



Robins Nest

By Robin George



This is a really slow event time of the year. We really do need the rain and we really need the snow pack. Looks like this year we are going to have our wish. For driving our great sports cars in this weather it sure sucks. Have you had time to reflect? Have sat in your Miata in your garage and made engine noises? Plus on another subject, I must keep saying to myself, it was only a game.

We had two wonderful events so far (Hangover Run and Super Bowl Run) and two General Meetings. More are on the way. The events page is starting to gather some things to do in anticipation of dryer surroundings. But we need more. We have such a diverse group of members I am sure there is

something you would like to do that others would enjoy. As I've said for many years, this is your club and you are what you make it. I just answer questions, make stupid jokes and try to keep us focused. Contact a Board member and we will help you in any way we can. Some members have raised the propriety of allowing other makes of cars to accompany us on events. After all we are a Miata Club.

Yes, we are a car club and we enjoy driving our Miata's. But there are those who made different choices in the world and for some reason or other have chosen an OTM vehicle to drive. We also have long standing members who through circumstances have opted for a more suitable vehicle and want to continue to enjoy the benefits and camaraderie of the club.



We know what we enjoy and one must understand others have realized also the enjoyment we have and the knowledge that our club is the best in Northern California. They want to have fun with their choices as much as we have with ours. Embrace them and share with them the experience of driving a sports car on the fantastic California roads. Believe me, they will grow to appreciate what you have and word will get around as it already has that the Miata Club is an exciting, fun group to be associated with.

Ouch!!! USA Today Headline on February 22nd. **“If Libyan unrest spreads, gas could reach \$5”** This will hurt everyone. We will have to keep our eye on this one.



Drivers in California have already seen gas prices top \$4 per gallon in Beverly Hills and other areas.

Treasure Trove News

By Jeanne George



Treasure Trove News by Jeanne George

We welcome our Newest Members

Sandra Stewart-Stewart

John Perkinson

Josie Banez

Memberships renewed in February

Wilson, Mike and Marlaina

Thurston, Matt and Jill

Walsh, John and Bonnie Spencer

Lehman, Stew and Judy

Memberships Expiring March 1st

Clifford, Ken and Patti

Csik, Nick

Damania, Adi and Parvin

Grant, Brad

Johnson, Patrick

Jokerst, John and Joni

Neft, Martin and Niki Dragonetti

Strassburger, Dennis

Walter, Allyn and Tami

Westfall, Alan

SAMOA stats: 152 Memberships, 242 members, 159 Miatas

Do We All Have Your Correct Email Address?

By Jeanne George



SAMOA membership information is distributed by several different individuals.

If you have an email address update, please send the information to the Secretary, Pam Hunt and she will pass the information to all the other Officers. rspjhunt@sbcglobal.net

If you are reading this Miatatudes article, that means our Media Director **Ron Petrich** has your correct email address and is sending you the monthly password. If you asked another member for the password, then contact Ron to have your email address updated. freescopesdad@comcast.net

Diana Loo sends out Event notices and updates. If you are not getting them, contact her at idi4tennis@gmail.com

Robin George sends out monthly meeting reminders. If you are not receiving them, contact him at robin@winfirst.com



March Specials: Hats \$6, Polos \$9.50,
and Long Sleeve T-shirts \$8



Khaki with black (2), Khaki with green (1), Red with black (2)
Black with multi color logo (2)



X-large: 1 Royal and 1 Hunter Green



Large: 1 Burgundy and 1 Red
X-large: 1 Burgundy, 1 Red, and 1 Black

They will be available at the March 10th meeting. Reserve yours now and I will set it aside for you. Call Jeanne at 916 359-2627 or jeanne@winfirst.com

Save The Date!

SAMOA Upcoming Events

By Diana Loo

We have some new and exciting events to add to the calendar:

March 20, 2011 - Contact Jack Parker at (916) 718-1545

Competition Sports Car Club of Sacramento is holding an autocross at the San Joaquin County Fairgrounds in Stockton on March 20, 2011. This is a great opportunity to practice and improve your skills for the upcoming club championships on April 17. This is a very low key event with lots of seat time and fun runs after the competition. There are no trophies involved and not part of another series points event so no one is out for blood on this one. Just plain fun and an opportunity to ask set up questions and get some experience. Details will follow when they become available.

