



Show Me Your Curves

VOLUME 2, NO. 2

Start Your Engines...

*...It's time to go
topless*



Plus...
*Slow Window Fix
Our First Spring Tour
And more....*

**SPOTLIGHT ON
2002 SPECIAL EDITION**

Gridlock - Miata Style



Here's an old photo of the Miata faithful gathering at the Mazda Proving Grounds in Miyoshi, Japan in 2009 to celebrate the 20th Anniversary of the Miata.

You Gotta Read This!



Just two months after being a Member's Profile subject Wendy's car is a write off!!!

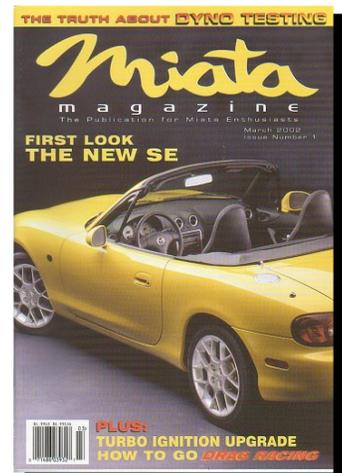
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Here seen on the cover of
Miata Magazine





Lookin' Ahead

Our Spring Fling Cruise is just around the corner so it is time Ladies and Gentlemen to start your engines!

Spring Fling Cruise - April 16

Initially, our first cruise of the new season was to be a route around Lake Muskoka beginning in Bracebridge and travelling south to Gravenhurst and west to Torrance where the group would stop in at the Photography studio of George Popadynech for a brief tour before moving onto lunch. However due to logistics the studio tour portion of the cruise will not take place at this time. We intend to arrange a showing of George's work at a future cruise.

We will head down to the Severn Bridge area briefly before stopping into Marmalade Skies in Bala for lunch. Afterwards we will circle back home via Port Carling. The estimated driving time is an hour and a half plus time for lunch. (of course, ice cream is optional)



Here's an example of George's work entitled "Moonlight at Dawn" (Meeko Island - Lake Muskoka)

Ladies Only Cruise - May 1 (to be confirmed)

That's right we're organizing a Ladies Only tour leaving from Bracebridge and cruising the back roads to the town of Rousseau where a stop for lunch and perhaps a little shopping before heading home via Port Carling.

Photo Club Session - June (to be confirmed)

The Muskoka Photography Club has been approached and their membership would like to use our cars for one of their photo sessions. They will pick a scenic location in Muskoka, a cruise will be organized to the site and pictures of our cars will be taken by members of the photography club who will provide these digital images on a disk. Hmm perhaps we could generate a calendar.

Ottawa Cruise - June 18 (to be confirmed)

Our first overnight tour is beginning to take some sort of shape although much work is to be done before we can announce the tour details.....stay tuned.

Membership Update

We would like to welcome the following new member:

Paul Bennett

Utterson

Red 1990

A brief reminder as of March 1st there is a \$35 membership fee due. We would appreciate it, if you haven't already done so, to submit a cheque for \$35 made out to Miatas of Muskoka and forward to Laurel Bauldry at 78 Beaumont Drive, Bracebridge, P1L 1X2 . Please note this fee is for the household not a per person basis.

Miatas around the World

A look at what's happening in the world of Miata

Mazda Miata MX-5 Ice Racing -

Clear blue skies glistening snow and polar temperatures of -31°C . provided the right conditions for an exhilarating festival of drift and control as a total of 20 modified Miata MX-5 topless roadsters, tuned for driving on ice, participated in a four-hour race on the 5 km grid on Lake Kallsjön, Sweden, this past February.

The Miata MX-5 roadsters were piloted by teams from 26 participating nations, among them motor journalists with racing experience, and TV fans and readers who won tickets to the event in special contests. The four-day event near Åre, Sweden included two extensive training sessions, a qualifying session to determine pole and starting positions, along with the race itself which was divided into two sessions. The team that completed the most laps during the four hour race was declared the winner.

While early on it looked as if a team from Australia, after dominating Day 1, would take home the chequered flag, a late-race spin allowed a Russian team to pull ahead and complete the most laps around the three-mile circuit within the four-hour time frame to win.

