

NEWSLETTER OF



Show Me Your Curves

VOLUME 4, NO. 9

still Cruisin'



Inside...

Cruisin' Port McNicoll

Miatas at the Nation's Capital

Prototype Numbers Game

And more....



Members of MoM and UMN enjoying the Gatineau hills

Special Shout Out



Don Nickalls, one of our Co-Hosts of our Corn Roast is the original owner of this beautiful 2000 SE that he and Maureen still drive everywhere!

INSIDE THIS ISSUE:

| | |
|--------------------------------|----|
| <i>IN THE REAR VIEW MIRROR</i> | 3 |
| <i>LOOKIN' DOWN THE ROAD</i> | 9 |
| <i>PORT McNICOLL PICTORIAL</i> | 10 |
| <i>OTTAWA PICTORIAL</i> | 11 |
| <i>BLAST FROM THE PAST</i> | 12 |

Special Thanks to...



...UMN President Rolly Beaulne and both the Macaulays & the Bauldrys for a successful cruise to the Nation's Capital.



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In the Rear View Mirror

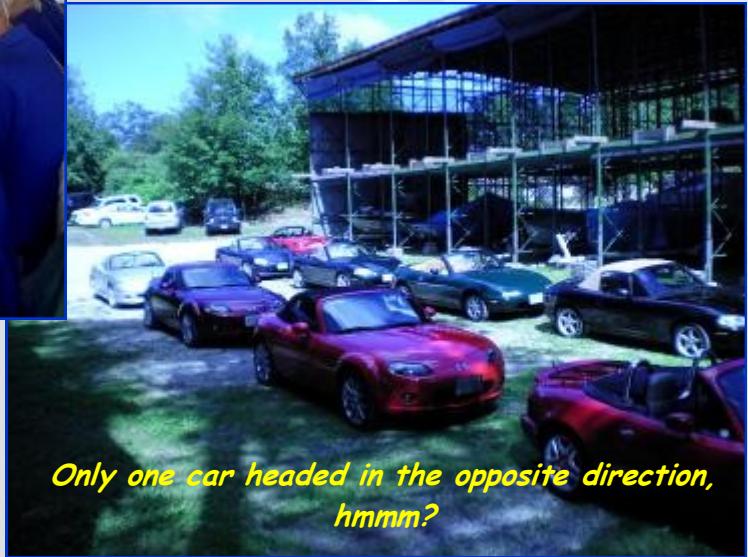
Port McNichol Cruise - August 10

Dick Smyth led us through the back roads on a cruise down to the Port Nicholl Honey Harbour area for a lunch on the waterfront and an afternoon cruise for a tour of the SS Keewatin. Dick took a little ribbing as we arrived at the restaurant as it was difficult to find hiding in plain sight! Don't worry Dick it happens to all of us.



The weather was absolutely perfect as was the lunch overlooking the bay and we enjoyed a very interesting tour of the Keewatin.

Dick did his video *thang* again and you can check out the tour at this [link](#).





In the Rear View Mirror

Ottawa Cruise - Aug 16 - 18

The overnight trip to Ottawa, our longest cruise of MoM's existence was enjoyed this past August by an enthusiastic group of twenty who all rated this cruise at least a 10! One of the Cruise Directors, Bob Macaulay was kind enough to write this trip account for us.