July 30 - 31, 2011 - Lassen Volcanic National Park - Contact Ron Petrich (916) 454-1008

Have you ever wanted to climb a mountain? Or just at look at one from up close? Well, here is your chance to do either or both. We have arranged group accommodations for up to 30 hardy SAMOANS at the Best Western Rose Quartz Inn in Chester, California, for Saturday night, July 30, 2011. The hotel is on the north shore of Lake Alminor, and just 28 miles from the south entrance to Lassen Volcanic National Park. Our plan, for those so inclined, is to make the climb to the summit (10,457') on Sunday morning, bask in the glory of our achievement, descend, have lunch, and return to Sacramento on Sunday afternoon. For those members not intererested in a summit ascent, there are numerous other attractions in the Park which are less strenuous. Details can be found here, and also at the Park's website.

The summit trail head begins at a parking lot north of Lake Helen, at an elevation of about 8,500 feet. This lot also has restrooms available. The summit trail is well marked, and is comprised of multiple switchbacks to minimize the steepness of its nearly 2,000 foot rise. It is a 5-mile round trip, and the Park staff suggest a 4-5 hour time frame for those in reasonable shape. Typical weather at the summit in late July is sunny and mild, although there may be a few patches of snow remaining. And no, you must do the summit trail on foot, not in your Miata!

We will depart at 9:00 AM from the Starbucks at 4819 Granite Drive, in Rocklin. Our route will take us north on Highway 49 to Graeagle, north on 89 and 70 to Chester. We will stop for lunch in Graeagle. We should arrive in Chester between 3:00-4:00 PM. Saturday evening we will all be on our own for dinner and entertainment. Join other couples or strike out on your own. Chester has a multitude of both casual and fine dining

On Sunday morning we plan to depart for the Park at 8:00 AM for those climbing to the summit of Mount Lassen. Those not venturing to the top can join this group or drive to the park at a later time. We will all meet for the drive home at 4:00 PM at the Kohn Yah-mah-nee Visitor Center at the south entrance to the park. Our return trip to Sacramento will take us south on Highway 89, west on Highway 70 (Feather River Canyon) to Oroville, and south to Sacramento. If you are in a bigger hurry, you are also welcome to head west to Red Bluff and return via I5

We have reserved 15 rooms at the hotel, at a cost of \$129.95 for a double queen room. The price includes morning breakfast. Please call the hotel directly at (530) 258-2002 to reserve your room. Tell them you are with SAMOA. They will hold these rooms until May 1st, after which you can continue to book on a space available basis, or find alternate accommodations. Please RSVP back to me if you plan to join us, and when you have booked your room.

March 12, 2011 - Historic Folsom - Contact Mike DeLaurentis at (916) 791-9418

We will meet at 9:30 AM at the Park&Ride near Latrobe Road south of US50 in El Dorado Hills. It is at the corner of Post and White Rock Roads. We will depart at 10:00 AM and drive to Ione where we will have lunch at the Ione Steak House in the historic Ione Hotel. From there we will drive to Folsom where we'll first tour the Folsom Historic Museum, and then walk to, and tour, the old Power House. The Folsom Museum is featuring a special exhibit "Sutter Street Secrets". The event type is a blend. Cost less than \$10. Please RSVP to Mike prior to March 10, 2011 via email or by phone.

April 9, 2011 - Bodga Bay to go Whale Watching - Contact Diana Loo at (916) 769-9537

Please check the website for complete details.

April 17, 2011 - Autocross - Contact Jack Parker at (916) 718-1545

The fourth annual SAMOA Club Autocross Championships will be held on Sunday, April 17, 2011, at Mather Field, Rancho Cordova, CA. Please go to our website for complete details.

Historic Folsom Event

By Mike DeLaurentis

March 12 Meet at 9:30 AM at the Park&Ride near Latrobe Road south of US50 in El Dorado Hills. We will depart at 10:00 AM, drive to Ione for lunch, drive to Folsom to tour the Folsom Historic Museum and then walk to, and tour, the old Power House. The Folsom Museum is featuring a special exhibit "Sutter Street Secrets". The event type is **a blend** Please RSVP to Mike prior to March 10, 2011 via email or by phone.