The Aussies however did win the hearts of everyone by wearing swimming trunks over their racing overalls – in honour of summer down under – and driving with a tiny kangaroo mascot fastened to the top of their car's safety cage.

The Belgium team displayed the consistently good driving you would expect from last year's MX-5 Open Race winners, coming from far back in the pack to take third.

And to think, we put our cars away for the winter.....



The 20 modified racing Miata MX-5 roadsters set to start



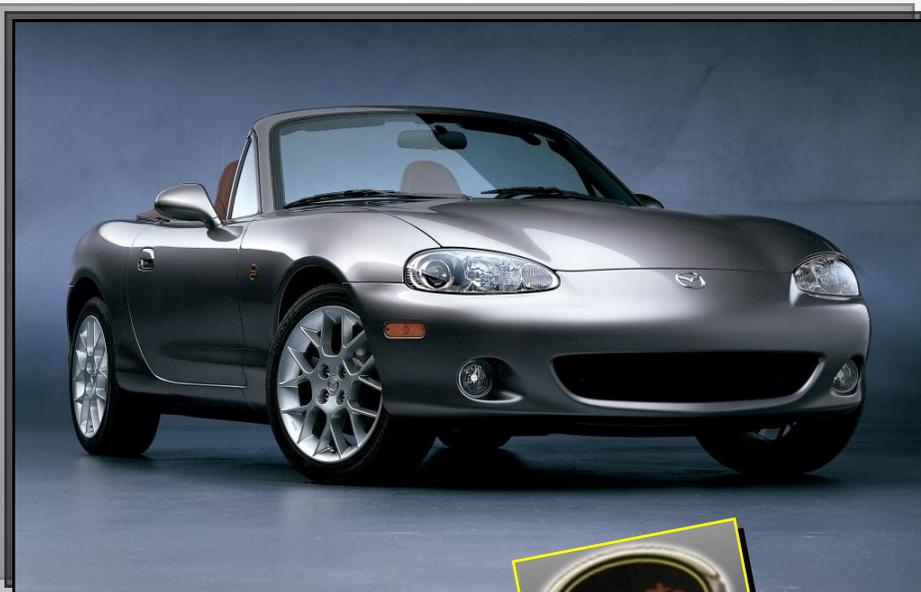


Spotlight On

2002 The Year of the Specials

The 2002 Chicago Auto Show tradition in February of that year was the showcase introduction of two new Special Edition (SE) models. Both are limited-production versions of the world's most popular sports car and come equipped with a host of unique features.

For starters, both of these special Miatas include all the items of the LS and wear exhilarating paint jobs: one is Titanium Grey Metallic, the other Blazing Yellow Mica. The Titanium Grey SE model comes with a deep saddle brown leather faced interior and door panels and the Blazing Yellow SE had, for the first time in the Miata's history, a black leather interior. The seats on the black leather SE even carried the Miata logo embroidered into the seat back in silver.



**2002 Special Edition
Titanium Grey Metallic**



**2002 Special Edition
Blazing Yellow Mica**



Additional features of both 2002 Miata SE models are a standard in-dash 6-CD changer with 200-watt Bose® AM/FM/CD audio system, a six-speed manual transmission, chrome fuel filler door, custom 16-inch Enkei alloy wheels and Mazda's exclusive Special Edition badges



Also included are two-tone, three-spoke NARDI® steering wheel, a NARDI® leather shift knob and hand-brake lever, white gauge faces with aluminium accent rings on the gauges, aluminium door handles, aluminium foot pedals and foot rest as well as aluminium scuff plates. Also part of the SE equipment on both models was Air Conditioning, Torsen® limited-slip differential and fog lights. A body appearance package and ABS brakes were available as options.

In the USA production numbers for these Special Editions were 1491 for the Titanium Grey Metallic (this vehicle was not available in Canada) and 1000 units of the Blazing Yellow Mica (Canada was limited to 250 units).

Not Special Editions but Special Order

For the first time in the US market, Mazda offered a custom order program for the 2002 Miatas. From September 13, 2001 till October 15, 2001 the Mazda website let the customer customize their Miata and select any normally offered colour or chose one of two Special Order colours, Vivid Yellow and Laser Blue Mica that were only being offered through the program.