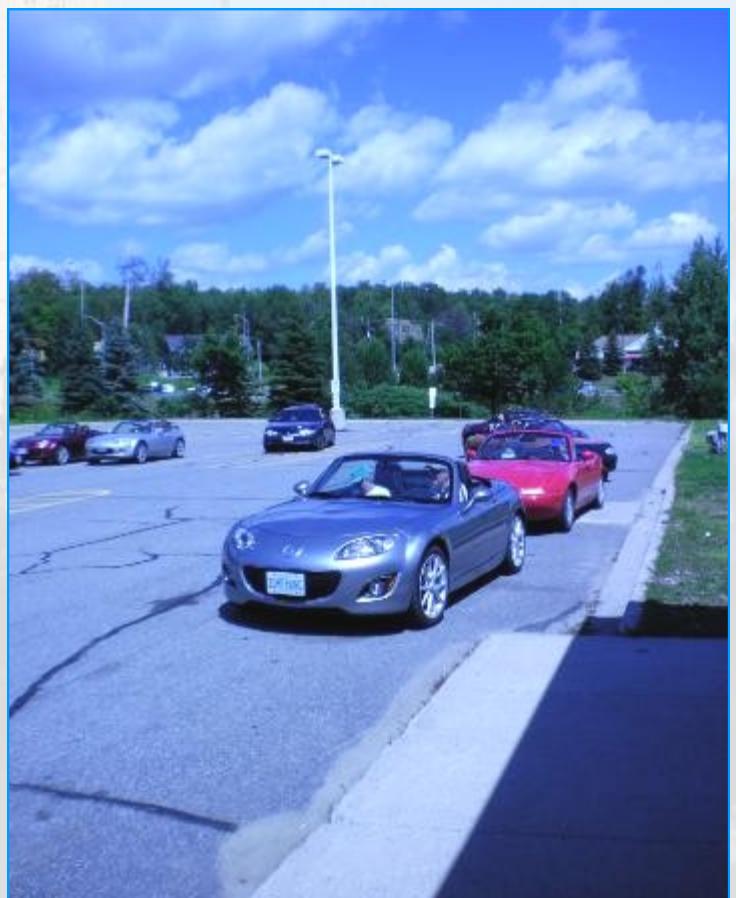
Our Ottawa group of 10 cars/20 people met at the appointed spot in north Huntsville, mid-day on Friday August 16th, for our much-anticipated cruise to Ottawa. After slathering on the sun screen and a brief drivers' meeting, we set off promptly at 12:35 in two groups of 5 cars each. The weather was beautiful – very warm and sunny, with a light breeze.

The first leg of our trip took us across Highway 60 through Dwight and into Algonquin Park. Although both groups had departed from Huntsville together, the second group soon got delayed by traffic, so we agreed (via CB) to make our first comfort stop at the Park office near the West Gate to regroup. By the time we got to Barry's Bay, the second group had disappeared somewhere behind us again; so, our group carried on toward our appointed "bio-break" stop in Renfrew.

To avoid the predictable Highway 60 route, we cut south off 60 a short distance east of Barry's Bay and took several scenic and more interesting secondary roads across the back country of Renfrew County, eventually coming into Renfrew via Dacre. As we arrived at our agreed-upon rendezvous/rest stop I received a cell call from the Bauldrys telling us they had been significantly delayed behind some slow-moving vehicles and general traffic conditions, they were about 20 minutes behind us. We reconnected briefly before our Group # 1 headed off for Ottawa via Hwy. 17 and 417, while Group # 2 took their break.



The group meets up in Huntsville



The group starts out on their adventure

Ottawa Cruise - Aug 16 - 18

Our group arrived in the outskirts of Ottawa in the midst of Friday afternoon rush-hour yet we continued to move right along at or near the speed limit. Reaching our hotel (*Quality Hotel Downtown*) at about 5:45 PM, checking in and parking proved to be a bit of an adventure with skimpy parking spaces and confusing payment machine. The second group arrived about a half-hour later and went through similar fun.

After we had a chance to freshen up, all but 4 of us took a short walk into the nearby Byward Market in search of a suitable dining spot for our group of 16. Byward Market has numerous interesting restaurant choices, but the size of our group and the typical Friday night crowds downtown made the restaurant choice a bit of a challenge. We eventually ended up at Zak's, an old-fashioned "diner-style" place with an interesting menu of comfort food. After a filling meal, we wandered back to the hotel and turned in early, in anticipation of our early start on Saturday morning.

