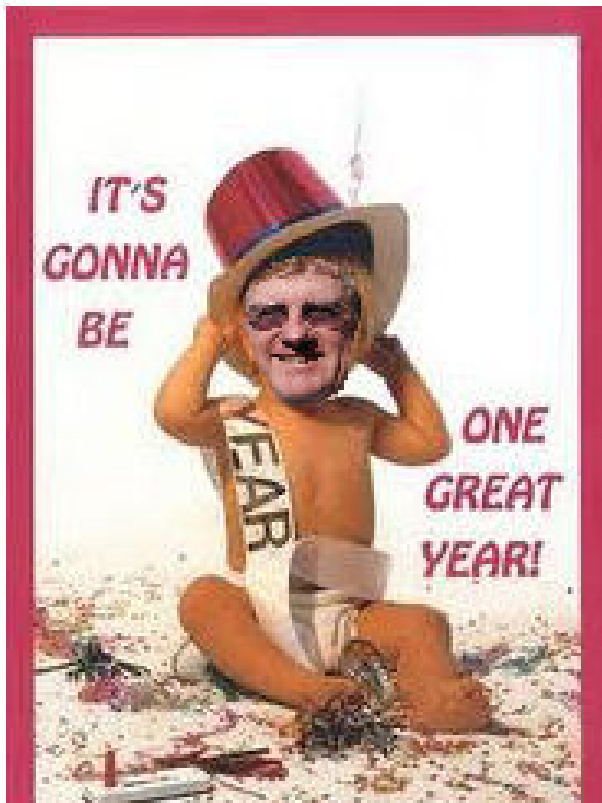




Robin's Nest by Robin George



Welcome to 2011. We are starting a new year and a new regime. This should be a very wonderful and exciting new year. We have three brand new officers with new ideas and dreams. Check out their Bio's in this newsletter.

By the time you read this newsletter S.A.M.O.A. would have had their first run of the year. A nice leisurely drive from West Sacramento, through the Delta and into beautiful downtown Lodi. We stopped at the Lodi Beer Company and tossed back a few. The building has been fully restored to resemble an 1890' era establishment. Luckily only the building was old and the beer was nice and fresh. Speaking of runs, we need to fill up our calendar with things to do. Contact our new events coordinator, Diana Loo, with your ideas and ask for her to help arrange anything you would like the club to do or participate in. We love to do things...

Even though the winter has just started, it's time to do some garage driving. Fortunately we don't live on the east coast where they have to dig out first before even thinking about the twisties. By garage driving I mean to do the minor checks and adjustments that are needed to have that Miata ready to go this summer. A little wax always helps too. You might have to do some explaining if you are just sitting in the car in the garage and making vroom sounds while holding onto the steering wheel. Don't worry about it, that's normal. I have a fan on my workbench that lets my hair (ponytail) blow in the wind. And you may want to play, "I can't Drive 55" for added ambiance. Safety tip: Do not run the engine with the doors closed. We need you at the next General Meeting. Let's have fun.

2011 Hangover Run *** January 2, 2011

By Robin George



In the spirit of past Hangover Runs, join us in a leisurely drive to start the New Year and get the cobwebs shaken out of our heads and dust off our cars. This run is nothing spectacular nor teeth grinding but a trip to exercise our Miatas and enjoy good friends. Meet at Starbucks in West Sacramento at 0930 AM on Sunday.

Starbucks

2155 Town Center Plaza
West Sacramento, CA 95691
(916) 371-2137

[Show on Google Maps](#)

Our destination is an exciting one and will be disclosed prior to departure. Please join us for the start of a New Year. Please RSVP by Noon, January 1st 2011, Robin and Jeanne George at 916-359-2627, jeanne@winfirst.com.

Robin George
President
Sacramento Area Miata Owners Association
www.sacramentoareamiata.org

Meet The BOO by Ron Petrich

I have been shamed by the other BOO members into providing this short pictorial autobiography. It is all 100% true. I figure the unvarnished truth will be easier to take than a bunch of made-up floss. You are welcome to close your eyes while reading, or at the very least squint. Here goes...



I was born at a very young age. As the first-born son, my mother and father of course were overjoyed that someone would continue the family name. However, when I was old enough to realize this, I quickly had it changed from Hcirtep to Petrich. I know, not much better.



Growing up in the Midwest, Chicago specifically, I soon developed a love of crummy, rusted cars. In fact, my family and I would accept nothing less for our basic transportation needs. My little brother Bondo, two years my junior, never had to wash dishes growing up. Little Bondo's sole family responsibility was, yes you guessed it, was keeping our clapmobiles from falling apart at the first bump in the road. And we never had to buy salt for our meat and potatoes, we just licked the sidewalk after each bite.

Back in Chicago, the driving age was lower than it is now. I had my learner's permit at age 15, and my license a year later. The first car that I could call my own, during my senior year in high school, was a three-tone Oldsmobile 98 that was at least forty feet long and weighed four tons. It came with the optional four brands of tires in three different sizes. I never knew what was meant by "tread pattern" for obvious reasons. Have you ever driven such a car on the freeway and have three blowouts at the same time and live to tell about it?



But I survived my teen and college years, only to be drafted into the Navy when I was 24 years old. I was an enlisted puke in the aviation side of the Navy, and eventually made the E5 rank of AK2. Eventually while serving, I met this really geeky Admiral.

He was a supply officer, and was fondly known as Admiral Mike. He wore a burgundy uniform which was arguably the most beautiful color uniform the US Navy ever produced. I don't know what happened to Admiral Mike, I'm sure he is around somewhere.