The Vivid Yellow is not the same as the Sunburst Yellow from the 1992 model it was the same Yellow available on the 2001 Mazda MP3 however the paint code for Vivid Yellow is identical to Sunburst Yellow, hmmm? The Laser Blue Mica was also a current MP3 colour. The finished Miatas were sent to dealerships based on the order's zip code in about 14 to 18 weeks. The total production of these two special order colour Miatas is quite small, 239 units for the Vivid Yellow and only 152 for the Laser Blue Mica colour. This often confuses potential buyers into thinking they are the Special Edition models of 2002 when in fact they are not.





Happy Trails

MUSKOKA'S RUGGED COAST

Big Chute & Georgian Bay

Start & End @ Port Severn

Approx. 50 km / 30 miles

About 1 - 2 hours depending on number of stops

1. From Port Severn, travel north on Highway 400 to Exit 162
2. At Exit 162 take Muskoka Road 34 east to Big Chute, and watch the Marine Railway in action
1. Return on Muskoka Road 34, cross Hwy 400 and continue west on Muskoka Road 48 to Muskoka Road 5
2. Right on Muskoka Road 5 to Honey Harbour
3. Return down Muskoka Road 5 to Port Severn

Tour Highlights:

- ◆ The incredible Big Chute Marine Railway, which gently carries boats right out of the water and up or down almost 18 metres of Muskoka granite hillside
- ◆ Picturesque Port Severn, which is the last lock on the 386 kilometre Trent-Severn waterway and the gateway to Georgian Bay
- ◆ Honey Harbour and the heart of the 30,000 Islands, including Beausoliel Island, which is the crown jewel of Georgian Bay Islands National Park



Big Chute Marine Railway



Moon of Beausoliel Island

Russell & Jayne Sieber



The Spotlight was on the 2002 Special Edition this issue so it is only appropriate to profile a member who owns one of these unique vehicles, Russell Sieber.

This particular Miata was originally sold out of Mazda of Muskoka and was kept by the original owner for most of its life seeing occasional duty as evidenced by the low mileage (58K Km) when Russ purchased it last August.

The second owner, from Bracebridge, decided it wasn't for him and he wanted to sell it. He was actually having trouble finding a buyer so contacted the Dealership for some advice. Russell, who has worked there since July 2006, found out about its availability and bought it.

He claims *The Price was Right!*

Russell first became interested in Miatas after the purchase of a used Mazda GLC Sport sparked his interest in the brand and he's loved Mazdas ever since. I suppose working at a Mazda Dealership keeps that interest piqued no doubt.

Russell admired the sportiness of the Miata and the reasonable cost of ownership so when the opportunity presented itself last summer Russell became a Miataphile for the first time.

He enjoys his prime example of this unmolested Special Edition using it as his daily transport during the summer months.



Did you Know

Jay Leno Owns a Miata!

(Thanks to Glen Turner, Miata Club Phillipines and the now-defunct Mazdasport Magazine for this write-up of Jay Leno's observations on the Miata. this article originally appeared in Mazdasport Volume 2, Issue 4 from 2005 - Ed.)

No joke - he loves this car!

By Jeremy Hart

Almost all car buffs know The Tonight Show host, Jay Leno has a legendary car collection, from rare Bugattis and Duesenbergs to his monster Tank Car. One of his most cherished cars is his late brother's Mazda MX-5 Miata. He also has an RX-8 and as the new Miata reaches the dealers, Leno talked Jeremy Hart through his passion for Mazdas.



It's all about less being more. I like the Miata because it's the only sports car in which they haven't used horsepower to solve all the problems. With almost every other car, when they have trouble with it, or it just isn't selling, they just add gobs of horsepower to it.

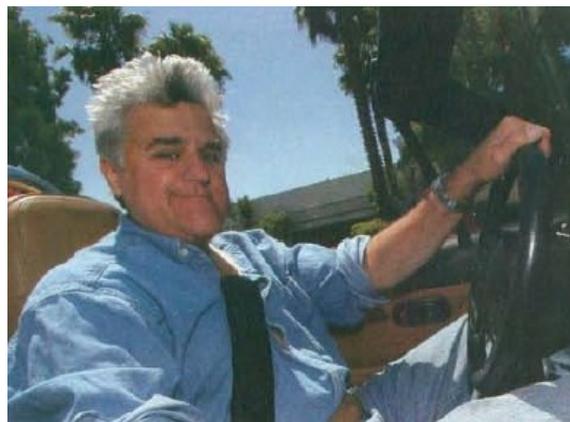
'You've got the Mercedes Coupe moving a little slow? You come out with CL65 with 604 HP. Bad handling? Put a Hemi in it.'