We met the next morning for an early breakfast in Don Cherry's, directly off the hotel lobby. While we were eating, Doug Jackson wandered over from another table to congratulate me on providing "*complete and full services*" in my capacity as Cruise Director for this trip. He went on to explain that his comment was in reference to the fact that shortly after 3 AM, he had been awakened by a phone call, on which he promptly hung up, assuming it to be someone with a wrong number at that very late hour. The phone rang again almost immediately, so this time he answered it, thinking it might be some urgent family issue; instead, he was greeted by a male voice he didn't recognize, announcing something along the lines of "*The girls are downstairs... do you want me to send them up now?*"

I hastened to assure Doug that, as cruise director, I certainly strive to cover all the appropriate details, but I knew nothing about that particular "service" and could not take credit for it. (I may be wrong, but I don't think "pimp" falls under the umbrella of the normal Cruise Director's job description.) Anyway, that story was definitely the highlight of our group breakfast.

After breakfast, we all gathered again in the lobby about 8:45 for departure to meet our hosts, the folks from the Ottawa Miata club (AKA "*Underground Miata Network*"). We set out in one group of 10 cars, heading for our meeting spot with UMN at the Aviation & Space Museum. With me in the lead, we promptly missed our turn (oops!) and several cars got delayed by traffic lights...so, we had to reorganize a little before we got back on the proper route, and arrived at the meeting to find the 12 UMN cars already there and waiting. After appropriate introductions, signing of UMN "guest waivers", and some procedural announcements from our host Rolly Beaulne (UMN president), the combined group of 22 cars was divided into two groups and set out on the first leg of our cruise, on what promised to be another very warm and sunny day.



Pre-cruise meeting with UMN group

Ottawa Cruise - Aug 16 - 18

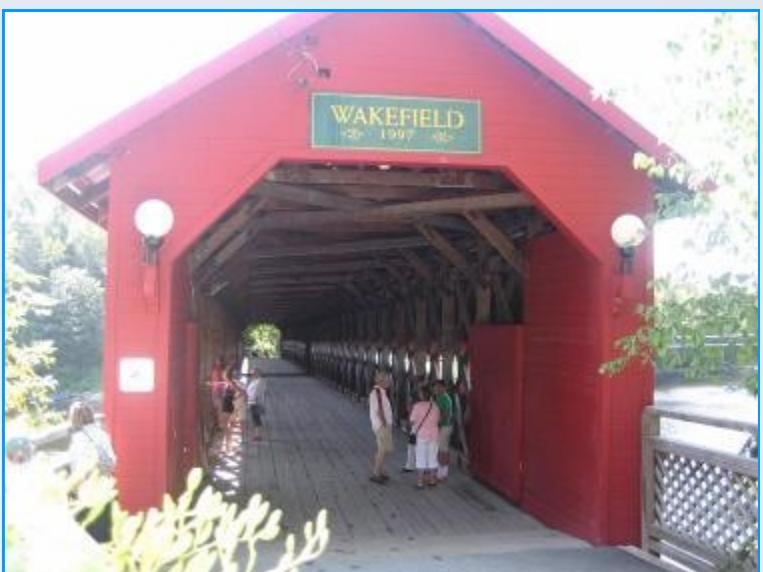
We first travelled through Rockcliffe past the official residences of the Prime Minister and the Governor-General, and then went by numerous landmarks in downtown Ottawa and along the river to Champlain Bridge, where we crossed over into Quebec. Given that both of the groups were large (11 cars each), we ran into the inevitable traffic challenges trying to keep each of the groups together; we were greatly helped by the fact that every car in both groups had a CB (UMN had graciously provided CBs to the 3 MoM member cars that did not have one) and the UMN leads of both groups have had lots of experience keeping large groups together on urban routes. In addition, both lead cars provided excellent running commentary of the various sights and landmarks as we drove along.

We toured into the scenic back roads of Gatineau Park, stopping first at Champlain Lookout for some photo ops, and then continued on in a large leisurely loop. Our second stop was the former Mackenzie King Estate (now a historical museum), where we spent an hour touring the buildings and the expansive, well-landscaped grounds. We then carried on farther north to our lunch destination at La Vallee Restaurant in Chelsea, QC, arriving there about 1:00 PM. The UMN folks had pre-arranged with the owner to be ready for our large group (40+ people); although the food was decent, it turned out that their staffing was not up to the task, and as a result, the service was extremely slow and haphazard, taking almost 2 hours to get all of us fed. Despite that frustration, we were enjoying a very nice day being escorted through the Gatineau hills on some really fun back roads.



