

NEWSLETTER OF



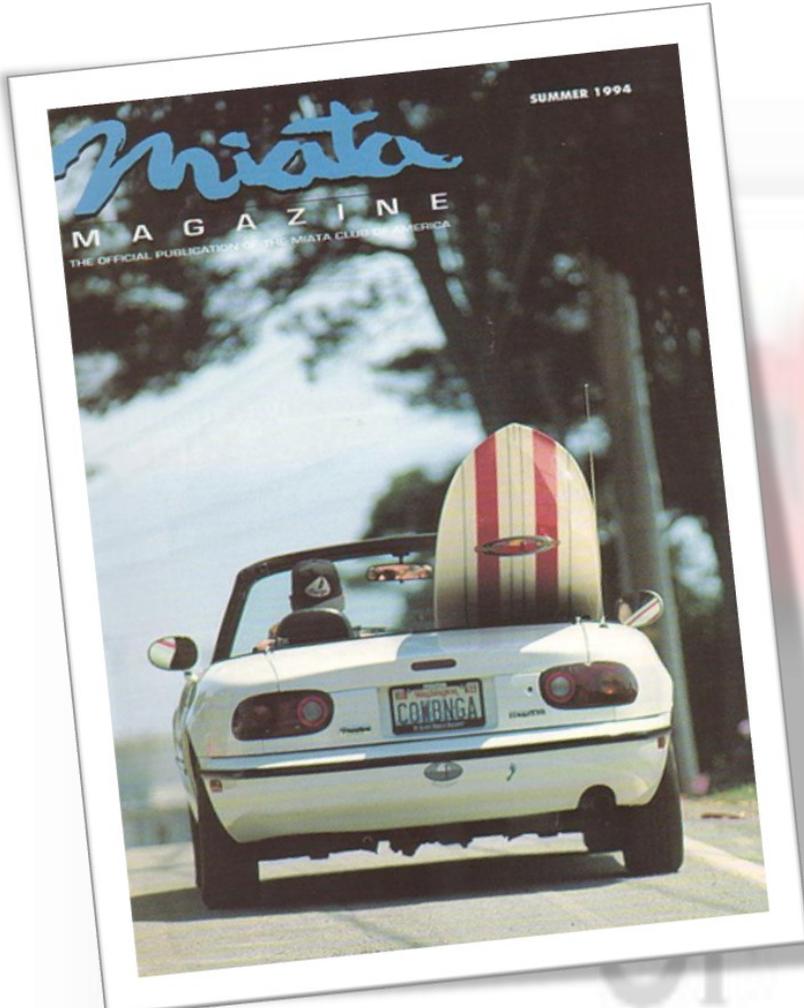
Show Me Your Curves

VOLUME 3, NO. 6

Cruisin' into Summer



*Plus...
Miatas at Laguna Seca
The PRHT
And more....*



This cover from the 1994 Summer Edition of Miata Magazine uniquely defines our theme this month of "Cruisin' into Summer".

I particularly like the vanity plate.

On the Cover



This month's cover is from Matt Kwok, a photographer (& Miata owner) based in Vancouver, of Jordan Fok's 1990 Miata

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We want to hear from you about this newsletter. Please use the Feedback Link to submit any comments, concerns or questions.

Thank you



[Feedback Link](#)

You Gotta Read This!

Terrific Weather for our Spring Fling!



See Page 3

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In the Rear View Mirror

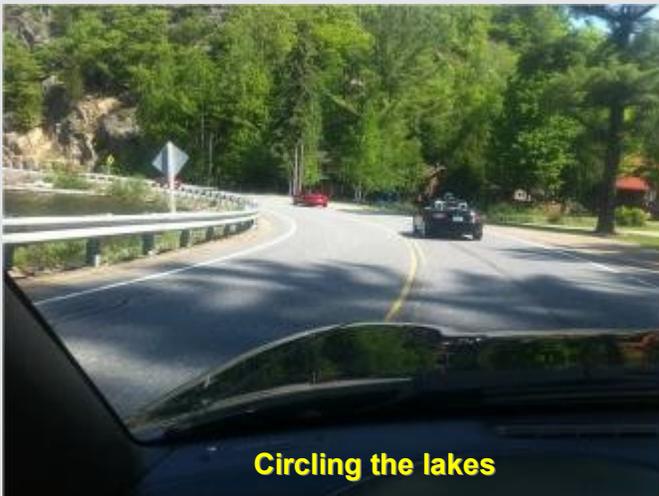
Spring Fling - May 26

Our Spring Fling was a great success this year as we had the date moved back a month in hope for better weather. It worked, as we had perfect weather and an great turnout of sixteen cars forcing us to divide into smaller groups for the first time.