With the Miata, that doesn't really seem to be an issue. Although the horsepower's gone up a little bit over the years, it's one of the few cars you drive where horsepower really doesn't seem to be the issue.

It's one of balance. Because cars are so powerful now, there aren't many cars that need to use all the power all the time, to keep it in boil. When you drive a new Porsche or Corvette, or any of those cars, anything past a third throttle to a half throttle, you're in jail already. With the Miata, you can whip the gear box around, bring the ass end around and slide it a little bit and have a great deal of fun with it. And if you do manage to damage it, well it's not the end of the world. I mean, there's a Mazda junkyard less than three miles from my shop and i can get anything I need.



I've got an RX-8, and it's the same thing. It's only 238 horsepower, but there's such a lightness to the touch and to feel of it. It is really, I think, one of the best. Both the RX-8 and the Miata are the best-balanced car in the world. They just seem to fit exactly right. I think many experts will tell you, and I think this is something not many super car owners will admit, but I will admit, I think the Mazda's got the best gearbox of almost any car produced. It's extremely short, you never miss a gear. It's extremely predictable. Click click click, Click click click. And the fact that you use it a lot makes it enjoyable. You feel connected to the car.



My Miata was my late brother's. He got it in '96 and like most people, I had that 'hairstylist car' kind of reaction. "What did you buy that for? Why didn't you get an MGA Twin Cam or something? Something that will leak oil and catch fire? "

Like a lot of people, I came a little late to the Miata party, and had that incredible snobbery: "O sure it's got twin cams, but it's not the same twin cams as Lotus!" And then Pat got the car. He put a supercharger on it, sway bars and some handling stuff. And every time I went home I love driving this car more and more and more.

Now that I have inherited it, I drive it quite a bit. I use it when, and this sounds dumb, I use it when I have park my car somewhere. For me, cars tend to be a great form of recreation. You take a Porsche Carrera or Ford GT, you go out in and go a huge circle, you go 150 miles on windy roads up through the hills, and then you always back to the same destination, then you lock it in the garage. It's not a car you can actually park on the street and leave, if you care about it at all. It's a bit like bringing an attractive woman in a mini skirt into a club. If you go the restroom, your constantly looking out the door and making sure no other guys are talking to her and you hurry up and get back there. But with the Miata, it's a car you can actually drive, and park, and people may throw it a cursory glance occasionally but no one will hit on it.

So now there's a new MX-5 / Miata. I think it's very nice. Like everything else it's a bigger and a little wider but I think the sense of balance, the sense of proportion, is still there. I haven't driven it yet, but I'm sure by using lightweight materials and all that type of things they've kept. I mean, this is the cash cow isn't it? This is the best Mazda they've ever built. It's the most popular sports car in the world.

The great thing about the Miata is, to us who lived through the first model, that is a refreshed version of it. But to a whole generation of people, it will be only version that they know. All this heritage is wonderful for guys of a certain age, but to another generation of people, It's really just an ancient history. This is the sports car of record and the only difference is they work hard to keep it away.



Helpful Hints - Stiff or slow window fix

By Tom Howlin

Almost every Miata will eventually develop windows that are difficult to wind up and down or travel very slowly if they are power windows. The usual fix is to remove the door panel and spray the cables and rollers with white lithium grease. Although this often provides some improvement, many people report it helping very little or not at all.

Because I've experienced the exact same symptoms, and eventually broke a cable end off a particularly stiff manual window, decided to try and figure out why this was happening to begin with.

The cause of those stiff windows is actually its travel through the upper channel in the "vent" window area (for those not old enough to remember vent windows, it's the little triangular shaped window in the front of the door). While it doesn't seem like that little channel could create slow or stiff windows, there is actually a logical reason why it happens.

