the road). It was the best in the small sports car class at the time. A Corvette of that period was at 61. (Most deaths actually happen in single-car crashes, where mass-differential matters not at all. In that category, the Miata measured in at 47, all small sports cars at 87, and the Corvette at 189).



In vehicle-to-vehicle crashes, mid-size sedans, as a group, came in at 56, on a range from 18 (VW Passat) to 116 (Chrysler LeBaron), slightly worse than small sports cars as a class (53). So maybe there's something to be said for avoiding crashes in the first place. That approach worked for me, generally speaking, for all the years between my 16th birthday and three months into my 60th year. Not one significant crash—a few parking-lot-speed scratches, but no big bangs—despite 30 years of writing about cars driven at sometimes ridiculous speeds and trying to satisfy photographers intent on dramatic images. One key was always driving defensively. I'd avoided many an imminent collision by always leaving myself an out and honing my skills so even if evasive maneuvers meant sliding across wet grass at night (as it did once with two toddlers in the back seat), I could do that. Standard car-guy stuff, I'd think, not heroics.

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— KEVIN WILSON, ROAD & TRACK

Yosemite Retreat Weekend - A Recipe For Fun - by Mark Kozlevcar

Fantastic roads, great weather, a National Park, and several Miatas: these are the raw materials needed for a fantastic retreat at Yosemite National Park. Add to that several enthusiastic Miataphiles, a bit of pre-planning, some essential local knowledge, and a pinch of inspiration. Combine these items to taste and you have the makings of a fantastic weekend in Oakhurst and environs. The end result was quite memorable. I enjoyed this very full long weekend from start to finish!

Event organizers and unofficial Fresno, Kern, Kings, and Tulare Counties representatives Don and Lisa Asperger were responding to input garnered over the past years from several SoCALM members that explained that they had driven through Yosemite National Park several times, but had not really had the chance to explore the park in as much detail as they would have liked. Hence, this weekend was born from that impetus.

The event, held September 15-18, and headquartered at the Best Western Yosemite Gateway hotel in Oakhurst, was billed as a chance to do as little or as much as your heart desired. In fact, there were so many planned and impromptu events that even the hard core drivers would have been hard pressed to do them all. I usually try to participate in all of the events that are a part of weekends like this; alas I have slowed down to the point where I missed an impromptu run to Glacier Point in the park to look at the full moon's light over Half Dome late Friday evening.

My lovely wife, Jamie, and I arrived in Oakhurst mid-afternoon on Thursday to a parking lot full of Mini-Coopers. After checking into the hotel and being assured that most of the Minis were just passing through, I spent the afternoon reconnecting with various SoCalmers that I don't get to see very often. We went for an early dinner that evening at South Gate Brewing Company in Oakhurst. Going to brew pubs as part of Miata events is a tradition that was begun during Marna Wood's 2011 Oregon Run. The South Gate Brewing company did not disappoint.



The "Hard Core" made it through the entire "Iron Butt" portion of the run.

Group photo (above) by Don & Lisa Asperger

The fare compared favorably with that I have observed throughout my world travels across four continents. The beers available were local in nature and nicely complemented the food on offer. That evening after returning from dinner, several of us retired to the bar next door to the host hotel. Overall, a great start to a great event.

Friday's main run was a drive to Yosemite National Park's Glacier Point via highway 41, after which everyone was on their own to explore the park. The drive was spectacular, as you would expect of roads in the Park. While Mariposa Grove was closed for reconditioning, the rest of the Park lay at our feet to explore and enjoy. There were several "management burns" going on in the Park as part of their efforts to manage the park in a responsible and natural way.

Forrest fires in the Park are part of the natural cycle of events. By managing the burns, the hope is to avoid a major devastating fire. As a result, the air had a certain odor to it that reminded me of wood burning in a fireplace. For me, this did not detract from the overall beauty and grandeur of the Park. After Glacier Point, we went through "Tunnel View" to gaze upon the Yosemite Valley in all of its splendor.