Forestiery/Full Moon/Castle Air Museum Event

This August 13-14 weekend-long event includes:

- Saturday morning drive to Fresno (about 3 hours)
- Tour of Fresno's [Forestiery Underground Gardens](#)
- Lunch
- Beautiful country road drive to Maripossa
- Dinner
- Night time full moon drive to Yosemite National Park
- This is also the peak of the annual Perseid meteor shower so we should be able to see this
- Sunday morning breakfast
- Late morning one hour drive to Atwater and tour the [Castle Air Museum](#)
- Return to Sacramento.

We will be staying at the *Mariposa Super 8*. Call (209) 966-4288 and ask for the \$80 SAMOA rate for August 13th. Since this is a prime vacation spot in season please make your reservation as early as possible, as rooms fill up fast.

For questions and/or to RSVP for either event contact Mike DeLaurentis at Luv2sail@surewest.net or 916.791.9418.

Whale Watching with SAMOA by Diana Loo

After much contemplation I decided on a perfect SAMOA event that I wanted to lead. It was a trip to Bodega Bay to go whale watching.

I went to AAA to get maps (remember I am map challenged), I consulted Google Maps and Map Quest and plotted out the course. I decided to do a test run and I wanted to see some whales. I have the whale watching bug ever since I went whale watching last year and saw a whale. They are truly amazing animals. The beginning part of the trip was easy. It was the route that we have all taken to Napa. It was a really nice day after all of the rains that we had. There were hot air balloons and small planes in the air and people pulling their boats up to Lake Berryessa. The trip to Silverado Trail was uneventful.

We crossed over to Highway 12 via the Oakville Grade. This road was a lot of fun but to my surprise there was patches of snow along the side of the road. I went west to avoid the snow because it had been snowing for the last few days in the Sierras. I kept reminding myself that it is only February and I did not plan to do this trip until April and that the snow would be gone by then.

Charting out the course and writing down the directions is not a simple task. One needs to note the mileage, the name of the street and which direction to turn. When we got to the end of the Oakville Grade there was a group of bicyclist who yelled at us telling us there were a bunch of bicyclists on the road and more coming down the hill. All I was trying to do was read the street sign and determine which direction to turn according to the map.

As we were driving along Highway 12, I saw the off ramp for Occidental. For some reason I thought the Freestone Bakery was in Occidental. Much to my surprise, the Bakery in Occidental did not look like the Freestone Bakery. Who would have thought the Freestone Bakery was in the town of Freestone. We found the bakery and bought our bread and went to the Tides Inn for Clam Chowder.

After our lunch break we drove to the whale watching site. It was sunning but cold and windy. We stayed for approximately 20 minutes. I asked a person who look liked he had been there a while if he saw any whales and he said no. It didn't look like people where staying there for any length of time. After I got home, I read the following about whale watching:

- Dress warmly – it was sunning and nice when I left Sacramento. I forgot how cold it can get along the coast in Northern California. (I lived in Marin County for 4 years and 75 was a heat wave)
- Bring binoculars – last year, I was on a boat, the whale swam up to us and played a game of chase with the boat. The captain of the boat did say that finding a whale in the ocean was like trying to find a needle in a haystack – he did have a fish finder.
- Be patient – I guess 20 minutes was not enough time. Plan to take about 1 – 2 hours for a whale sighting.
- Bring friends – apparently it helps to have a lot of people looking for the whales. That was true of the boat. Hopefully, the weather will be warmer, the snow melted and when we get to Bodega Bay we will see a whale or two.

Coming this Summer.....Assault on Mt. Lassen

July 30-31, 2011

By Ron Petrich

I have decided to organize a trip not only to, but on top of, Mount Lassen. I have posted the details to the website. I hope at least a few of you will accompany Mary Pat (yes that's right) and I to the summit. A hike to the top is guaranteed to give your Miata enough Karma to run trouble free for the rest of the year.

Have you ever wanted to climb a mountain? Or just to look at one from up close? Well, here is your chance to do either or both. We have arranged group accommodations for up to 30 hardy SAMOANs at the Best Western Rose Quartz Inn in Chester, California, for Saturday night, July 30, 2011, group rate of \$129.95 including breakfast. The hotel is on the north shore of Lake Alminor, and just 28 miles from the south entrance to Lassen Volcanic National Park. Our plan, for those so inclined (get it, "inclined"), is to make the climb to the summit (10,457') on Sunday morning, bask in the glory of our achievement, descend, have lunch, and return to Sacramento on Sunday afternoon. For those members not interested in a summit ascent, there are numerous other attractions in the Park which are less strenuous.