Ottawa Cruise - Aug 16 - 18

We then set out for our last stop on this day-tour, at a large covered bridge just outside Wakefield, for some more photo ops. After that, we headed collectively back to Ottawa via the quick highway route arriving at our downtown hotel by around 4 PM. After some individual unwinding, many of us gathered in the Jacksons' room for Attitude Adjustment Hour (snacks and adult beverages), and then again headed out on foot back to Byward Market, for our 6:45 dinner at *Tucker's Marketplace* with Rolly Beaulne and Dell Smith of UMN. Rolly had arranged for the group to have a reserved area at a couple of large tables off to ourselves, and we had an enjoyable meal, taking full advantage of the wide variety of choices available at Tucker's very large buffet. After saying our goodbyes and thank yous to Rolly and Dell, we then ambled back to the hotel and a few us gathered for a nightcap and debrief on the enjoyable events of the day, before turning in for the night.



Covered bridge outside Wakefield

Sunday dawned bright and clear once again, and the remaining 8 members of our group (many had headed off in other directions to visit local friends, family, etc.) walked a few blocks down Rideau Street to have a more leisurely breakfast at *Cora's*, for a hearty breakfast since our route back was not going to involve any stop for lunch. After breakfast, the 4 remaining cars in the group hit the road about 10:15 AM. We headed west for about 60 kms and then exited "the big highway" for a more enjoyable back road route towards Bancroft. That route took us along some very pleasant secondary county roads, through numerous small towns and hamlets stopping for a break in Calabogie. Our next stop was in Bancroft for fuel and an enjoyable ice cream around 2:30 PM on what was now another hot afternoon.



We then continued west into Haliburton County, where the Landers peeled off southwest toward Orillia, leaving 3 cars to proceed west through the village of Haliburton toward Muskoka. At Carnarvon, the Bauldrys peeled off straight west toward Bracebridge, leaving the Phillips and us to go north along scenic Hwy. 35 toward Huntsville.

We arrived back home late in the afternoon, tired but pleased about the enjoyable time we had on this successful cruise. In particular, it was fun to be hosted by and join with another Miata club on a really nice cruise over some of their favourite local "Miata roads."



In the Rear View Mirror

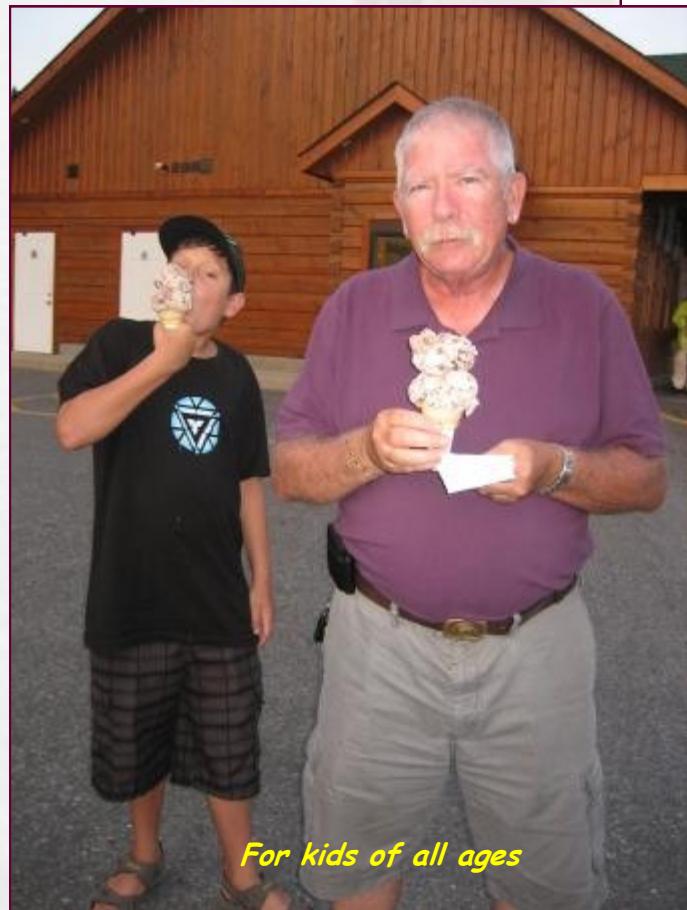


Ice Cream Cruises - Continue to be popular

Still popular after all these years our Ice Cream Cruises allow Members to enjoy a little topless driving, a little conversation with friends and of course ice cream!!!!