Photos by: Mark & Jamie Kozlevcar

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Yosemite Retreat - A Recipe For Fun, cont'd

Next for us was lunch at the lodge formerly known as Ahwahnee. The lodge actually has a different name now, but for me to recognize the new name would be like renaming the Grand Canyon the "Really Big River Valley", so I choose not to dignify the name by stating it here. If you are curious about the new name, you may Google it.

After lunch, we made our way back through the Park to the hotel. Dinner that evening was at Crab Cakes in Oakhurst. I enjoy their crab cakes a great deal and this evening was no exception. During dinner, the event host made a general announcement to those who were going on Saturday's run to please be on time, as we had a long day in store.



Saturday, we were off and running by 7:55 AM, five minutes before the scheduled departure. We were headed through Tioga Pass to the South Tufa at Mono Lake. As this event is a "do what you like" event, many people took the opportunity to join in at the beginning and drop off as they desired to see the various portions of the Park. This day's drive started by heading up highway 49 and by using various Miata friendly roads like Triangle Road, and entering the Park via highway 140. We were soon greeted by a one lane temporary road that was put in place due to a landslide on the original road. After making our way through Tioga Pass, we stopped at the East end of the Park at the Whoa Nellie Deli. I enjoyed some Buffalo Meatloaf with spaghetti squash and mashed potatoes for lunch. For me, this was a truly memorable meatloaf, as I had never before enjoyed buffalo as part of meatloaf. Always a new experience at the Whoa Nellie Deli.

After lunch, Jamie and I headed over to the South Tufa at Mono Lake. This was the main inspiration for the day's drive and the raison d'etre for Jamie. The tufa formations percolated up through Mono Lake, depositing calcium carbonate in underwater pillars. As the Lake has receded, the formations are now available to hike to and around. The Lake itself is alkaline, and is much saltier than the ocean. Mono Lake is a flyway for various birds and we were able to see several species of birds, local and migratory, as they swam and dined on the various aquatic life available as part of the food chain. There are other alkalai lakes that abut the Great Basin; however, these lakes lack the tufa present at Mono Lake. I consulted the SoCALM geologist who expertly explained the reason for the lack of tufa in other area lakes. The first requirement for tufa is that the lake be fed by a spring that is bubbling up through limestone only (not shale, not basalt, and not sandstone). The second requirement for visible tufa is that the lakes get drained, in this case by the increasing demands of the population of Los Angeles, so that the tufa is then exposed.

After receiving sufficient exposure to tufa formations, we set off for the second half of the run back through the Park to Oakhurst. There were seven cars that made the entire 266.3 mile (unofficial distance) trip, whose hearty drivers and passengers have deservedly earned the title of "iron butt". A picture of this crew is included somewhere in this issue of the Reward. (see previous page photo of the "Hard Core")

As anyone who has traveled with SoCALM on trips knows, the run organizers made sure that we made it back into Oakhurst in time for dinner at El Cid, the premier Mexican Restaurant in Oakhurst. As it turns out, the Mustang club was also dining at El Cid prior to their moonlight run to Glacier Point. After a typical Mexican dinner, we were treated to the stylings of a DJ who wore a fedora with a large protruding feather reminiscent of the 1970's ABC TV show Starsky and Hutch's character, Huggy Bear. One SOCALMer (SoCALMer's name upon request) nicknamed this very stylish DJ "El Zorro". Huggy Bear / El Zorro (take your pick) provided some dance music to which some suspecting and some unsuspecting members of our party were subjected to for some after dinner dancing. From where I sat, it seemed that a great time was had by all.

All that remained after such a fun-filled and relaxing retreat weekend was the drive back to Southern California. By all accounts, everyone I spoke with seemed to have a good time, had a chance to relax, had a chance to drive some fantastic roads, and had a chance to enjoy Yosemite National Park. So with just a little inspiration, some great raw material, and some perspiration on the part of Don and Lisa, the concoction that was at first dreamed, and then efficiently executed, was a complete success!