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Coastal Cruise

by Jennifer Sipe

This year's Coastal Cruise hosted by Denise Correia included Miata owners from as far north as Carson City and as far south as San Diego. Several clubs were represented as well. They included the San Joaquin Valley Club, Southern California Club, San Diego Club, Delta Club and of course SAMOA (sorry if I missed one). Samoans included one of our newest members Chuck and Ann Garvin, and Sally Schimmel, as well as Skip Noyes, Pam and Randy Hunt and Mike and Jenn Sipe. Oh and of course Denise who brought her father Gene who has become quite the regular on these runs.



We started out in Fresno with 39 cars where the fog was thick and the air was cold and wet. Thankfully as we got closer to the coast the sun did come out and we were able to go topless for awhile. When we got to the lunch stop in



Atascadero the run was officially over for the day but as we often do we clumped together in smaller group and went in search of the twistiest way to get to our evening stop in San Simeon. By the time we got to San Simeon we had picked up more cars along the way for a total of 45 cars. Sunday morning started with rain and about ½ the cars headed north to Monterey. The sun seemed to know when we wanted to stop because we were able to take pictures at Seal Beach where sun bathing is OK for some no matter how cold it is and Ragged Point which was breathtaking. The rain really started to pour around Big Sur so we didn't stop. The Hunts and the Sipes broke off the group and snagged an extra day at Pacific Grove. The rainy weather gave us the opportunity to take in the Monterey Aquarium where the seahorse and jelly fish exhibits were awesome. A beautiful end to a great run.



Are you thinking about making performance modifications to your Miata?

An interview and insights on mods (Part 1 of 2)

By Ellen Frosch, Technical Director

The February poll asked people to identify what performance modifications they made to their Miatas. As of this writing, 9 stated they made intake and exhaust mods, followed by 8 who modified/upgraded wheel/tires, brake rotors/pads, and braces. If you are thinking about modifying your baby, we will talk to a few club members who have been down that road. This is the first installment of a two-part series, interviews with Jack Parker and with Robin George on modifying your Miata.

So Jack, tell us a little bit about yourself and your Miata(s).

I was born at a very young age (*he,he,he*). Sally and I were married in 1972 in Carmel and have spent all our married lives in Northern California, first in the San Jose area, then Santa Cruz, before landing in the Sacramento area. We are both retired teachers from the Elk Grove District. We didn't own sports cars until about 1995 when we bought a really overweight Dodge Stealth. That was later sold and we started looking for a fun car. We tried Civics and others to be used as a commuter and a car we could later give to one of our kids for a college car. On a whim I stopped at the Roseville Mazda dealership and the rest is history.

We have two absolutely wonderful young men, a daughter-in-law you can only dream of having and a granddaughter who is 5 months old today and is perfect. Michael, our oldest is in Seattle and J B, who I enjoy racing with, is here in Sacramento. I enjoy the performance and aggressive driving events in the club, although I am mellowing on those too. My wife likes the more calm events and going to the restaurants at the end of runs. We are pretty involved in the car hobby as we did over 70 events last year. She will also gladly talk about Taylor, our granddaughter, if prodded gently.

So, when you purchased your Miata, was it stock?

I have owned 8 Miatas of various years...92, 93, 94, 96, 97, two 99s and the current 07. Every one was stock when I bought them. As you probably already know they didn't stay that way for very long except for the first 99 which is the first one I bought.

Did you know at that time what you wanted to do to the car or did the revelation come later? If so, what triggered the itch to make changes?

On the first 99 purchased back in 99 when I first joined the club, there were only thoughts of making it look pretty so as a novice I went out and bought "pretty" wheels. For some reason the car behaved way differently when we got the "pretty" wheels on the car. This is a case of doing something without the proper research, so I started looking at what was wrong. I discovered that I had just replaced fairly light OEM wheels with 16-lb monsters. Dumb idea. So the car began a transformation until someone did something stupid and it got totaled. I proceeded to look around and found another 99 and that is when the ideas started flowing. It was kind of a forced education but that was when I first started modding my cars.