Everyone enjoys ice cream



For kids of all ages





Lookin' Down the Road

St. Jacobs Cruise - Sept. 14th (CD Heather Fraser)

The fire of the main building of the St. Jacobs market isn't holding the locals or the vendors back so we'll be off to Mennonite country to enjoy some food, laughs and partake in one of the season's best outdoor markets.

Trillium Muskoka Tour - Sept 27 - 29th

The Trillium group will have an overnight tour (for them) to Muskoka this year. Saturday evening will feature a BBQ picnic at Richard Rutsch's cottage, as we did last year. Mark Melcher Tour Director has invited our group to participate in any portion or day or day of the tour you would like. It would certainly make sense to come out for the full-day on Saturday. The complete information can be found on the club calendar at <http://www.trilliummiata.com/calendar>. There is also a registration form attached to the calendar.

Fall Colours Cruise - Oct 6th (CD Michael Topping)

Our Fourth Annual Fall Colours Cruise will include our guests from the Niagara Peninsula Miata Club and will start from the Orillia area exploring the beautiful fall colours of Muskoka. We'll stop for lunch at the Rock Golf Course and perhaps make a side trip to Abbey's bakery again. Details will be communicated shortly.

Let's Keep Smilin'



2005 Mazdaspeed Miata
"Canyonfive"
128 MPH @ El Mirage





In the Rear View Mirror Port McNicoll Cruise - Pictorial





In the Rear View Mirror

Ottawa Cruise - Pictorial



Blast from the Past

Original Miata Prototype

When reading about the development of the original Miata there are a few numbers you have to get straight such as the Duo 101, V705 and P279. What do they all mean? Basically they refer to the car in its various stages of development. I don't want to rehash the entire story here (there is plenty of info out there to digest if one is so inclined) but a précis version goes something like this.

In 1976, Bob Hall, a journalist at Motor Trend magazine who was an expert in Japanese cars and fluent in the language, met Kenichi Yamamoto, head of Research and Development at Mazda. Yamamoto asked Hall what kind of car Mazda should make in the future: "I babbled how the simple, bugs-in-the-teeth, wind-in-the-hair, classically-British sports car doesn't exist anymore. I told Mr. Yamamoto that somebody should build an inexpensive roadster" said Hall.

Hall's first sketch of a two-seater convertible car in the early 1980s resulted in him being offered a product planning position with Mazda US (although he had no formal engineering qualifications) with the go-ahead to research the idea further.

Once the light-weight sports car project had been chosen the three types of engine layouts were divvied up thusly: MANA (North American Inc.) in California was assigned the front engine/rear wheel drive design; while two Tokyo design studios worked on the other two variants, front engine/front wheel drive and mid engine drive trains. Thus, under head of Project Manager Masakatsu Kato, the concept development was turned into a competition between the Mazda design teams in Tokyo and California.

The California team code named their vehicle Duo 101 so named as either a soft top or hard top could be used, incorporated many key stylistic cues inspired by the Lotus Elan, a 1960s roadster. Initially it was not well received. It was only at the second round of the competition in August 1984, when full-scale clay models were presented, that the Duo 101 won the competition and was selected as the basis for Mazda's new light-weight sports car.



Duo 101 clay with Hardtop in place



*V705 on the road
in Santa Barbara*

International Automotive Design (IAD) in Worthing, England was commissioned to develop a running prototype, this was code named V705. It was built with a fibreglass body, a 1.4 L (85 cu in) engine from a Mazda Familia and components from a variety of early Mazda models. The V705 was completed in the fall of 1985 and taken to the U.S.A. where it rolled on the roads around Santa Barbara and got positive reactions.