UPCOMING OCTOBER RUNS

Big Bear Oktoberfest Run—Sat Oct 8, 2016



Date: Sat, Oct 8, 2016
Meet Time: 9:30am Registration & Driver's Meeting
Run Time: 10:00am—2:00pm
Run Start: Meet at Union 76/Del Taco/Best Western Cajon Pass at intersection Hwy I-15 & 138



Description: Meet up at the Union 76/Del Taco/ Best Western Cajon Pass, at the junction of Interstate 15 and the 138. Rollout time will be 10:00am, registration & drivers' meeting by 9:30am.

We'll be taking the 138 up to Crestline, and then the 18 east to Running Springs and on to Big Bear, about a 90 minute drive to Big Bear Lake.

Link to the official Big Bear Oktoberfest here: <http://bigbearevents.com/oktoberfest/>
 Buying tickets in advance is encouraged.

We'll have lunch and optional beer at the Fest, and enjoy some German crafts, music and strudel. Some people may wish to stay longer than others, so scattered departures are permitted: but the run will continue by 3 or 4 by taking the 18 East out of town, and the 38 down the mountain to Redlands

Contact: Daniel Schulz
Email: dschulz@alumni.iu.edu



More Info: <http://bigbearevents.com/oktoberfest/>

EVENTS IN PLANNING STAGE — MARK YOUR CALENDAR

Full Moon Cruise—Sat Oct 15, 2016

Date: Sat, Oct 15, 2016
Time: 6:00 - 9:00pm



Full moon dinner cruise.

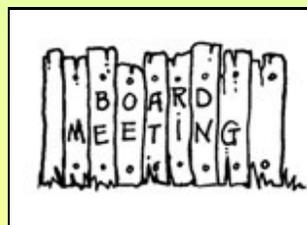
Just like we did last year, with a slight difference. A drive to dinner then a moonlight drive up the coast. At this time I am working out the details for the dinner venue, need to make sure we can do it on that night, have enough parking, etc, etc.

Details will be posted once I get all my ducks in a row.

We should be meeting somewhere in the West San Fernando Valley then heading towards the coast.

Board/Holiday Party Planning Meeting

Date: Sun, Oct 16, 2016
Time & Location: TBA



More info coming.
 Watch for it !!!



Contact: RONA DEXLER
Email: ronad90@gmail.com
Phone: 8184260193 TEXT

UPCOMING OCTOBER RUNS, cont'd**San Andreas Fault Run—Clockwise —Sat Oct 22, 2016**

Date: Saturday, October 22, 2016

Time: 9:15am—Driver's Meeting

Run: 10:00- 4:00pm

Meet at: Starbucks Valencia Marketplace
25900 The Old Rd at Mc Bean Pkwy,
Stevenson Ranch CA 91381

**Description:**

Similar to the San Andreas run in 2015, this year we will go in the reverse direction (Clockwise), with revised starting point. It is a FULL DAY of some favorite Southern California back roads. We will start in Stevenson Ranch / Santa Clarita at a Starbucks adjacent to the I-5 freeway. From there, we will make our way west on Hwy 126 to Santa Paula, then up to Ojai, and up Hwy 33 to the Pistachio farm for a break. Then we go north to Hudson Ranch Rd and then all the way to the top of Cerro Noroeste peak for a breath of fresh air, and then lunch at Pine Mountain Club. Maybe we will see a Condor this time???

After lunch we head east along the San Andreas fault alignment to Gorman, then to Lake Hughes, and lastly over Lake Hughes Road to end up at McDonalds in Castaic for a cold one. Highway 33 and Hudson Ranch Road are great twisty paths to enjoy your Miata. The weather in October should be great for having the top down too.

DRIVERS MEETING AT 9:15AM

Please email address below to RSVP and to receive run directions and map.

Contact/Run Leader: Bruce Hamer

Email: bhamer99@yahoo.com

MOTOR 4 TOYS—Dec 4, 2016

WHEN: Sunday, Dec 4, 2016 |

WHERE: 21700 Oxnard St.
Woodland Hills, CA 91367

TIME: 7:00am - 11:00am

Car Show for gathering of presents for needy children. **Let's all plan to support Mike &**

Joanne this year—each of us Socalmers could donate a new, unwrapped toy for a needy boy or girl. More info coming soon in the "Reward"...