Tell me a little bit about all of the performance enhancements that are on your car?

This is the only car that is basically stock. We have had really big blowers on our cars, little blowers, every kind of suspension mod you can name, interior mods both decorative and performance like seats and harnesses, pedals, gauges and you name it, they have been on the cars. The current car is faster than any car we have ever had around the mountain twisties and the autocross course and is technically a bone stock Mazda option package only available to the 07 SV or Sport model of car. It is called the MS-R. It involves installation of RX-8 sway bars, stiffer springs, a MazdaSpeed torsion dif, oil cooler, and rear cosmetic wing, Koni single adjustable shocks and since the rules allow a new muffler we replaced the stock unit with a Roadstersport single outlet that saves about 20lbs.

I suppose that when you get in the car and on the road, you can "feel" the difference. What's that feeling?

It is quite breathtaking in the difference in performance. I am VP of a Corvette club with a few ex law enforcement types and a couple of ZR-1 owners and they teased me good naturedly about the Miata until one day when we were on one of the trips we periodically take up China Lake Road and I gave them each a 30 second lead. They kinda stopped kidding me when after about 5 miles I was on them. The performance difference is incredible. It is really exhilarating. It totally transforms the car. The only car that I have driven that gives me a greater sense of handling confidence was the Lotus Elise.

So...what's it like on the track?

This car has never seen the track because most events require a roll bar and this one does not have a typical roll bar. The factory roll hoops do not pass tech except for a few like Bonnie's events. We devote most of our time now to solo events. All I can say about that is that we have beaten up on a few Corvettes and more highly modded Miata's several times and that feeling is pretty good.

If you had to begin again with a stock Miata and could only make two performance enhancements to start with, what would they be and why?

Suspension and tires. The whole car is so dependent on cornering ability and traction which really determines the most critical aspect of a Miata which is momentum. Being able to adequately keep up speed through a corner is the thing that makes a car like a Miata so much fun to drive.

Is there any other advice that you would give club members?

Oh boy, don't get me started on this one. So many of the club members go out and start buying stuff without proper research. When asked this question I give three pieces of advice. Driver education is the most important mod you can make to the car and the driving experience. So many owners think that going out and getting lots of performance stuff is going to make them faster. I learned the hard way through experience. Improving your skills is tantamount to making the car go faster. Autocross is the quickest way to get experience and improve your skills in a controlled environment. What happens when you go into an over steer situation, how do you correct, what do you do to correct the incessant under steer of our cars when pushed too hard into a corner. Second, if you are trying to improve the car "bang for the buck" purchases are a must. You can go out and spend \$2000 dollars a corner for Penske's for your suspension but will that actually make your car better than spending \$800 total on new ground control coilovers and Koni single adjustable shocks? A lot of owners also go out and get stuff they really don't need just to say they have it. Do you really need a certain mod or does it just sound great when talking about your car? And finally ASK SOMEONE ELSE who has a car that behaves and you can't keep up with that driver on Hwy 128 on the way to Napa. Find out what they have done.

Super Bowl Run

By Jeanne George

On Sunday, February 6th, the annual SAMOA Super Bowl Run to the Napa area was held. Over the past years, this event was organized and led by Media Director, Ron Petrich. However, Ron was scheduled to be in Chicago with his family. As a result, Events person Diana Loo and President Robin George hosted the event.

Rumors were heard, that some Honda S2000 owners were interested in joining the Miatas for the day drive. When Robin and I arrived 40 minutes prior to the departure time, we found 6 Honda's in the McDonald's parking lot and only 1 Miata (Diana's). Obviously the S2000 people were anxious for the adventure. Soon the Miata people began arriving. By the 9 am departure time there were 31 vehicles consisting of 20 Miatas, 10 Honda S2000's and Ralph and JoAnne Gingrich's Mercedes. Although the sun was bright, it was cold and windy for the beginning.



Part of the 46 people anxiously waiting to hear Robin tell them where to go!



Outside Davis, Robin found an area of the road which allowed for the group to reorganize. After leaving McDonald's many were separated by local traffic and lights. Because of the bad weather back east, Ron's trip was canceled and he volunteered to do the "sweep" duty for the first leg of the trip. Once Ron gave the "all clear" the group of 31 cars headed out all in a row.