Everyone has noticed that when riding with the top down, there is a back draft of wind created, thus the development of wind blockers. Well, that same back draft that is blowing your hair backwards (and isn't that a great look?) is also blowing dust and dirt directly into that little channel. Over time, it builds up on the felt in there, causing increased resistance to the window traveling through. Most people think the answer is to then spray the same white lithium grease into the channel. This gives very temporary relief and then the problem quickly returns, often worse than before. That's because the spray grease attracts and holds dirt very quickly.

The good news is that this is one of easiest fixes ever for an inherent Miata problem. For years, Honda has used a grease called Shin-Etsu for lubricating rubber/felt/silicone parts with great success. I had previously used it on a very noisy targa top on a Corvette and figured it couldn't hurt to try.

I paid \$15.80 for the tube you see pictured which should last the normal Miata owner a lifetime. If you have some need to have multiple Miatas like me, you may need to replenish your supply every ten years.



I first thoroughly cleaned that channel with a large q-tip (got about two dozen of them from my doctor) using denatured alcohol. Once all the old lithium grease and its imbedded gunk was gone, then applied a very light coat of the Shin-Etsu grease with the same large q-tip, distributing it evening throughout that channel. The improvement was immediate and dramatic and this on a car with power windows where I had already done the relay upgrade without the relays helping the speed at all.

It's been six months of top down, bad weather, cold weather and even some snow thrown in for good measure and the windows continue to operate as new. On my one manual window car, I can roll the windows up with one finger now, much as I remember them when new.

I believe if you get in the habit of cleaning the channels and reapply the Shin-Etsu once a year, the incidence of broken cables and regulators will plummet. The cables become frayed because of constantly applying so much pressure to overcome the friction, same with regulators. Better one \$15 tube of grease over a lifetime than several hundred dollars of cables/regulators. I believe it will also keep the switch on power windows from failing or burning the contacts because there won't be the increased pull over the contacts from trying to overcome too much drag.

It's also probably a good idea to periodically lube the cables and rollers themselves by removing the door panels and using your spray grease there, where the areas are protected from the wind and perform a much different function than the alignment channel. I've put this particular task on my 30,000 mile maintenance interval.

For Sale



2000 SPECIAL EDITION - Lady Driven!!

THIS IS A STUNNING, LOW MILEAGE VEHICLE!

IT IS LOADED WITH OPTIONS SUCH AS TURBOCHARGER, POWER WINDOWS AND LOCKS, POWER MIRRORS, MANUAL TOP, CLIMATE CONTROL, AM/FM RADIO W/ CD PLAYER, AND CLEAN CHROME WHEELS!

PLUS ALL OF THE SPECIAL UNIQUE FEATURES OF THE SE MODEL!

THE MAHOGANY MICA EXTERIOR MAY HAVE A FEW SCRATCHES FROM LAST WEEK'S RUN ON THE ORIGINAL FACTORY PAINT HOWEVER, THERE ISN'T A PANEL ON THIS CAR THAT HASN'T RECEIVED RECENT ATTENTION. THE TAN LEATHER INTERIOR HAS BEEN VERY WELL KEPT WITH ONLY MINOR STAINING.

AN ADDED BONUS: THE AIR BAGS RECENTLY TESTED!

ALWAYS GARAGED IT WAS FEATURED RECENTLY IN SHOW ME YOUR CURVES.

YOU WON'T BELIEVE THE PRICE!!

YOU CAN BUY WITH THE CONFIDENCE OF KNOWING THAT IF FOR ANY REASON WHATSOEVER YOU AREN'T COMPLETELY HAPPY WITH THIS CAR WHEN YOU GET HERE AND INSPECT IT TO YOUR COMPLETE SATISFACTION, JUST LEAVE IT WHERE IT SITS!

Please call Wendy TODAY at (705) 555-1234

Miataholics 12 Steps

By Tina Csomo

Step 1:

We admitted that we were powerless over our beloved roadsters, and that our lives have been consumed by the sweet little things we have parked in our driveways and garages.

Step 2:

Came to believe that a forced induction system more powerful than ourselves could make us hungry for more horsepower.

Step 3:

Made a decision to turn our will and our lives over to any aftermarket supplier willing to arrange overnight deliveries.

Step 4:

Made a searching and fearless look at our cheque books and VISA statements before the spouse could get to the mailbox.