Gord Bauldry took us on a trip around the three major lakes stopping at Burnt River for some butter tarts, in Bala for a pit stop and photo op before leading us to the Wharf in Gravenhurst where we dined in the sun on the upstairs deck of Boston Pizza. The entourage included several members who were joining us for their first cruise and by all accounts it was enjoyed by all. Our "official" club videographer, Dick Smyth, has posted a video on You Tube [here](#).



Pre-cruise meeting



Circling the lakes



Welcome to Miataville



Lunch deck side on the Wharf overlooking the RMS Segwun



In the Rear View Mirror

Spring Fling - Con't



Ready, Set, Go



Just Cruisin' into Summer



Ice Cream Run

The destination chosen for our first ice cream cruise of the year was Zanetti's General Store in Port Sydney where our caravan of 8 cars were met by a local photographer looking for some fodder for the newspaper (we'll let you know if we make into next week's edition).

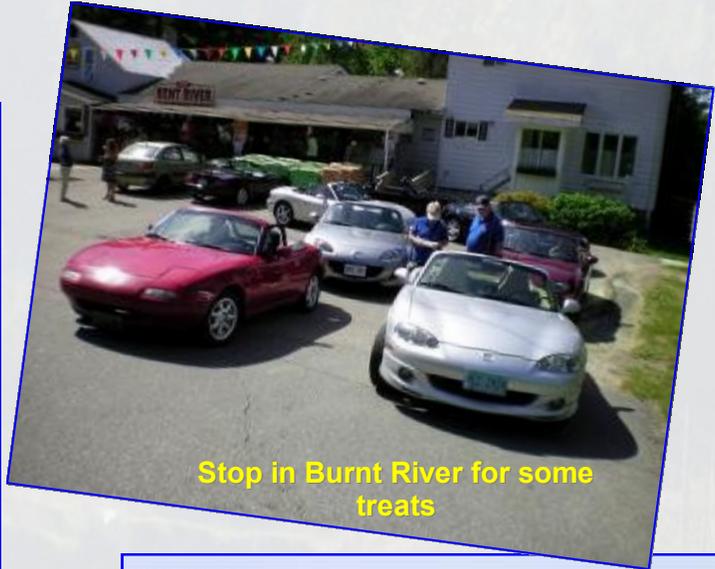




Spring Fling - Pictorial



Anxious Members gather before the run



Stop in Burnt River for some treats



Pit Stop in Bala



On the Road Again...



Yumm...lunch



Group photo taken at the Gravenhurst Wharf



Lookin' Down the Road

Here's a look at a few of the events we are looking at *Down the Road*.

New Initiative - Impromptu Mid-Week Cruises

A good number of Members are often available to go cruising during the week and have shown interest in doing just that so we'd like to introduce the "Impromptu Mid-Week Cruise". If you are available for a particular weekday, the weather looks promising and would like to go for a run with a few other Members who may also be available & interested let us know the night before (or earlier). We'll publish a bulletin to the membership and solicit other members who are interested in coming along to join you at a pre-determined location.

Parry Sound - June 23 (CD - Bill Glassford)

Our cruise this month is up to the Parry Sound area lead by Bill Glassford in his new black 2006. We will take a back roads route up to the wharf area and stop for lunch near the waterfront. Details, when completed, will be forwarded to all via e-mail.

Manitoulin Island Parry Sound - July 14/15 (CD - Bob Macaulay)

We now have a volunteer as a Cruise Director for this trip as Bob Macaulay has stepped up and has already made a number of arrangements guaranteed to make this the most memorable cruise yet. If you intend to partake in this cruise and have not yet informed Bob we urge you to do so ASAP. You will also have to make reservations for hotel & ferry (info will be provided).

Ladies Only Cruise - July 22 (CD - Heather Frazer)

The second Ladies cruise last year was a huge success on this weekend so they wanted to do it again. Heather tells me she has something special planned for the ladies.

Welcome to Our New Members

We are still growing strong as we hit the 30 car milestone plateau this month spread amongst our 29 Members as of June 1.

We would like to welcome the following new members:

David & Diane Phillips	Huntsville	Red	1990
Faye Smith & Carl Fischback	Minden	White	1992
Enno and Marina Hoekstra	Gravenhurst	Copper	2006
Jim and Cathy Beaulieu	Dunsford	Red	1991

We also have a couple of other new members, well *kinda*. These folks have traded in their Miata for newer models.