Next we arrived at a school parking lot past the town of Winters. This area was great for the group to drop the tops down and look at the cars. Robin informed the group that we would now divide into 2 groups: the adventurers which he would lead with Ron as sweep and the 2nd group which Diana would lead with Vince Weis and Kathi Bell as sweep. The 4 vehicles were identified and the people headed to their cars and lined up behind their chosen leader. Amazingly, the adventure group had 15 cars and the sightseers had 16. Fortunately for me, SAMOA member Renee Araiza offered me a ride in her Miata which allowed for harmony in the George family and me not getting car sick. THANK YOU Renee.

The weather couldn't have been better. The sun was bright, the fields were green and full of flowers, and traffic didn't present a problem. Diana kept the sightseer group together as we followed the route. We arrived at our mid-stopping point as the vehicles positioned themselves into multiple rows in the front and back parking areas. Some people parted from this area to another adventure: Cat Black and Ken Johnson headed to the Napa Wine Train, while Ralph and JoAnne headed to Napa for lunch and shopping. The main groups headed back to Winters.



Back parking area



Front parking area with the sightseers group



The long line formed for the bathroom as others fueled their selves.



The group ended the event at the Round Table Pizza in Winters. Some headed for food as others headed home for the bowl game activities. Robin received many complements from the SAMOA people and the S2000 group regarding the enjoyment of the drive and the driving pace.

Web Stuff

by Ron Petrich

Greetings! There are a few new items on the website this month that I want to draw your attention to. First off, with regard to our web polls. The February poll asked the membership to indicate the types of performance related modifications they have made to their Miatas. The pollee was asked to select as many choices as applicable. I received numerous emails from members asking why we didn't have none as a choice. Another member pointed out that because multiple choices were allowed, we could never be certain how many members are both valid concerns, and information, but the poll was we have not had a poll yet membership responding. And not modify their cars with of this poll was to gauge the popular, or most frequently fun poll, but also to give us a interested in for possible tech Sadly, the number of poll is quite small. We are what performance options are most popular with this small group. Maybe it applies to the entire population of performance-enhanced Miatas. Or maybe not. The results are posted on the SAMOA website at www.sacramentoareamiata.org/polls.html. For future polls, please send me your ideas, and we will get something online.



actually responded to the poll. These perhaps we would want to know this designed for something else. First off, that had more than a fraction of the we know already that many members do performance add-ons. Rather, the goal type of performance mods that are most added. We created this poll first as a clue as to what you the members are discussions or even tech day activities. members who have responded to this able to see, among the 8-10 respondents,

There is a link, www.sacramentoareamiata.org/ndmiata.html on our home page to a photo gallery of pictures of possible fourth generation (ND) Miata renderings. these pictures and/or drawings have floated around the far corners web for the last year or so, and as we find new ones we will post you see something out there that is not in our gallery, please send picture and we will add it to the gallery.



Most of of the them. If me the

At the February meeting I was asked to say a few words about Monterey Week, which takes place in August of each year in Monterey, California. At the time of the meeting our calendar did not have this event documented. That has since been corrected. For information go to



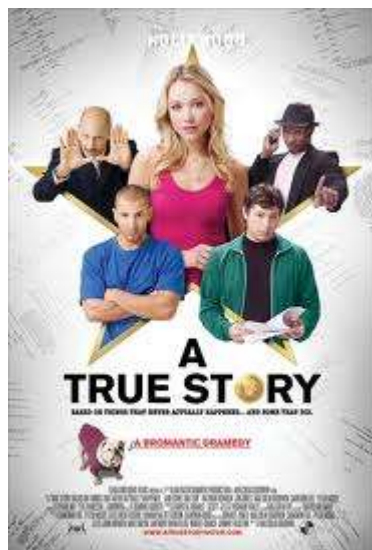
www.sacramentoareamiata.org/event_montereyweek2011.html. The page has links to all the relevant sites for more information, including the Miata corral which is hosted each year on Saturday of the historic races by MazdaUSA. This year the majority of activities will take place Friday-Sunday August 19th, 20th, and 21st.