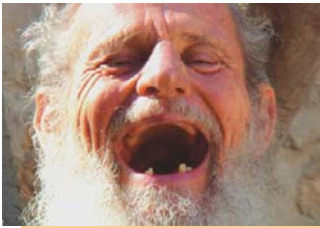




But all good things must come to an end, and the Navy finally decided they had had enough of me in 1974. Now here is where the story gets really freaky. I was released from active duty on April 1st, or so I was told. And the very same day I was introduced to the wonderful future Mrs. Ron Petrich... the lovely Mary Pat Pauly. We were wed in Buffalo, New York in December of that same year, moved to Chicago, and then relocated to Sacramento in June 1976. And yes, she is the same Mary Pat who you all have met on every SAMOA outing and event since 1999. In fact, she has never missed a

meeting. It was Mary Pat who insisted that I buy my first Miata back in February 1999, to ward off a midlife crisis. [Thanks dear, but you buy a Porsche or a Ferrari to ward off a midlife crisis – not a Miata!] My Miata and I spent countless days at the racetrack, up until it was finally sold in late 2006. Nevertheless, my crisis and I soon joined SAMOA, and I took over the club. I have been in charge ever since, despite what Robin says. Who would come to his meetings every month if there wasn't the promise of a true story or two?

And that brings us to the present day. My current Miata is black and looks like either a Miata on steroids or a Viper that has been neutered. In any case I have continued to hit the back roads and the track every chance I get. I am still a BOO member. I have the glorious title of Media Director, but no one will tell me exactly what that is supposed to mean. But the title, along with the huge salary bump they gave me for 2011, keeps me coming back to the trough for more. So in a sense, I have come full circle and have been reborn in 2011. Let's hope we have many more great years growing up together.



Meet Jeanne George

Your 2011 Treasurer

By Jeanne George



My "excitement" for numbers and accounting goes back to when I was 2 years old and my Dad taught me that $2 + 2 = 4$. He told me that it was 4, always 4, and never anything else. That worked for me, I like simple. I drove everyone crazy singing "2 + 2 is always 4!" After High School I went to work for the Post Office sorting trays of mail and dumping 70 pound mail sacks. Two months later, I started my first Christmas season working 13 hour days from Thanksgiving until New Years Day, with only Christmas Day off. In those days, all days off were canceled during that time frame. Hired at a \$1.32 an hour and time and a half for overtime, I brought home some big paychecks: course I was too worn out to spend them. For 8 years I sorted mail on the graveyard shift with Sunday and Wednesday nights off. During those years I attended college taking 2 classes after my shift and earned a degree in Business and years later in Accounting. I transferred to day shift and worked as a window clerk for 18 years. I had to maintain a \$70,000 stamp stock. We

were audited every 3 months and had a \$50 tolerance. If you were over the \$50 limit you turned it in but if you were short, you had to pay the full shortage. As my co-workers paid sums between hundreds and thousands of dollars every 3 months, I made sure that my paperwork and addition were always correct. Most times the shortages were careless errors not so much theft. Proudly in my 18 years of audits I never had to pay any money. I was promoted to the Accounting Department and worked there for 11 years until my retirement in 2003. My daily responsibility required maintaining the accuracy of over 10,000 postage meters from 365 Post Offices. The offices reported their sales and I had to verify the actual settings to the meters. Depending of the time of the month, the amounts ranged from 9 to 15 million dollars a day. There was no margin of error; the amounts had to match to the penny before we could close out the business day.

Robin (President) and I joined SAMOA in 1997 before we purchased his 1996 Montego Blue Miata. We quickly became involved with the Club and Robin learned the term "after-market products" which brought my financial expertise into play. Within a year, we led our first event and were being pressured to take leadership roles in the Club. I was elected Events Coordinator in 1999 and Treasurer in 2000. Then we decided to "just be members" for awhile as we dealt with the failing health of our Mothers. After my retirement, we decided to get involved again and enjoy the friendships of other Miata owners. However, the challenges of my personal check book became routine, so I decided to get back into working with figures and balancing reports and ran for Treasurer in 2007. For the past 4 years I have enjoyed the work and the chance to serve my fellow Officers with the confidence that we won't be required to supply personal funds to cover any SAMOA Corporation mishandlings.



A big thank you to the SAMOANS who got up early on Saturday, December 11 and joined us to travel to the VA Cemetery in Dixon to take part in the annual Wreath's Across America ceremony and to decorate Veteran's graves with Christmas Wreaths. For those of us who have attended in the past we commented on how each year the cemetery staff is more organized and prepared. Most of the speeches were still boring but kudos to Senator Boxer's representative for not showing up and eliminating at least one speech!

It was a bit foggy that morning which may have kept some people away but as a result we each got to decorate a dozen or so graves. Margie Jurach and Ellen Frosch knew of a few veterans who are interred in Dixon so decorating those graves gave extra meaning to them.

Following the ceremony we had a nice drive to Winters and a great lunch at Steady Eddys.

We'll schedule this again for 2011.

Mike DeLaurentis



Treasure Trove News

by Jeanne George

We welcome our Newest Members

Gene Barlow

Chuck and Ann Garvin

Memberships renewed in December

Paauwe, Bob and Genny

Memberships Expiring January 1st

Auyeung, Tak

DeLaurentis, Mike and Helen

Koontz, Michael

McDavid, Lonnie and Barbara

Moe, Ron and Linda

Neville, Doug

Rainbolt, Joe and Carol

Thomas, Wayne and Michelle

Thurston, Jill and Matt

Walsh, John and Bonnie Spencer

Wilson, Mike and Marlaina

Zicker, Wes and Paula



SAMOA stats: 148 Memberships, 237 members, 155 Miatas

Meet Dianna Loo

Your 2011 Events Coordinator

by Diana Loo

I would like to start by thanking Jack Parker for doing such a fantastic job as the club's Events Coordinator, he will be a hard act to follow but I will do my best.

A few of you have told me that you had some ideas for an event. They all sounded wonderful and things that we would all like to do. Please get those events on the calendar so that others can plan their event around yours.

For those who have not made suggestions, do you want to do an event for the club and share a great restaurant, road or sightseeing location or revisit a place that we have gone? Choose a date that is vacant on our calendar on our website.

<http://www.sacramentoareamiata.org/calendar.html>

Now is a good time before someone selects the same date that you want.