Info: Mike & Joanne Markowitz, 818-648-0933 C



SOCALM HOLIDAY PARTY Sat. Dec 10, 2016

The Holiday Party is on Dec 10th,
from 6-9pm (give or take an hour
here or there.)



The gift exchange is always popular, and some members have perfected "stealing" down to a science. But, some members even leave with a gift they really wanted.... (unfortunately, some end up with the "coal"). Either way, the Holiday Party is a load of fun times, good food and warm friendships. More info will be coming.....

Volunteers for the planning committee are needed. Contact Rona if you're able to give some time to planning the most outrageously fun Holiday Party ever! Planning Committee will have their 1st meeting on Sun. Oct 16th, time & place TBA. Contact Rona if you can help out.



MARK YOUR CALENDAR

Time: 6:00pm - 9:00pm
Location: Rockpointe HOA Clubhouse

Mark K. is once again organizing the SOCALM elves and their Miatas to run in the 53rd El Segundo Holiday Parade. This annual event is **VERY** popular, and participating is a great deal of fun. We get to brightly decorate our Miatas (and ourselves) in keeping with the Holiday spirit. Ingrid G. will once again be “crafty” and make wheel covers for all our cars....(to be handed-out at Holiday Party). If you’ve never participated, then you’ve never experienced the thrill of the high-speed, twisty route (hmm... not really) through the center of El Segundo, smiling, waving & giving candies to all the many children who so enjoy admiring our shiny, bright “sleighs”. We all go to eat afterwards to share our tales of the scary adventure we just had...ya, right..



53rd ANNUAL EL SEGUNDO HOLIDAY PARADE

Sun. Dec 11, 2016
12:00—4:00 pm

**Plan to join us for the 2016 Parade
—you’ll have a blast!**



- | | |
|---------------------------|--------------------------|
| 10/01 Hank Bush | 10/12 Collin Stefanik |
| 10/01 Gene Valdez | 10/19 Melissa Shaw Jones |
| 10/01 David Johnston | 10/20 Brad Brown |
| 10/02 Joseph Parks | 10/22 Bari Russell |
| 10/03 David Gilmore | 10/23 Lee Reader |
| 10/04 Case van der Linden | 10/24 Joanne Markowitz |
| 10/05 Alan Crafts | 10/25 Teri Recor |
| 10/08 Carolyn F. Pearson | 10/26 Rosemarie Tribble |
| 10/08 Mike Markowitz | 10/27 Lindsay Jambe |
| 10/08 Mike Votaw | 10/27 Jim Killian |
| 10/08 Jack Goffman | 10/28 Phillip Jelinek |
| 10/09 Sandy Bagnall | 10/29 Mel Appell |
| 10/11 Pete Cooke | 10/31 John Guzzetta |

MEMBERSHIP STATISTICS



Membership

Memberships	152
Single	71
Dual	81
People	233
Cars	163

MEMBERSHIP—NEW & RENEWALS

NEW MEMBERS:

Melinda & Danny Ige	Culver City	2016 Ceramic White
Dustin Kelley	Goleta	1990 Classic Red

RENEWAL:

Melvin & Toni Appell	Encino	2006 Brilliant Black
Douglas Garfield	Placentia	2007 Highland Gree
Beth Higby	Newhall	2014 Crystal White Pearl
Ray Karimoto	Manhattan Beach	1990 Mariner Blue
Greg Keeling	Simi Valley	1994 Laguna Blue



MEMBERSHIP RENEWALS ARE NOW PAST DUE!!!!

SOCALM's ANNUAL MEMBERSHIP'S ARE DUE JUNE 1, 2016, unless you joined between December 1, 2015 through May 31, 2016 then your membership will expire June 1, 2017. A good way to make sure is check your Membership Card or go online to www.socalm.org and check your profile on the membership list.