I want to remind our members once again about our Tech Talk page. This page was set up so that members could submit some of their unique solutions to technical issues with regard to their Miata. So far only one member, Bob Bacon, has submitted an article. The other topics are taken from the web. The page is coordinated by [Ellen Frosch](#), our Technical Advisor. Any and all subjects are welcome. Did you find and install a new and/or unique aftermarket item for your car? How is it working? What was involved in the install? Did something break on your car that surprised you, or was difficult to diagnose? How did you solve the issue? Is your car unique in some special way (of course all of our cars are unique in every way, however...)? Why not write an article about why and how (especially how) you modified it? With all of these possible submissions, pictures (the more the merrier) are welcome. Our tech page can be found at www.sacramentoareamiata.org/tech.html.



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Just to reiterate, the SAMOA website is your club's face on the internet. If there is something that you think should be added, please don't hesitate to let me know. We have added several additions over the last four years or so that have come from club members' suggestions. The site needs to keep evolving and adding new content in order to continue to grab your interest. If I don't hear from you, I may just be tempted to add a few true stories as filler... not that there is anything wrong with that.



BEHIND THE WHEEL, THIS CAR MAKES YOU FEEL LIKE 007 HIMSELF!

By Adi Damania

(Not to mention the added bonus of all those exotic young ladies as your bedmates). An American banker and car enthusiast, Harry Yeaggy, last month has paid \$4,103,000 to buy the British master spy James Bond's most famous terrestrial vehicle at a London auction. The Bond car, a 1964 Aston Martin DB5, which boasted revolving license plates, an ejector seat, rotating tire slashers, oil slick extruders, and a bullet-proof shield, featured in films "*Goldfinger*" and "*Thunderball*". The silver Aston Martin DB5 is still capable of 145mph and 0-60mph in 7.1 seconds. It was previously owned by a Philadelphia broadcasting boss Jerry Lee who had paid only \$12,000 for it in 1969. The movie "*Goldfinger*" itself was made on a shoestring budget of \$3,000,000 including the car, and grossed over \$51,000,000! Both pretty smart investments, no?



Standard equipment on the normal Aston Martin DB5, when introduced, included reclining seats, pile carpets, electric windows and a fire extinguisher. All models had 4 seats and 2 doors. The UK recommended list price of the sports saloon (coupe) in December 1963 was £4,248 (\$6850), the convertible available the following year was £4,562 (\$7350) including Purchase Tax. And old Indian saying goes "When eggs were a dime a dozen, I did not have a dime".



Our Yeaggy, the new owner, is a car junkie, his family couldn't even afford a car when he was a child. His first set of wheels was a '58 Ford.

Yeaggy's newest car is rare to begin with - only 983 hand-built 1964 DB5 models were ever produced. But his new wheels are one of only two that had an ejector seat activated by a little red button in the gear shift. The original car was stolen from an aircraft hangar in Boca Raton, FL, so only this one legally remains of the two. That's awesome.



The combination of beautiful Italian design, British engineering, and clever gadgets from studio special effects expert John Stears set the tone for Bond films and the publicity almost certainly saved Aston Martin from one of its perennial financial crises in the mid 60s. The car has a straight six 4.0L engine and a ZF 5-speed transmission. Three SU carbs produce all of 282 BHP, propelling the car to 145 mph. It was the standard Aston Martin power unit with the launch in September 1963 of the DB5 (145 mph was a considerable speed for a production car in those days). Sure my Miata "Blue Bell" can do that with 100 octane gas and a little tail wind, she has yet to appear in a film though, let alone a Bond film!

"An ejector seat? You've got to be joking," says Sean Connery as Bond when the Aston Martin is introduced to him by the actor Desmond Llewelyn as Q (the master gizmo gadget designer in the film). "I never joke about my work 007," Q coldly replies. Llewelyn died in 1999. Nevertheless, it was the ejector seat that captured the imaginations of generations of Bond lovers.

After his winning bid was accepted, Yeaggy revealed that he had made "a last-minute decision" to fly into London for the auction, and being there personally he had spent "a little more than I had planned" although the car was expected to fetch close to \$5 million. He explained: "I thought a European would outbid me. But I guess they didn't appreciate Bond as much as we Americans do."