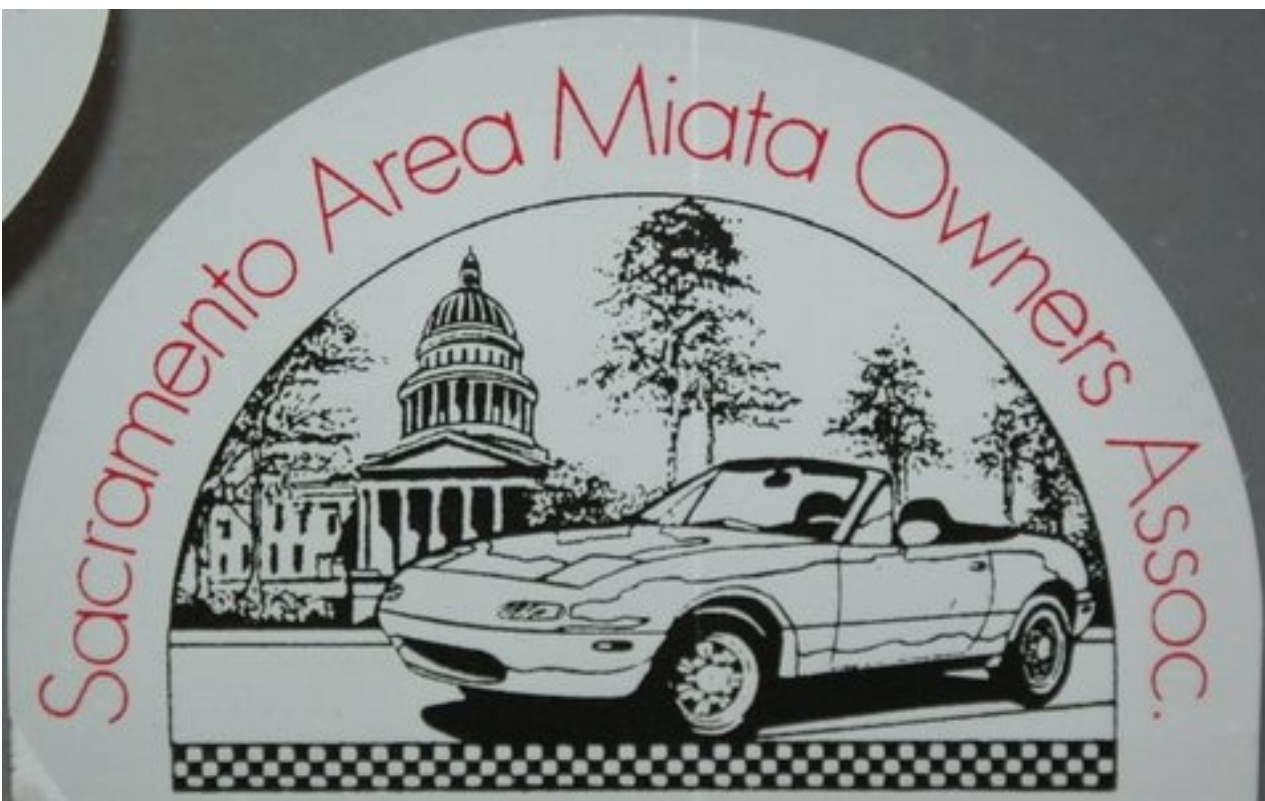
The following is a list of past events:

Super Bowl
Black Hawk Museum
Breakfast at Kirkwood
Chili cook-off
Delta Picnic drive
Drove as leader for Surprise
Empire Mine
Ft. Bragg trip
George's Surprise
July 4th parade Garden Valley
"Let's Go Girls, Sutter Creek Tea"
Moaning Caverns
Mt Shasta
Napa Runs
Old Sugar Mill
OTM Run
Redwoods
Super Bowl Run
Woodland Museums
Zoo Dessert trip
Zoo Zoom Run

If you need help planning a run, please let me know and I will help you.

Also, please eMail the event to me at di4tennis@hotmail.com and the website manager (freescopesdad@comcast.net) of your event details. The details need to include the start date, location, time and contact person for the run as well as an appropriate title. Another item that will make the run more attractive to members is a run description or purpose. Those could include sightseeing, a special twisty road, a charitable event, and a motor sports event and just about anything else you might find interesting to share with the club members.

Remember, the members of SAMOA are what makes this a fun club. So get out there and make your contribution to the club.



Meet Jennifer Sipe Your 2011 Vice President

by Jennifer Sipe

I am writing this article as my first assignment as your newly elected Vice President. I will be meeting with Mike D before the end of the year to get the details of what I have gotten myself into.

OK, a little about myself. As you may have noticed I am a joiner. Not only am I a joiner but I have a need to be part of the action. I am on the Board of Directors of a national organization for human service professionals. Not satisfied to be just on the board I am the treasurer. I am also the president of the local chapter of the same organization. This organization puts on an annual training conference somewhere in the continental US. That is where my hotel negotiation skills come from. My paid job is with Sacramento County Department of Human Assistance as the Medi-Cal Policy Specialist. That job entails writing policy and processes that no one follows. I am certified to train "True Colors" which is a personality assessment using colors. After you leave the class you not only know why you are the way you are, but you will understand why other are not like you.

My husband Mike and are members of the club because it is something we enjoy doing together. We have met some wonderful people who have similar interests. We also get to go topless and throw caution to the wind. I accepted the nomination for vice president because the president has the lion's share of the responsibility, the vice president only takes over when the president is ill or away, and as I mentioned before I want to be part of the action. My goal for this year is to carry on the great work that Mike has been doing by making the members and visitors feel welcome. I also want to encourage other to become joiners. I have often said you get out of an organization what you put into it.



Here's wishing you and yours a Happy and Healthy (especially Robin) New Year.

Meet Ellen Frosch

Your New 2011 Technical Director

By Ellen Frosch

Merry Christmas and Happy New Year to all Miata enthusiasts, both far and near. I look forward to 2011 and being your Technical Director. What's the female version? Technical Madam? Technical Queen?