You may use PayPal via our web site at www.socalm.org. To renew hit the square Red Button (Renew your membership now) please fill out the application and proceed to payment info and hit submit. To join and use PayPal, at the top of the site hit (Join our Club) then hit the round Red Button , or just send a check via snail mail with an club application to address below. Please either way it is important to fill out an application. For renewals if any of your info has changed; new car, address change or email change send a club application, which has more detail. If using PayPal to renew email me the application at membership@socalm.org or snail mail to address below.

SOCALM
23052-H Alicia Parkway #247
Mission Viejo, CA 92692



NEW MEMBERSHIPS ARE ALWAYS WELCOME—JOIN TODAY!



TECH CORNER - TIRES - by John Barriero



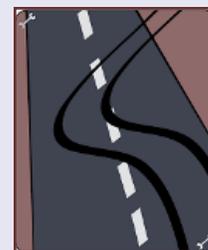
Tires, those things between your car and the road. Most drivers don't give them a second thought as long as they just keep on rolling. -but there is more to tires than meets the eye. Tires are a major part of your car's performance and safety, choosing wisely can add enjoyment to your driving; conversely, not choosing wisely can cost you performance and perhaps safety.

TIRE RATINGS: There are several ratings [or specs] that classify tires based on their intended purposes. These ratings are located on the tires' sidewall and are:

- (1) LOAD RATING:** Tires are specified by the manufacturer with a maximum load rating. Loads exceeding the rating can result in unsafe conditions that can lead to steering instability and even rupture. For a table of load ratings, see [tire code](#).
- (2) SPEED RATING:** The speed rating denotes the maximum speed at which a tire is designed to be operated. For passenger vehicles these ratings range from 160 to 300 km/h (99.4 to 186 mph). For a table of speed ratings, see [tire code](#). One benefit of having a higher speed rating is improved braking distances at higher speeds as tires will maintain their shape better and provide better stability.
- (3) TREADWEAR RATING:** The treadwear rating or treadwear grade is how long the tire manufacturers expect the tire to last. Treadwear rating is also an indication of how "sticky" a tire is; how well it grips the road surface for cornering and handling. A TW rating of 500, while lasting a long time will have very little "grip" while a TW rating of 200 or even 100 will act like suction cups and really stick to the road. Tire TW rating needs to be selected based on the expected use of the car; a daily driver will benefit from a TW of around 300 as a "happy medium" while a car that is routinely used for track or autocross events will do best with a lower TW rating.
- (4) SIZES:** This is the part that can cause some confusion so let's break it down. As an example let's use the OEM tire size in a NB2, 205/45R16. The first number [205] denotes the width and height of the tire itself. The second [45] denotes the percentage of width to height [height is 45% of the width]. The "R" stands for RADIAL ply construction while the last [16] denotes the RIM size. To this label is added the SPEED rating and LOAD range information.

One frequently asked question in the tire forums is "when do I have to change my tires?" The answer is: DEPENDS. Let's say you only drive your car weekends with an occasional long trip here and there and maybe one track event. You have only about 20,000 miles on them and have rotated them faithfully every 5K miles and they look like new -BUT they are 5-6 years old! Start shopping for tires.

Yes, the rubber compounds keep on curing and ozone, sunlight and pollution in the air are not friendly to the rubber. The result is that as soon as they are out of the mold, they start to harden which reduces wet traction and can accelerate ply delamination within the tire's carcass [the technical name for the tire structure, really] which could lead to a blow-out.



By Federal Law, the manufacture date is stamped in each tire along with a serial number. The date format is Week #, Year, thus a 3016 code translates to the 30th week of 2016. It is very important when purchasing tires that they are "fresh", no more than 3-4 weeks from manufacture. -often tires offered "on sale" at some low volume dealers are tires that have sat in the warehouse for up to a year.

TIRE CARE: Tires can live a long [mileage that is] and happy life if you follow some simple steps. The first is to make sure that your tires are properly inflated to the pressure recommended by the vehicle's maker. Most newer cars are equipped with tire pressure monitoring systems [TPMS] and will alert you if a tire is either under or over inflated.