Bill & Ruth Glassford now own a Black 2006
Dick Symth now owns a Red 2004 Mazdaspeed

Miatas around the World

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

Miatas at Laguna Seca - as see and heard by Terese Mac Davis of *Just Miatas*

Put together 300 Miatas, a huge crowd of Miata fans, some rain and wind, a wet racetrack, and what do you get? You get to race your car on one of the most-loved race tracks in California. On Friday, March 30th, 2012, we headed over to Monterey for the Miatas at Mazda Raceway, Laguna Seca event. This weekend of Miatas was started in 2009 as an Anniversary celebrating the Miata. It was such a popular event, that it's becoming an annual Miata owner's chance to race, show off their cars, and hone their driving skills.



Miatas on and off track. They're everywhere!

They say there were about 300 Miatas there. Most drove up, but a few cars were trailered in. There was a big crowd from the San Diego club and from BAMA (Bay Area Miata Association) who hosted the Friday night BBQ but only a few of us from SAMOA (Sacramento), a few from across the country and a few independents.

Wow! It's impressive to see so many different Miatas, all in their race gear. There were famous cars too including the only '91 concept color yellow Miata. I saw it the next day on the track. It was the most luminous yellow I've ever seen, very pale and pearly.



**This is Keith Tanner's Flyin' Miata Team Car
Keith is a former UMA (Ottawa) Member**

Saturday morning, bright and early, we drove over to the track in the rain. With hundreds of Miatas traveling just 8 miles, you wouldn't think so many of us would get lost!

We finally found the track and moved into Vendor Alley and into our racing garage. The racing garages housed the vendors and the race teams all in a running line from one end to the other.



Miatas at Laguna Seca - Con't

The original prototypes for the 1990 Miata were on display. These were the possibilities for the first 89/90 Miata.

We got to know a lot of Miata people. My friend Skip, who is the Clearwater Speaker rep, introduced me to Tom Matano, the Father of the Miata. I gave him one of my books and *he* asked for *my* autograph! I asked if he would give me his autograph too, on my car. So, Tom Matano, the chief designer of both the 1st and 2nd generation Miatas, SIGNED MY CAR! How cool is that? Mr. Matano even sent me an email thanking me for 'saving all those Miatas for future generations'.



Tom Matano asking for my autograph, wow!



A racer returning from the track

Although it rained all day Saturday, Sunday turned out sunny and windy and cold. Nobody cared. The racers got plenty of track time, and they opened the track during lunch and after the last race for parade laps.

I hadn't been on a track in years, but Carolyn and I jumped into the car zoomed out of our garage and joined the line. Then we were on the track!

They usually don't let the cars go very fast during parade laps, but everyone was following the rules and they just let us go. I went 70 mph the whole way through the corkscrew turns. It was exhilarating. I drove as fast as I could and I didn't scare myself this time. We had a blast out there with everyone else for about 45 minutes. I'm not a racer, but this was FUN! I can sure see what attracts all the racers to Miatas.

Moss Motors has an excellent video of the weekend at <http://www.youtube.com/Video207>.

For more details on the event, visit www.miatasatmazdayraceway.com.



Terese entering the Corkscrew at Laguna Seca



Prototypes on display at track

Helpful Hints - *Clearshield* Paint Chip Protection

By Bob Macaulay

As new members of *Miatas of Muskoka*, Carol and I attended the AGM on April 15th with considerable interest. I got into a brief discussion with Michael Topping about the "*Clearshield*" protection we had installed on the front end of our 2010 GS last year, which led to his request that I write an article about that for the next *MoM* newsletter, so here it is.

Because we live outside town in Huntsville, we must travel on about 2 kms of dead-end gravel road to get virtually anywhere. Thus, protection from stone chips is a very real consideration for any vehicle, let alone for a very low car like the Miata, for which paint chip protection can be an issue even on paved roads. We had our brand new Miata on the road for less than a month last year when we had already picked up a couple of noticeable chips courtesy of stones which fell out of a loaded gravel truck going the opposite direction on a paved rural highway. So, I investigated paint chip protection products, via on-line research about what after-market options are available, especially vinyl clear-coat film products which would provide sturdy paint protection without affecting the appearance of the car.

After visiting the websites for the Trillium Miata Club and the Underground Miata Network (Ottawa club), I discovered that among the list of recommended suppliers of goods & services on the UMN website is a company called *Goldwing Autocare* located on Colonnade Road in Ottawa. Their website can be found at <http://www.goldwingautocare.com>, and among their products and services is a paint protection film called "*Clearshield*", made by a U.S. company called *SolarGard*.