While I don't have all the answers, I will be your conduit for learning and sharing information about our Miata's: everything from engines, tires, brakes, electrical, performance modifications, cupholders, etc. "Cupholders" you say? Yes. Those of you who read the forums, blogs, and various Miata websites know that cupholders are criticized in the NA and NB generations.

Here's a little bit about me and my background. I started out in engineering and have "half" an engineering degree. I could not, for the life of me, pass physics. And believe me, I tried many times. Calculus and differential equations were not a problem, but physics was a brick wall that I couldn't scale. Weird, because physics problems are the same problems you do in calculus. Go figure. So facing the cold hard facts of life I switched and got my Bachelor's Degree in Business. Then promptly went to work in the engineering and oil & gas industry in Houston.

First I worked for an international engineering company; after that a major oil company, responsible for the regulatory compliance of underground storage tanks at gas stations. I graduated from their internal tank and piping school for engineers. (YES I can do this!) At one time I even had a license for precision testing of underground tanks. This was in the mid-1980's when the environment regulations were on the increase and it virtually exploded in California. Most of my time was spent handling California compliance. A friend of



mine called and asked if I wanted to try working from the consultant side at her new office in Newport Beach, CA. So off I went. One of my first projects was a month in Guam testing the UST's for the oil company that I formerly worked for. My California co-workers were so jealous; they had visions of travelling to Guam and bringing their surf boards. Little did they know that it was working 27 out of 28 days straight, testing done from 9pm to 7am every day to minimize disruption to each facility, and 4-6 hours of paperwork and prep every afternoon. I was bone tired by the end. Boy, do I have some stories about life on Guam!

I still work with this friend today and am now Controller of the environmental consulting company. My co workers are engineers, geologists, and soil scientists. Our staff lunches are lively, insightful, and very geeky. It is a smart and fun bunch.

Meet Wayne and Michelle Thomas Your 2011 MiataTudes Editors

By Michelle Thomas



There is nothing quite as historic as a newsletter. It's a little 'permanent record' of information where memories of club gatherings and contributions are frozen in time and presented to everyone for all eternity. Not to scare you, but that's precisely why I think it's important for all club members to express themselves in the written word *at least once* in the calendar year. It shows you had a vested interest in the club and were engaged in the moment, whether it was good, bad or ugly. My little mutt vomiting on my husband during the Superbowl run comes to mind. Wayne had just agreed to help me with MiataTudes for a full year and this was our first official spirited run. Words of advice...never take your dog on a spirited run. A lot of 'firsts' for this wayward couple from Citrus Heights who had never joined a car club, let alone agree to volunteer our services. But we persevered and developed our own style of 'get 'er done' attitude...and here it is...a year gone by!

Now a little about the two of us. Wayne was born in Roseville to the calmest woman on the planet. His father was the calmest man on the planet. I was born to European immigrants whose main form of communication was yelling at each other. (Think Italians who talk with their hands or My Big Fat Greek Wedding.) This pairing has resulted in some interesting dialogue and interactions over the years. Our collective families could not be more different.

I was born in Detroit, Michigan so my interest in cars developed at an early age. All of my relatives were employed in the auto industry. Henry Ford Museum was the 'go to' place when out-of-town relatives visited. Wayne and I were childless for the first 8 years of our marriage so our interests were fast cars, fine dining and traveling. When we had our two daughters, our interests changed to mini vans, finger food and Disneyland. Our current situation puts us squarely in the small sports car demographic. Along with owning a 'cute' car, I like to garden, hike, raise chickens, bicycle and be surrounded by animals of all types. We have a koi pond, a miniature horse, dogs, cats, birds, lizards, turtles and a tropical aquarium. Wayne is seriously into biking to work and for pleasure. On clear days you will find him on the American River bike trail wearing blue spandex going very fast on a very tall bike. On stormy days or clear you will find me buzzing around town in the Miata, taking care of business. Oh yeah, I forgot, somewhere in this busy life I'm a registered nurse.

Most of all, I wish everyone a PEACEFUL and HEALTHY New Year...keep zoom zoomin'!

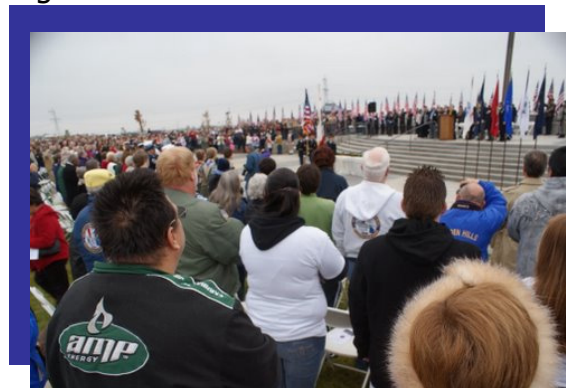
Wreaths Across America by Jeanne George

For the 4th year in a row, Helen and Mike DeLaurentis, Robin and I attended this national ceremony held December 11th honoring America's fallen heroes. This year we were joined by fellow SAMOA members Jenn and Mike Sipe, Ellen Frosch, Margie Jurach and her granddaughter Kaitlyn. The tradition provides for volunteers to place wreaths on the graves of veterans at National Veterans Cemeteries.

Each year the wreaths are purchased through individual donations from the Worcester Wreath Company in Harrington, Maine. Wal-Mart trucks deliver the boxes of wreaths to the 350 cemeteries. The caravans of trucks leave Harrington and drive to Arlington Cemetery. The tradition began in 1992 when Mr. Worcester donated 5,000 wreaths to be placed on veteran's graves.

Following an early morning departure we arrived at the Veterans Cemetery located near Dixon. Upon our 8 am arrival many people were already there for the ceremony which was to begin at 9. The time is arranged for each time zone to start the ceremony at the same time (noon in Eastern). Just prior to 9, a group of 56 veterans carrying large American flags made their way to the stage as bag pipes played. Next was the Governor's honor guard team then a minute of silence followed by several speakers. One speaker asked the crowd of men and women to acknowledge their combat service. This year, many were from Iraq and Afghanistan. Afterwards family members of the Veterans and volunteers start placing the donated wreaths.