Original Miata Prototype Con't...

On January 18, 1986 the project received final approval and the model's code name was changed to P729 as it moved into the production phase, under head of program Toshihiko Hirai. The task of constructing five engineering mules (more developed prototypes) was again allocated to IAD, before the project was moved to Japan for engineering and production details.

By 1989, with a definitive model name now chosen, the MX-5 (as in "Mazda eXperimental", project number 5) was ready to be introduced to the world.



Duo 101

Original Miata Clay Model

Here are some early shots of the first clay model produced codenamed Duo 101.

It is interesting to note how close it was to the final production version.

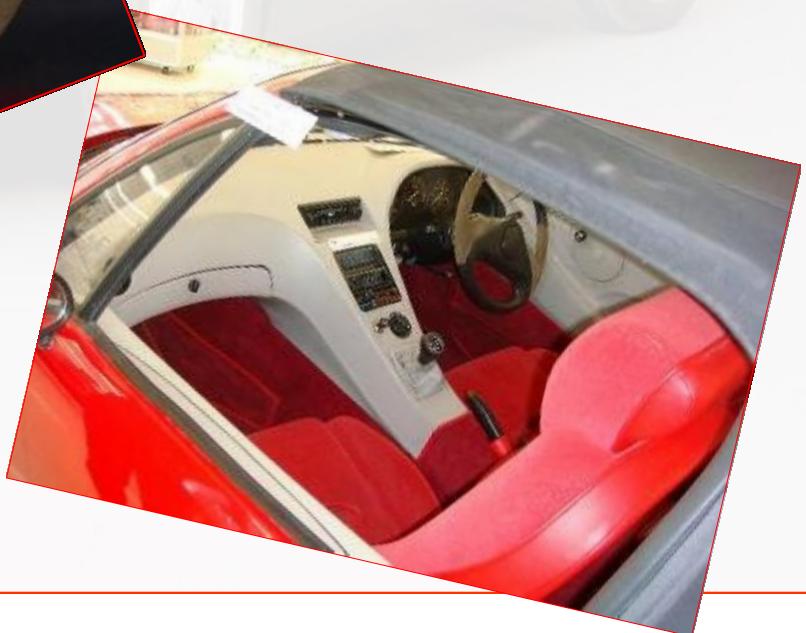


V705

Original Miata Running Prototype



The V705 is still in Mazda's possession and on exhibit at the R&D Centre in Yokohama, Japan.



V705



Many of the features did not make it into production



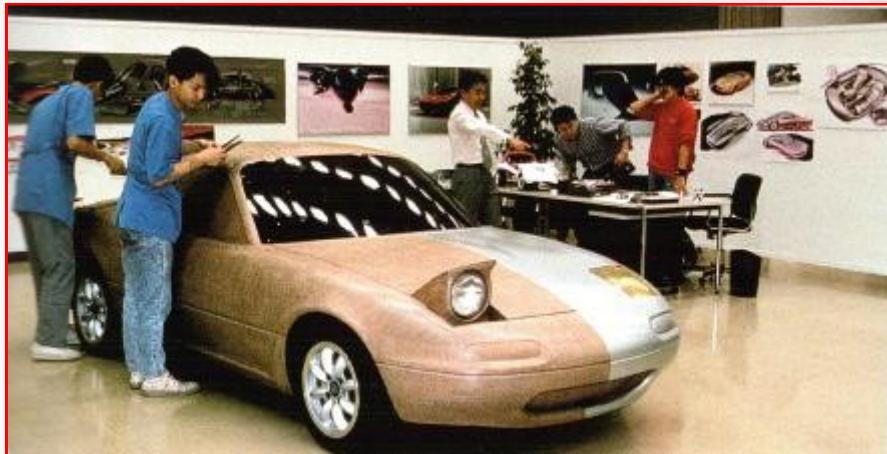
P279

Original Miata Production clays/prototype



Finished design clay now labelled P279.

Many minor features were changed between this clay and the actual production model.



Fine tuning details for the production model.

V705 prototype (on left) parked next to production clay model for comparison