Yeaggy, says he will take the car for one last spin in London before it goes to his private car museum in Ohio for storage. And having paid out such a sum, he said he was determined to get his money's worth: "We're going to fire the car up and drive it round the streets of London. We're going to have a bit of fun with it." Heaven forbid he should run in to one of those black London taxi cabs. Those are built like a tank!

Bond's creator, Ian Fleming, had originally envisaged his British spy in a Bentley, but the Aston Martin was preferred by film-makers for its enthralling combination of Italian design and British engineering, analysts say. A less sophisticated version of the car was available in the UK since 1963. It also had a top speed of 145 mph.



After filming of “*Goldfinger*” was completed in September 1964, the Aston Martin DB5 was sent on a two-year, around-the-world publicity tour. With Eon Productions starting filming the next Bond film, *Thunderball*, Aston Martin decided to retro-fit.

As far as the car itself goes, it’s not a desperately good Aston Martin and its high value makes it difficult to drive it much as a fun car. Astons are nosebleed expensive to keep on the road and the gadgets make this car even more so. Stears’s special effects are undoubtedly impressive, but we need to remember that none actually work in the true meaning of the word. The machine guns never fired, the bullet-proof screen was anything but, and that ejector seat scene was an expertly filmed mock-up with a stunt man in action.

James Bond is the fantastical Peter Pan of spies. If he was 30 in 1964 he’d be 76 now, hardly an age to be leaping about foiling Auric Goldfinger or the Russian counter-intelligence agency SMERSH. Yet the super-spy is still a highly

potent symbol of virility – hence no surprises that all those rich, overgrown schoolboys were lining up to buy a bit of the Bond myth in Battersea Park, London. As for me? I’ll keep my Mazda Miata, it’s a lot simpler, and cheaper to run and maintain. Now, if I can only find an ejector passenger seat..... nah! I am no Bond! Besides, my fate would be sealed if I pushed the red button on the gear knob by mistake and Parvin flew off in to the air!!

March Birthdays

by Webmaster

Quite a few SAMOANs celebrate birthdays in the month of March. Those born before March 21st are born under the sign of Pisces. If you are a Pisces you never throw anything away, you are a recluse, way too easy going, and you are overwhelmed by the enormity of the universe. The sign over the rest of the month is Aries, opinionated, adventurous, lover of fast food, never boring, and hot tempered. Let's see who we are talking about...

Tak Auyeung – March 32nd
Dennis Best – March 31st
Rosemary Best – March 31st
Patti Clifford – March 13th
Mark Cutler – March 22nd
Steve Fassio – March 20th
Jo Freeman – March 24th
Connie Gaetz – March 15th
Betty Hoffman – March 4th
Dave Howe – March 21st
Gale Hughart – March 27th
Ken Johnson – March 20th
John Jokerst – March 17th
Joni Jokerst – March 2nd
Jeff Kilty – March 4th
Richard McCamey – March 13th
Barbara McDavid – March 24th

Aries

March 21 to April 20

SYMBOL - The Ram
ELEMENT - Fire
PLANET - Mars

Qualities Of Aries

Self-Confident, Ambitious, Spirited, Adventurous
Spontaneous, Assertive, Daring & Charming

Lucky Color - Red
Lucky Stone - Diamond, Ruby
Lucky Day - Tuesday
Lucky Number - Nine



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Pisces

February 20 to March 20

SYMBOL - The Fishes
ELEMENT - Water
PLANET - Neptune

Qualities Of Pisces

Compassionate, Selfless, Sympathetic, Artistic,
Intuitive, Carefree, Imaginative & Joyful

Lucky Color - Sea green
Lucky Stone - Aquamarine
Lucky Day - Friday
Lucky Number - Three & Six



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Dawn Nichols – March 14th
Jack Parker – March 27th
Sally Parker – March 32nd
Ben Patterson – March 23rd
Ronnie Patterson – March 7th
Lynda Pike – March 28th
Micah Rousey – March 17th
Rex Rowland – March 4th
Denise Russell – March 32nd
Richard Russell – March 32nd
Drew Simpkin – March 11th
Alice Somplack – March 8th
James Spratt – March 23rd
Matt Thurston – March 13th
Cameron Tyer – March 28th
Tom Tyer – March 28th
Tami Walter – March 18th
Jean Wright – March 14th
Paula Zicker – March 32nd
Wes Zicker – March 32nd