The Dixon location opened in 2006. In 2007, our first year to attend the event, there were more than 2,000 graves and not enough wreaths. In 2008, there were 3,700 graves and this location was 1 of 3 nationwide that had full coverage of all the markers. In 2009, there were 5,600 graves all covered with wreaths. This year for the 3rd year in a row, the San Joaquin cemetery had enough wreaths donated to cover all of the 7,900 grave markers



After the ceremony we took a leisurely drive to Winters where we found the sun shine. We had lunch, laughs and shared impressions of the ceremony. In closing this was a fun outing and Thank You to Helen and Mike for organizing the event for the Club. Despite Mike's bowing out of SAMOA Officer duty, I am sure this will be on his event calendar in 2011.

Oh, by the way Mike was seen measuring a marker to determine if his chosen epitaph would fit.
"CDR Michael J. DeLaurentis, SC, USN (Ret). Owner of arguably the most beautiful (Mahogany) color Miata ever produced".



Thank You Notes...

Dear Mr. Delaurentis,

I am writing this letter to thank you for your support. The Marines of this unit were very pleased and thankful for your heart-felt gifts that you have provided. Your generosity helped bring smiles to these young men and women in a place and time in their lives when they were away from home and missing their friends and families. You are a true American and your support for America's military will never go unnoticed. From all of us in VMFA-122 "Werewolves," Thank you and may you have a safe and joyful holiday season.

*****Thanks for the supplies they were big hit and Marines enjoyed them*****

Respectfully,
SgtMaj David Cadd

7MFA-122
Werewolves



**CROHN'S & COLITIS
FOUNDATION OF AMERICA
NORTHERN CALIFORNIA CHAPTER**



December 16, 2010

**Sacramento Area Miata Owners Association
1864 Bridgecreek Drive
Sacramento, CA 95833**

To whom it may concern:

On behalf of The Crohn's and Colitis Foundation, I would like to thank you for your generous gift of \$1750.00 on 11/11/2010 towards our Camp Oasis program. Generosity such as yours goes a long way in the fight against inflammatory bowel disease (IBD) and we couldn't do it without you!

Established in 1967, the Crohn's & Colitis Foundation of America is the only private, national non-profit organization dedicated to finding the cure for inflammatory bowel disease (IBD). CCFA offers comprehensive education programs and national publications to members, and is dedicated to ending the suffering caused by Crohn's disease and ulcerative colitis. The foundation sponsors outstanding research, educational programs, and support services. Until we find a cure, our CCFA community will continue to provide the most important thing of all: hope.

It is through contributions like yours that we can continue to pursue cutting-edge research programs in our community and across the nation at major medical institutions. For more information about CCFA, please visit our informative website at www.ccfa.org or call us at 800-241-0758. We are grateful to continue our mission to find a cure for Crohn's disease and ulcerative colitis, and provide support and education to improve the quality of life of people in our area. Your generosity will enable us to move forward on this dedicated path.

Cordially,

**Tamara N. Block
Regional Director**

**** letter confirms that no goods or services were received in exchange for your contribution and your gift is 100% deductible. Our tax ID number is 13-6193105.**

5 Third Street. Suite 625 San Francisco, CA 94103

**Telephone: 415356-2232 Fax: 415-356-0880 Toll Free: 800-241-0758 Email:
ncal@ccfa.org**

National Headquarters: Tel: 800-932-2423, Email: info@ccfe.org

Internet: www.ccfe.org A Proud Member of Community Health Charities

Multiple Items

by Jeanne George

I would like to personally thank two individuals: **Michelle and Wayne Thomas**. They were SAMOA's 1st new members of 2009. Later that year, Michelle decided to take on the challenging task of following Mark Brooks as the Miatatudes editor. Mark's work commitments were taking more of his time and he was begging for a replacement. Michelle decided to give it a try although she hadn't done anything like this. The support of the 2010 BOO was behind her, because none of them wanted to do it. She submitted her first issue in January 2010. With Wayne's patience and guidance, Michelle has now published a years worth of Club newsletters. Even though she is very quiet, until you get her out of her comfort zone, she could use your help and support. She's not one for pleading, but as we venture into the New Year, how about helping her out by providing articles and photos? After all, you all have Miatas and must have driven them somewhere!

Elections

If you attended the December Annual Business Meeting you probably thought it was going to be a dull, drawn out, boring meeting. But it turned out to be full of surprises. Election Committee Chairman, Rod Gonzalez had to go to San Diego for business. Since the meeting couldn't be moved on such short notice, he convinced 2005 President Cat Black to run the election for him. She did a great job, and the process was completely legal and binding. Next the Outgoing Vice-president decided it was time to have an Official Swearing in process. Mike DeLaurentis, pictured on the left tried to lead the group as they all held onto a sacred Miata steering wheel. Notice the respect and full attention he was receiving from this group.



Left to right the newly elected Board of Officers (BOO) are: Ellen Frosch-Technical, Jenn Sipe-Vice-president, Ron Petrich-Media Director, Diana Loo-Events, Pam Hunt-Secretary, Jeanne George-Treasurer, and Robin George-President.

2010 Member Recognition Awards

This year the Board of Officers presented awards to 26 members who have provided benefit to the Club. These members were presented with silver travel mugs with Sacramento Area Miata Owners Association printed in black.