Step 5:

Admitted to our fellow club members and ourselves the exact mods we have done, and which ones we plan on next!

Step 6:

Were entirely ready to remove any excess weight from the chassis necessary, so as to get a better auto-x time.

Step 7:

Made a list of all winding, hilly roads in the area, and make arrangements to ride them all.

Step 8:

Made direct amends to the angry spouse who discovered the VISA statement by giving them a set of keys to their new 10th AE.

Step 9:

Continued to take personal inventory of all expendable funds to help pay for a Robbins top, and a dual-tipped exhaust.

Step 10:

Humbly asked Dealer Alternative for an FM ECU and a Stage IV Turbo.

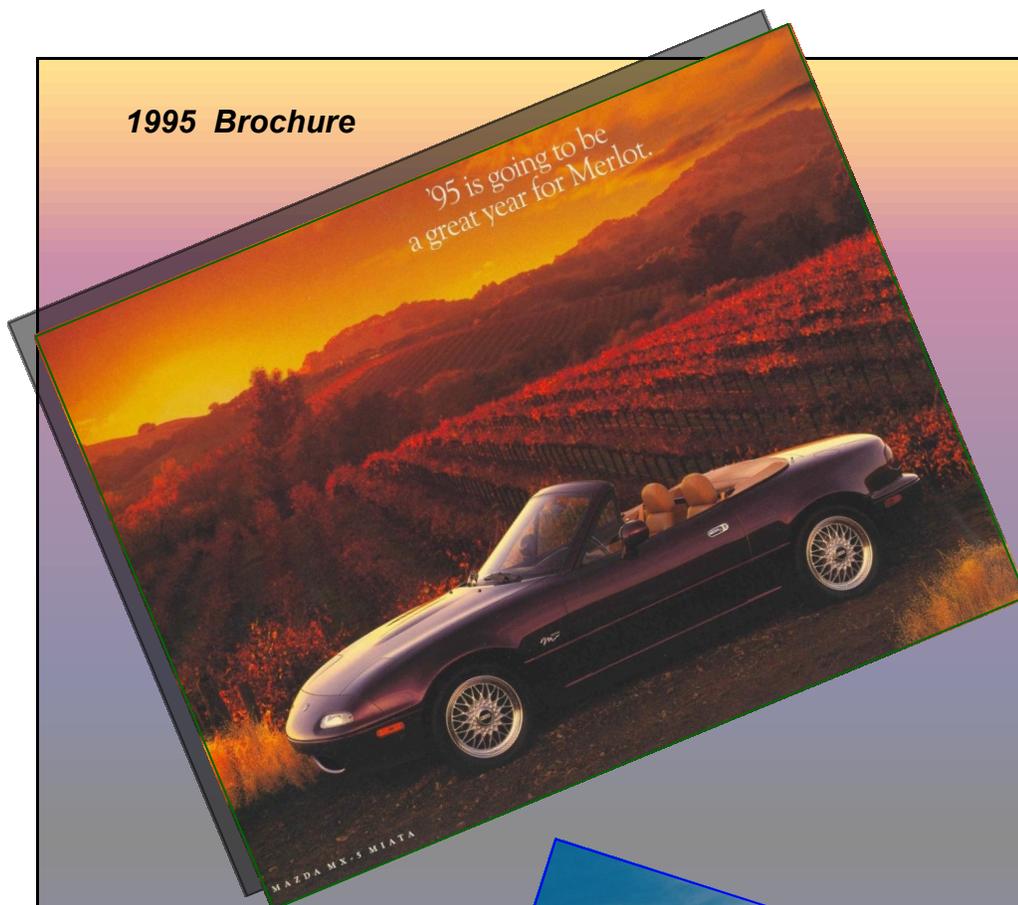
Step 11:

Sought through consistent contact with the club members any means necessary to get even MORE Horsepower.

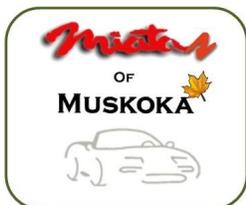
Step 12:

Having had a revelation that you should have bought the car a long time ago, embarked on a quest to spread the "disease" of Miataholicism to friends and family. After all...you always wanted to start a club!

1995 Brochure



2010 Brochure



"Join us because of the car, you'll stay because of your friends"