Here's an additional link which provides some detailed information about this product:
http://www.vahomeproducts.com/images/Solar_Gard_Clearshield_Brochure.pdf

My on-line investigation of *Clearshield* (including customer reviews) turned up pretty positive feedback about both its quality and effectiveness. The kits available for numerous models of vehicles include both "Standard" and "Deluxe" choices – the standard kits typically cover only the leading portion (first 12") of the hood plus a bit of the fenders and the back surfaces of the side mirrors, while the deluxe kits cover virtually the entire front end of the car, including the whole bumper surface, the fascia below the grill opening, the leading portions of the front fenders, the front portion of the hood, and the back surfaces of the side mirrors.

The kits are produced in high-grade clear vinyl, computer-cut based on the detailed shapes and contours of the particular vehicle model, and require a few hours to be properly installed. In the specific case of Miatas, *Clearshield* kits are available from *Goldwing* for the previous generation (from Y2K onward) and current models, as follows:

2000 to 2005 inclusive: standard kits only

2006 to 2012 inclusive: standard & deluxe kits

As one would expect, the standard kit is substantially cheaper -- in 2011, the cost for the Miata was \$199 installed, while the deluxe kit for the Miata was \$549 installed.

We were already planning a late spring 2011 Miata trip to Ottawa since we hadn't been there for years, so I spent some time on the *Goldwing Autocare* website, to determine choices, then called *Goldwing* to order a "deluxe" kit, and to book an installation. We drove to Ottawa a couple of weeks later, found their location on Colonnade Road (in a suburban industrial area on Ottawa's south side) dropped the car off mid-afternoon, and then spent the balance of that day and the next morning playing "tourist" by visiting various Ottawa attractions. By early the next afternoon, our Miata was ready for pick up, and we stayed over another night, did some further touristy things, and returned home to Huntsville later that afternoon.

Helpful Hints Con't

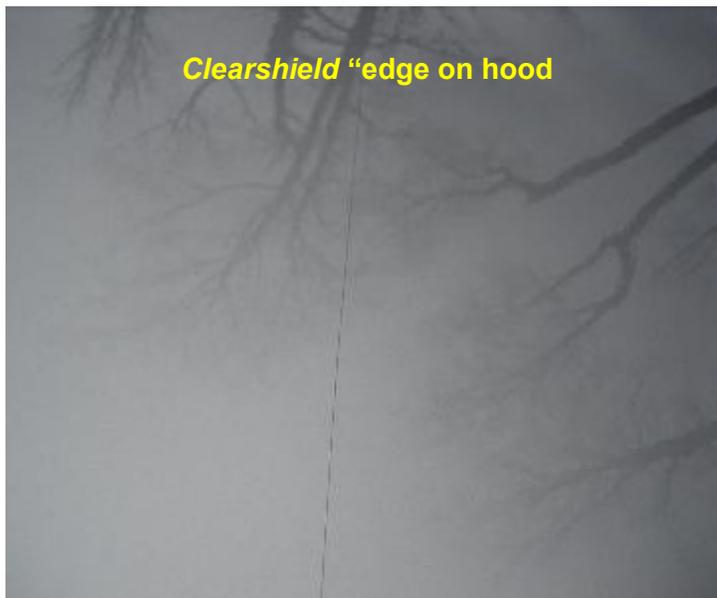
As a bonus, we discovered a great “Miata Road” as a much more enjoyable county road alternative to Highway 60 – it is called Opeongo Line, and runs basically parallel to Highway 60 from east of Barry’s Bay to the village of Dacre, southwest of Renfrew.

So, all-in-all, it was a very successful trip, and we are very happy with the appearance and effectiveness of our deluxe *Clearshield* kit. Although not cheap, it really provides great chip protection, washes/waxes in a normal fashion, and as a further bonus, makes the job of cleaning bug splatters off the front end very quick and easy.