Terri & Bob Bacon: Southwest Drive to Miatas at Moab, 20th Anniversary Committee and Birthday picnic

Kathi Bell & Vince Weis: Moab Reunion and Ft. Bragg Weekend

Cat Black & Ken Johnson: Spring Fling Run, **Ken** organized 4 Go Cart Race events

Adi Damania: wrote many Miatatudes articles

Helen & Mike DeLaurentis: purchased, packaged, mailed the Support the Troops items, Placerville History, Progressive Run, Wreath Ceremony, 20th Anniversary Committee and Birthday picnic

David DeNuzzo: multiple donations to the Bear Valley Raffle, Tech help at meetings

Ellen Frosch: Miatas and Meteors, helped with the Bear Valley group run

Jeanne & Robin George: Hangover Run, President's Run, Elk Grove Car Show, Miatas at the St. Fair, 20th Anniversary Committee and Birthday picnic

Rod Gonzalez: Chairman of the Nominating Committee, Finance Committee member

Pam & Randy Hunt: Southwest Drive to Miatas at Moab, 20th Anniversary Committee and Birthday picnic

Diana Loo: 20th Anniversary Committee and Birthday picnic

Neal & Elaine Mackey: Christmas dinner party, raffle helpers for May, **Elaine** took meeting notes for 3 months for Pam

Jack Parker: SAMOA autocross, Kirkwood Run, Furlough Friday Topaz Redux, 10th Teddy Bear & toy run, 20th Anniversary Committee and Birthday picnic

Ron Petrich: Super Bowl Run, River Cats Ballgame, 20th Anniversary Committee and Birthday picnic

Jenn & Mike Sipe: purchased prizes and ran monthly meeting raffles, Southwest Drive to Miatas at Moab, 20th Anniversary Committee and Birthday picnic

Michelle & Wayne Thomas: took over Miatatudes newsletter function

Wes Zicker: Finance Committee member

Autocross Championships 2011

By Jack Parker

Since I will be leaving office on December 31, one of my last duties is to remind everyone that all the information for the club's autocross (5th annual) championships will be posted on the website and there will be no more emails from me about this event...so if you are interested in participating please email me or check the website...all the rules will be posted along as well as start time and location will be found on that site...we had 25 cars and drivers last year and we are looking forward to more this coming year...the defending overall champion will not be competing this year so the overall championship is up for grabs...this is a great way to learn more about the handling characteristics of your car in a safe controlled environment...the date for the event is April 17 and is tentatively scheduled for Mather Airfield in Rancho Cordova...hope to see you all out there...and by the way no experience is needed.

Jack Parker
Events Coordinator in 2010



THIS IS NO SH%\$ by Robin George

It seems the Board of Officers (BOO) are writing Bio's to dispel any rumors before they become public.

Mine is an extraordinary journey of accomplishments and tears. I was born in a log cabin in a little unknown village of Southern California, Long Beach. I went to elementary school at a very young age. I distinguished myself early as the best darn safety patrol in Mrs. Wilson's sixth grade class. Later I found out I was the only one who would take the job. I didn't learn as time will tell. Those were the best 8 years of my life. I thought my Dad couldn't keep a job because we kept moving around. Later I found out it was just a routine procedure for the witness protection program. I finally wound up in a high school in Western Pennsylvania. Evidentially the Appalachian Mountains are a great place to hide. **Go Steelers!!**

I discovered my dad was a three year graduate of The New Mexico State University so being a legacy I applied for admittance and was accepted. I eventually found out why no one lives in New Mexico. From there I was requested to serve my country during a time of great need (Viet Nam). I joined the Air Force so I could better assist those at home and was quickly dispatched to help our allies overseas. What a wonderful place the orient besides being an extraordinary teaching tool. After 4 wonderful but all too short years in the military service I was finally recognized for my ability and I was selected to work in a highly complex federal agency. I was employed and was taught to be a truck driver, dispatcher, supervisor, accident investigator, claims adjustor, storekeeper, Superintendent, Postmaster, and an Administrative Attorney, Arbitrator, and best of all a Golfer, City Champion Volleyball Player, and Tournament Softball Player. This plethora of internal careers kept me busy for 32 years and honored me with a retirement. But being restless and still numb I used this experience at the institution to confuse me into working for a school district as a public school bus driver. Kids are so nice as long as they are not yours. It's amazing what they know and what they want to know. We were never like that. Right?



We bought a prized 1996 beautiful Montego Blue Miata from Great Valley Mazda (now closed). The Miata is completely stock except for the aftermarket products. We quickly joined the Sacramento Area Miata Owners Association thinking it was a country club we could afford. Then at a meeting someone asked me to raise my hand, there was an election, and kazaam I was head of a very odd cult. They would drive for hours in a small compartment, and then do it again. Plus they liked to congregate in back rooms, eat, laugh and point at the people in front of them. Mainly I was elected because again no one would take the job. It was a trait I forgot I had. Thus my journey had begun. I'm proud to say the Sacramento Area Miata Owners Association is the finest Automobile Club in Northern California. The club also has the best membership group in the world. And point all you want!! Kiss Kiss

Holiday Hat Sale \$6



My hat inventory was depleted before Christmas. The supplier offered another sale and I was able to restock.

New Inventory colors available:

- Pink with black (2)
- Black with white (1)
- Khaki with navy (1)
- Khaki with black (2)
- Red with black (4)
- Navy with cream (1)
- Black with multi color logo (4)

They will be available at the **Hangover Run** and **January 13th meeting**. You can reserve yours now and I will set it aside for you. Call Jeanne at 916 359-2627 or jeanne@winfirst.com

LA Auto Show Media Days

by Genny Paauwe



I am lucky enough to have a job that allows me to attend the LA Auto Show on media days where reporters and industry experts can carouse before the slow shuffle of human feet starts on public days. This year I called the show "ironic."

Why ironic, you ask? As a regular at the show for the past 13 years, I have seen a major shift in how automakers both market their vehicles and what the car-buying public demands. For instance,

about 10 years ago automakers, including General Motors and Honda, were rounding up all copies of their electric cars in order to have them crushed despite existing waiting lists for those vehicles -- even used models. During those years, the auto show floor was crammed full of bloated-MSRP trucks, SUVs and minivans.

Now the irony: this year's show had major announcements at automaker press conferences that included the new Toyota RAV4 EV (an updated version of the old model), Chevrolet Volt, Nissan's Leaf and hybrid sedan, and Honda's Fit EV concept and a plug-in hybrid sedan. The list goes on. Further, any automaker that didn't boast a vehicle that ran at least partially on electricity was rare. Even Jaguar showcased a supercar that has some zap under the hood. And there were hardly any trucks or large SUVs to be seen.