Next comes rotation and inspection. Every 4 or 5 thousand miles have your tires rotated and balanced by your local tire store. Most will do it for free or a very nominal cost. This is the prime time to inspect for damages, nails, debris, etc. Often a nail will puncture the thread but not enough to cause a noticeable leak -but the repeated contact with the road can cause the nail to do extensive damage to the tire's plies. Best to have anything like that fixed right away.

The proper tire on a Miata will make the car a joy to drive.

MONTH AT A GLANCE



QuotesIdeas.com

OCTOBER 2016 - MARK YOUR CALENDARS

- Oct 7 Ventura Social
- Oct 8 **BIG BEAR OKTOBERFEST RUN**
- Oct 10 South Bay Social
COLUMBUS DAY
- Oct 12 SGV Social
- Oct 13 Inland Empire Social
- Oct 15 **FULL MOON CRUISE RUN**
- Oct 16 **BOARD MTG/HOLIDAY PARTY
PLANNING COMMITTEE**
- Oct 17 Santa Clarita Social
- Oct 22 **SAN ANDREAS FAULT RUN**
- Oct 26 Long Beach Gathering
- Oct 27 NOC Social
- Oct 30 HALLOWEEN AT HAROLD'S
(info below in Spotlight)
- Oct 31 **HAPPY HALLOWEEN**

Join us for good people, good food & good fun.

SPOTLIGHT— "Halloween at Harold's"

Date: Sun Oct 30, 2015

Time: 8:45—10:45 am

Place: Harold's Restaurant
2440 E Thousand Oaks Blvd
Thousand Oaks, CA 91362

Contact: Rona Dexler
Email: ronad90@gmail.com
Phone: text: 818.426.0193

A little birdie told me about this place. It's small but packs a whollop for grub! Mexican and American breakfast fare.

WHERE: 2440 Thousand Oaks Blvd, Thousand Oaks, CA 91362

HOW: From the 101 N, exit Hampshire Road. L/T Thousand Oaks Blvd. it will be on the LEFT side just past N Oakview Dr.

FROM THE 23: take Thousand oaks Blvd South R/T. It will be on the right side past Conejo School Road.

WHY: I was challenged to find the place...

WHEN: All Hallow's Eve (October 30th) 8:45 am. A bit early I know, but the place fills up fast!

Parking is a bit-o-challenging. There IS a lot in the back.

RSVP please? They do not take reservations ... (seems to be my MO)

More Info: <http://www.eatatharolds.com/>



OCTOBER SOCIALS

Ventura Social

Date: Fri. Oct 7, 2016
Time: 6:30—9:00
Place: Reds BBQ and Grillery
 3090 Cochran St
 Simi Valley, CA 93065
Hosts: Mike & Joanne Markowitz
 818-648-0933 C
Email: n6xrf@sbcglobal.net

Description: RSVP is requested not Required. Need to get the correct number of seats in the restaurant.

More Info: <http://www.redsbbqsimi.com/>

South Bay Social

Date: Mon Oct 10, 2016
Time: 6:30—9:00 pm
Place: Havana Mania
 3615 Inglewood Ave
 Redondo Beach CA 90278
Host: Mark Kozlevcar
 310-227-1064
Email: kozlevcar@earthlink.net

Description: Always an excellent dining experience, this month we are headed again to Havana Mania in Manhattan Beach.

Cuban food at its best! The bread is fantastic. Join in on the fun. The lechon is also amazing. The escabeche is unique. Enjoy some reasonably priced Cuban food with your friends



SGV Social

Date: Wed Oct 12, 2016
Time: 6:30—8:00 pm
Place: La Tolteca
 429 N. Azusa
 Azusa, CA
Hosts: Bob & Juli Davis
 909-374-3998
Email: vp@socalm.org

Description: It's been far too long since we've been here and it's a favorite of many of our members in the South Bay. I hope to see you there!