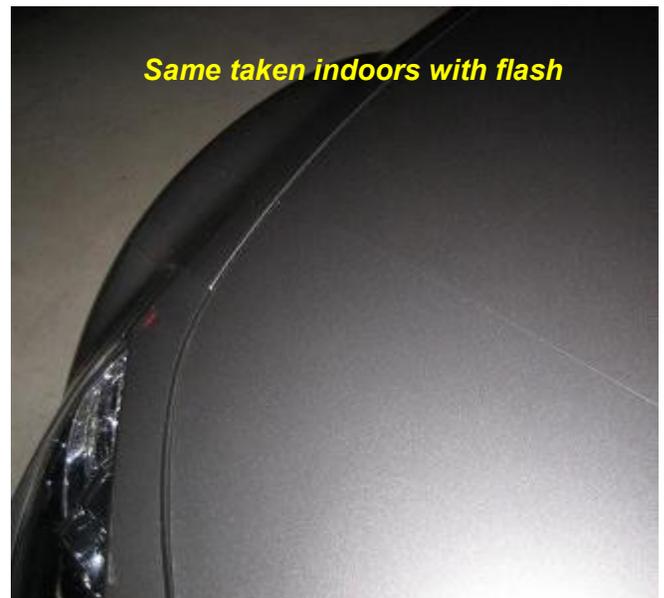
Below are some pictures of our Miata which “clearly” (LOL) show how little these chip protection kits change the stock appearance of the factory paint. Only a very subtle edge of this clear film can be seen in the close-up/macro shots (taken very close to the car), and the film can’t be detected at all in the picture of the entire front end of the car.



Clearshield in natural light



Clearshield ‘edge on hood’



Same taken indoors with flash



Spotlight On

The PRHT



The PRHT is a dumb name for a pretty good sports car according to the review on myride.com and they are absolutely right. What does PRHT stand for anyway? PRHT is the acronym Mazda assigned it's **Power-Retractable HardTop** model of the MX5 Miata when it joined the line-up in 2007.

The Miata PRHT differentiates itself from nearly all its competition by looking as attractive with the roof up as it does with the roof down. While the new plastic composite roof adds just 70 pounds to the Miata's curb weight, the hardtop Miata retains enough "zoom-zoom" to live up to its sporty heritage.

Why it Exists

Simplicity is not why Mazda developed the MX-5 Miata PRHT, since the existing model's fabric roof is easy to use and can be lowered or raised from the driver's seat. Power retractable hard-tops are all the rage in Europe, where unpredictable weather and street parking in the major cities can put convertible owners at risk to the elements and thieves. With the PRHT, it's a win-win situation. When you want an open car, it's just as good as the traditional soft top, and when you want a closed car, it's vastly superior.

Mazda toiled for two years to preserve the MX-5 Miata's aesthetics with the power retractable hardtop raised. In fact, the MX-5 Miata PRHT's trunk is only a smidgen larger than the standard model, thanks to a reshaped deck lid with a crisply folded trailing edge.

How do they do it?

Watching the hardtop fold away is a real spectacle. Utilizing a very small top (spanning only two seats) a hard deck cover rises, the top separates into three pieces, and the glass rear window actually pops itself out of the framework to nestle within the dished rear section. The top stacks neatly inside the same well the Miata's standard soft-top folds into and the deck cover caps everything off to create a seamlessly finished look from the outside. The PRHT is the only retractable to collapse into the same space as the standard soft top on the market today.

The PRHT



Using the Top

What could be easier than the standard Miata's fabric top, which can be tossed over the driver's shoulder and clipped into place for trouble-free al fresco motoring? The Miata's PRHT of course.

The most freakish of storms won't catch the MX-5 Miata PRHT's occupants off guard because with the press of a button, the hardtop lowers and raises in just 12 seconds, providing almost instant shelter. It can also be raise while the car is moving a slower speeds.

Best of all, the 5.3 cu.-ft. trunk is completely separate, which means the driver need not first ensure that luggage is securely stowed under a protective cover. As mentioned previously, the MX-5 Miata PRHT's trunk is actually slightly larger than the standard model, thanks to the reshaped deck lid.



The PRHT



Identifying a PRHT

True Miata-philosophers will, of course, notice that there are some subtle differences between the PRHT and the regular Miata. The trunk is, in fact, fractionally higher than the regular Miata's, with a tiny rear spoiler moulded into the boot lid. Roof up, it looks subtly different to a Miata with the removable hardtop, thanks to a big seam across the base of the roof and a bulging tonneau cover. Inside, the curve of the roof means that there's actually even more headroom than in the soft-top version and visibility is much improved, thanks to the large glass rear window.



Miata spotters can tell the difference between the standard model and the PRHT version by looking at the grille. Hardtop editions have the chrome grille surround. The headlights are also equipped with unique chrome-like bezels that provide a premium appearance.



Another difference between the Mazda MX-5 Miata PRHT and the standard model are chrome strips applied to each exterior door handle. Other modifications aren't as obvious: the PRHT gets a larger front anti-roll bar, firmer dampers, and higher rear spring rates to help offset the slight weight gain.

Also, the third brake light on the PRHT utilizes a clear lens in lieu of the standard red one.