Automaker innovation is at an all-time high and the public is demanding better fuel economy as their wallets ache from the economic downturn. Vehicles are not only safer for occupants and pedestrians alike, but they have incredibly luxurious creature comforts, eek more horsepower out of smaller engines, and spew a fraction of the pollution they once did. Manufacturers like Hyundai are really taking advantage of all the technological advancements that their competition first researches and develops -- and they then sell at a lower price.

These events always draw celebrities. This year there were sightings of Heidi Klum, Samuel L. Jackson and British Top Model Louise Roe. In years past I have spotted Tom Matano, the "father of the Miata."

As I wandered the floor and looked at all the offerings, I did enjoy seeing two MX-5s at the Mazda display. One was a PRHT and the other was the anniversary edition, the Super 20, all decked out in its race-ready attire and ready to roar.

It was a long day at the LA Convention Center, but truth be told, I never get car sick!



Our Car Trip to Long Beach and Our Stay on the RMS Queen Mary

Adi and Parvin Damania

Ever since Adi accompanied his father and middle brother to see off his oldest brother on a ship bound from Bombay to England in 1955 he wanted to know what it must be like to undertake a transatlantic sea voyage as a mode of travel. By the time it came Adi's turn to travel overseas it was already the jet age. So when the Crop Science Society of America (CSSA) announced that its annual meeting will be held in Long Beach, CA we decided to make plans. Not only would it be a great car journey, but we would also be bale to stay on the RMS Queen Mary, the legendary ocean liner of the Cunard Line. RMS = Royal Mail Steam-ship.



But first, how we got there. Poring over maps brought from the AAA, a few weeks before the longest trip we have taken in a car in U.S., soon told us that it was no big deal. It would be Freeways all the way right from the on ramp on I-5 South at Woodland to the very door of the great ship. So on a cloudy and rainy Saturday of October 30 we set out early on our 450 mile trip. Being a Saturday we did not experience any traffic problems as we cruised along I-5 South past the Sacramento inter-change. By the time we reached Stockton the rain has slowed down and soon we were driving on dry roads.

As we had had a hearty breakfast we did not feel hungry and our first rest stop was somewhere near the Fresno county line. A change of drivers was in order and after a snack of a muffin and orange juice Parvin took the wheel. As we neared Kettleman City, at the junction of I-5 and Hwy 41, we began to smell the distinctive odor of beef cattle. Parvin mentioned something to the effect that the nearby Harris Ranch steaks were great, but the odor put me completely off meat for the rest of the day! We stopped to top up our gas tank at a small place called Lebec and were ripped off at having to buy gas @ \$3.59/gallon. But it was also time for lunch so we unwrapped our hamper and had cheese and tomato sandwiches and some more orange juice lubrication. It was time for Adi to drive again. We had been on the road for more than 5 hours. The road now began to climb and we were whizzing past heavy 18-wheelers and even saw a sign that said "water available" where trucks that over heated during the climb could pull over and cool down. The drive through the Las Padres National Forest was very nice and cool as the skies opened up and the rain had all but gone.

Soon we reached inter-section where we left I-5 and took Hwy 405 South. Now the traffic began to build up as we passed the UCLA Campus, Beverly Hills, etc. We notice that drivers were getting very aggressive and if you left a good distance between you and the car in front of you, someone would come from the left or right and butt in! But we were in no hurry. Check in time

was not before 3 PM on the Queen Mary. Soon we hit Hwy 701 South for a short distance and soon we were almost the only car on the freeway as the big ship loomed in to view. We parked in a secure place (\$15/night) and checked in. We got a nice room with two pot holes facing the Long Beach Harbor.

There were free buses every 15 minutes from the Queen Mary to downtown and to the Convention Center where Adi presented a paper on participatory crop improvement, one of the areas he specializes in. Our first night on the ship was the most eventful. As the ship was built in 1936 solely for use on the trans-Atlantic run, there was no air-conditioning. The bathroom had four faucets for a) cold sweet water, b) hot sweet water, c) cold sea water and d) hot sea water! Now, who would want to wash his face or behind with sea water?! At around 3 AM Adi felt a little too hot and claustrophobic and decided to explore the ship on his own and to find out if the legend of the several ghosts of the ship was really true. We were warned by the front desk that the ghost(s) often knock on the door in the middle of the night and that popping sounds and screams are also not un-heard of on the ship. So, after putting on a night gown Adi went the full length of the ship for over an hour without encountering another being ghostly or real flesh and

blood. To our dismay, the ship does not have any movement at all. It is so fully attached to the pier. We were rather hoping for a little movement with the tides. During the day the ship's fog horns would sound with a very low frequency precisely every 3 hours after 9 am until 6 pm. The bigger the ship the lower the frequency of the note, we were told, so that mariners would know how big the ship was in the fog merely by the tone of its fog horn. The Queen Mary's fog horn sounded like the lowest note on a grand tuba!





The next day some one had been smoking in the room (which is against the rules) and set off the fire alarms! Adi was at the convention and Parvin had slept right through it. She was shocked to hear on the loudspeakers that "passengers can now return to their rooms". She called the front desk to say that she was all this time fast asleep in the room and that had there been a real fire she would not have known. Oh well. All's well that ends well, I say. It was Halloween night and we cruised downtown and went to a nice restaurant on Seal Beach. After dinner grilled salmon we decided to take a walk on the Seal Beach Pier where at 9 pm some dudes had managed to hook a manta ray fish but wanted to throw it back in to the ocean. But, unfortunately, they were unable to remove the fishing hook from the flesh of the poor fish. After half an hour when we were walking back to our car they were still struggling and the poor fish was still alive and gulping for air. We did not understand why they did not just take it home and grill it?