Inland Empire

Date: Thu Oct 13, 2016
Time: 6:30—8:00 pm
Place: Lotus Garden
 111 E. Hospitality Lane
 San Bernardino, CA 92408
Hosts: Ross & Patti McIntosh
 909-882-3464
Email: pattimcintosh@live.com

Description: Let's meet for Chinese food at Lotus Garden! Lotus Garden is a 5 star gold award winning restaurant located on Hospitality Lane in San Bernardino, just north of the 10. Serving delicious, authentic Chinese fare, special dinner offers serve 2 and include appetizers, soup and an entrée. Hope to see you there!

See "More Info" below for menu. Prices subject to change.

More Info: <http://www.lotusgardensanbernardino.com/cs/Satellite?blobcol=urfile&blobheader=application%2Fpdf&blobheadername1=Content-Disposition&blobheadervalue1=inline%3B+filename%3Dmenu-lotus-gar-den.pdf&blobkey=id&blobtable=Document&blobwhere=1301482254970&ss>

Santa Clarita Social

Date: Mon. Oct 17, 2016
Time: 7:00—9:00 pm
Place: Mom Can Cook Thai Kitchen
 18358 Soledad Canyon Rd
 Canyon Country Ca 91387
Host: Benny Goldstein
Email: santaclarita@socalm.org
 661 993-3390 cell
 661 252-6941 tel

Description: Join us at the MOM CAN COOK Thai Kitchen. A great Family Owned and Operated restaurant. Large portions and Reasonable prices. Let us know (if you can) that you are coming, and we'll hold a place for you.

Long Beach Gathering

Date: Wed Oct 26, 2016
Time: 6:30—9:00 pm
Place: Lucille's Smoke House
 5229 Clark Ave
 Long Beach, CA 90803
Host: Bud Martin
Email: longbeach@socalm.org
Tel: 562.233.1272

Description: Sweet Bar-B-cue



North Orange County

Date: Thu Oct 27, 2016
Time: 6:30—9:00 pm
Place: Spenser's Bistro
 6084 Orangethorpe Ave
 Buena Park, CA 92886
Hosts: Bob & Jeri Negru
 714-692-1498

Description: I think I found another special restaurant. AAA recommended it in their May magazine. This is a place you would not give the time of day to if you weren't in the know. It exists in a run down strip mall but oh the food. I believe the chef studied at Cypress College in their culinary school and went off to Roy's Hawaiian fusion food then moved on to his own place. The food changes every day or two as there is no fixed menu. Now the best part is the prices are very low.

Hope to see you there.

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 Thousand Oaks, CA 91362

****SEE SPOTLIGHT ON PREVIOUS PAGE****

Contact: RONA DEXLER
Email: ronad90@gmail.com

We have SOCALM patches!

Thanks to the efforts of Vince H, we have a large patch (10 inches diameter) and a small patch about (3.5 inches in diameter). They are \$27.00 for the large and \$7.00 for the small. Please contact Bob Davis (909-374-3998 Email: vp@socalm.org) if you are keen on ordering one, or two, or three...

I have one of each and they really *MAKE* a jacket!

Picture us all wearing them for a run or weekend event?

We'll show those other clubs!

They are sew-on, but I glued my large one with E6000. Can't seem to find my small one... (See May Reward for a how-to)...

Cheers! Rona



Financial Report — August 2016 (submitted by SOCALM Treasurer)

Beginning Balance, as of AUGUST 1, 2016		\$4,909.64
<u>Revenue / Deposits:</u>		
Dues – Renewal	400.00	
Dues – New	100.00	
Miscellaneous	5.00	

	<u>Total Revenue:</u>	505.00
<u>Expenses:</u>		
Membership Supplies-Postage	(29.69)	

	<u>Total Expenses:</u>	(29.69)
		=====
Ending Balance, as of AUGUST 31, 2016		\$5,384.95



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SOCALM Merchandise

SOCALM Café Press Merchandise is available!!
 Support your club and decorate you, your house and your car!

<http://cafepress.com/socalm>



SOUTHERN CALIFORNIA MIATA CLUB
23052-H Alicia Parkway #247
Mission Viejo, CA 92692

Driving the twisties since 1990!