The Queen Mary was anchored in NY harbor harbor when WII broke out. She was sent to Australia where she was painted entirely in battleship grey and all the fittings were removed to convert it in to a troop transport. So instead of transporting 2500 passengers in relative luxury she was transporting troops 16,000 on each crossing from USA to the war theatre in Europe! During this period she was often referred to as the "Grey Ghost". She had steam turbines that churned out 85,000 horsepower and a top speed of about 35 knots which is close to 40 mph, which was very fast for those days. This speed meant that she could out run any submarines that lay in wait to attack. After the war she was put back in to service in 1948 but by then 4-engine propeller planes like the Super Constellation and the Pan Am Clipper had made air travel cheap enough to take away business from the ocean liners. One by one the Cunard Line began to sell off its big ships which is when the RMS Queen Mary was bought at auction (for only \$3.45 million) and came to be moored at Long Beach in December 1967 and later began service as a hotel and maritime museum. The engines have been removed to serve as generators somewhere else but otherwise the ship itself is in "as was" condition. You can even buy the original cutlery and china since they had so much of it left!



Alongside the Queen Mary is an Russian attack diesel-electric submarine the "Scorpion" which was decommissioned in 1994 and promptly bought by a couple of American entrepreneurs for \$1.5 million. It is a museum now and quite interesting at that. On entering the submarine a heavily accented Russian voice tells a chilling story of under water warfare. The submarine had a crew of over 60, but there are only 27 sleeping bunks. This is because the crew slept by turns. The boat could remain submerged for up to 4 days, but then it would have to surface to run its diesel engines to recharge the batteries. It is armed with one deck mounted cannon and 4 torpedoes in the front and 4 at the rear. The torpedoes cannot be loaded in to the submarine at sea, so once it has fired all 8 it must return to its base port to reload. The submarine is complete except for the real torpedoes that have been replaced by dummies (for obvious reasons). For me the most interesting part was the cabin of the "Political Officer" (member of the Communist Party) on board (there is one on board each Russian navy vessel) that was equally as "luxurious" as the Captain's. I was told the decision to attack a target has to be jointly taken between the two. There were several watertight compartments that could be closed in the event that the submarine sustained damage. I would not recommend a tour of the submarine to anyone who weighs above 180 lbs. Some of the passages are extremely narrow! In fact pregnant women are not even allowed to take the tour!



On Thursday we decided to take a catamaran to Catalina Island. We were told it would be freezing cold over the ocean, but it was very pleasant. We saw the famous casino that went out of business long ago and is now a movie theatre, and hired a golf cart and went to see the Wrigley (of chewing gum fame) botanical garden where the tycoon wanted to be buried. But his family decided otherwise so his mausoleum is now just a tourist attraction. Soon our week's stay was over and it was time to return. We were warned about the traffic jams on I-405 north on a working day and here we were departing on a Friday. But girding our

loins, we decided to start at 10 AM anyway. Everything went well for the first 10 miles then we ran into traffic that was almost standstill. Luckily, the "diamond lane" came to our rescue and it was scary driving past 5 lanes of stopped traffic in the car pool lane at 60 mph! Also, the width of the lanes on I-405 are narrower than normal so cars drive very close to each other and it is very easy to meander in to an adjacent lane if you are not concentrating 100%. We may have been meandering somewhat, because we heard someone honking at the back. Sure enough it was a very old balding man in a 1970s Cadillac that was almost half the size of the Queen Mary! Every time he came alongside us he would honk but look straight ahead hunched over his steering wheel! What a geezer! We left him way behind as we flew through I-405 in the diamond lane!



Soon we were back on I-5 and the change over was so smooth (Cal Trans did a good one here) that we did not even realize we were on I-5 until several miles later! We once again passed the Harris Ranch at Kettlemen City but decided not to stop for a steak. Our pockets were getting quite shallow after our vacation-cum-business trip to Long Beach! We made a fuel (Chevron) cum lunch stop (McDonalds) and with a change of driver continued home. We did not run into any traffic at all till we reached the outskirts of Stockton.

Miata New Year's Resolutions by Jethro Gibbs

...in no particular order...



Get the car out of the garage and go for a drive. **Be nice to S2000 owners.** Buy a Miata on Craigslist. **Clean the garage so the car will actually fit inside.** Invite a friend to join SAMOA. **Do a complete fluid change (oil, diff, tranny,**



coolant). Figure out the fast idle issues on NB's. **Sell the hardtop.** Wave to another Miata driver. **Remove the 20" wheels.** Post on the SAMOA Forum. **Paint stripes on your Miata.**



Participate in autocross or a track day. **Volunteer to lead a SAMOA event.** Drink less. **Attend the Monterey weekend.** Drink more. **Buy a new 2012 Mustang Boss 302.** Go on a Miata road trip. **Teach a teenager to drive a manual.** Write an article for



MiataTudes. **Stop phoning and/or texting while driving.** Install a Mazdaspeed CD/DVD rewinder in the dash. **Show up sober for the annual**



Hangover Run. Build a race car. **Don't speed more than twice the legal limit.** Go to Germany and drive the Nürburgring...in a Miata. **Get rid of all your turbos/superchargers/coilovers/big brake kits/etc and return your Miata to stock.** Tell a true story at

the monthly SAMOA meeting. **Buy a new Miata.** Tag a stranger's Miata in a parking lot. **Attend a motorsport's event.** Take your favorite pet for a ride in your Miata. **Check your tire pressure at least once a month.** Write a tech



article for the website. **Replace your windshield wipers.** Personalize your Miata with all the aftermarket goodies that you can afford.

And don't make any new year's resolutions that you cannot keep.

Happy New Year SAMOA!

First Birthdays of the New Year...

by Ron Petrich

Our January member birthdays include the signs of Capricorn and Aquarius.

Tak Auyeung... January 32nd
Gene Barlow... January 16th
Cat Black... January 24th
Donna Carlson... January 26th
Denise Correia... January 19th
Susan Gust... January 26th
Rita Johnson... January 15th
Christine Kane... January 27th
Mario Lavoie... January 9th
Ed Long... January 19th
Maureen Morris... January 23rd
Sally Parker... January 32nd
Bob Peake... January 22nd
Jon Somplack... January 21st
John Taylor... January 7th
Paula Zicker... January 32nd
Wes Zicker... January 32nd

