

# Show me your Curves!

**The Official  
Newsletter of**



**Volume 14 No. 1  
Jan. 2023**



**I Knew I Should Have Turned  
Left At Albuquerque!**

# Happy New Year!

## Editors Message



With most of our Miatas in winter storage, it's therapeutic to look back on the previous cruising season and realize that we were able to do a lot more as a group this year than we were able to do during the height of the pandemic. Even though government restrictions ended, we still followed our own "common sense" guidelines by avoiding crowded spaces and practicing personal safety protocols. Bob Macaulay, our Activities Coordinator, has written a great summary of the past season's activities and I would encourage you to look at the archived newsletters from 2022 from the website to refresh your memories of all of the year's upbeat and positive activities.

However, not everything was positive for our club in 2022. We all remember the very upsetting news that we got in early October announcing the passing of one of the original and founding members of the Miatas of Muskoka,

Laurel Bauldry. We all have fond memories of Laurel's involvement with us throughout the years and a couple of those reflections are included in the newsletter. I wrote one since I had Covid at the time of Laurel's Celebration of Life and Michael Topping wrote a wonderful tribute that he circulated to everyone via email and I am including, in case your email has disappeared.

We should all be grateful for the time and energy that Cal Lander has devoted to the club for many years as Membership Coordinator. He has relinquished that responsibility to Claude Mikolainis, who I'm sure will do a great job. I'm also happy to report that Cal has agreed to remain on MoM Council,

maintaining our positive relationship with Mazda Canada. Thankfully, Cal will still be able to assist me with the publication of our club newsletter. Cal's former professional-grade printing software recently failed, so he is in the process of learning and practicing a new software program. I anxious to see how the new program will take my MS Word articles and photos and reconfigure them with decorative headers and footers that we have come to admire! Sincere thanks to Cal for tackling the challenge of learning a new program to elevate the quality of our newsletter.



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## Sponsors:

We are very thankful as a group to be able to have such good friends that are willing to give our organization a helping hand. We strongly urge the membership to give your business to these good folks. They have been a great ongoing support to us throughout the years.

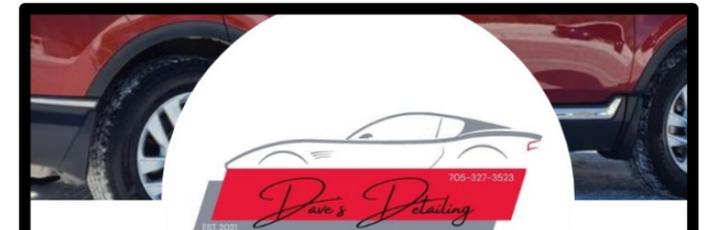
Check out our new sponsor.



## Jack's Auto Repair

Aaron Oliveira, General manager of Jack's Auto in Huntsville welcomes all Miatas of Muskoka member to his shop offering a 15% discount off all labour as well as offering a "bring your own parts" service. That's right, you can source your own Miata parts from specialty vendors and if desired have them installed at Jack's. Jack's Auto Repair was rated as one of the three best repair shops in Huntsville.

17 Bickley Country Dr, Huntsville, ON



2879 Upper Big Chute Road Coldwater, ON

As a recent new member of MoM, Dave would love to welcome you to his shop and allow you, a fellow member, a 20% discount on any of his services, mechanical or detailing.

Call or Text today to book your appointment  
**705-327-3523**

Dave VanHuis serving Coldwater since 2021



# Memories of Laurel Bauldry

by Michael Topping



All of us in the car club will fondly remember Laurel's bubbly personality and her genuine interest in other people. She was always a pleasure to be around at our various cruises and events.

In the summer of 2009 Laurel and her husband Gord started the Beaumont Miata Club by convincing a few neighbours who owned a Miata to join them for an occasional afternoon cruise. They enjoyed the experience so much that, with the help of the local Mazda dealer (since closed), they formed the Miatas of Muskoka in July 2010.

Laurel was not just the original MoM member. In the beginning, she was the membership coordinator, the communicator for the group, looked after the liability forms for insurance, and helped organize cruises and managed all financial issues. She also handled the club merchandise (ordering/maintaining inventory, selling to members) which was our only means of income outside of memberships at the time (no subsidies from Mazda back then).

Gord and Laurel were the Cruise Directors for our first ever cruise (to Haliburton) and established on that first day, the MoM tradition of ice cream afterwards.

Since that time, she and Gord have attended a ridiculously high number of cruises ever since. You could count on one hand the number of events they MISSED in a season. They truly were the backbone of the group for the first few years before help arrived with the setting up of the Club Council. Since the council was formed Laurel and Gord have participated on it every season.

We all know God drives a Miata and it warms the heart to know He now has a new co-pilot.

Good-bye Laurel rest peacefully and thank you for everything.



# Memories of Laurel Bauldry

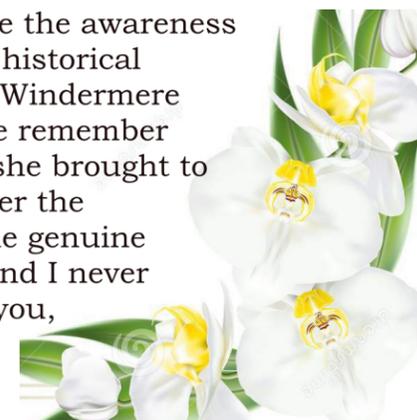
by Doug and Sheila Jackson

I'm sure that all of you remember the email that Bob Macaulay sent on October 6<sup>th</sup>, 2022:

*"I'm sorry to share some very sad news with you all. As some of you already know, one of our fellow MoMers, Laurel Bauldry, passed away last evening, after a prolonged period of ill health. Laurel was one of the founders of Miatas of Muskoka, along with husband Gordon, some 12 years ago, and she has served as one of the 5 MoM Councillors for many years."*

While the news was not a total shock, since Laurel had been in declining health for a while, it was very upsetting because of the long-time association that we have had with her over the years. Laurel and Gordon attended almost every one of the cruises that we were on since we joined the club nine years ago. Upon getting the news, we reminisced about the leadership role that she played throughout the history of the club. Unfortunately, both Sheila and I contracted COVID on Thanksgiving and were not able to attend her Celebration of Life. We reviewed some of our MoM photos and revisited some special moments with Laurel. We have fond memories of Spring Flings that she planned at the Swiss Country House Restaurant near Magnetewan. The club went there on several occasions and we always enjoyed the commentary that Laurel added

as we travelled on the Muskoka roads. Her commentaries were carefully researched and helped to increase the awareness of Muskoka landmarks. We remember the historical background she shared about the famous Windermere House as we listened on our CB radios. We remember the picnic lunches and the fancy touches she brought to ordinary picnic tables. Mostly, we remember the warmth of her engaging personality and the genuine interest and caring she showed to Sheila and I never we were with her. We shall certainly miss you, Laurel. Thanks for everything.





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**Our  
Cover**

**Ever missed a turn  
when you have been  
travelling?**

**Show Me Your Curves!**

Is a quarterly publication by a Miata enthusiasts group known as the Miatas of Muskoka..... We are a small group that like to explore the twisty back roads and and lakes in Canada's premier vacation playground, Muskoka.

Visit our Website at

URL:<http://www.miatasofmuskoka.com/>

Or check us out on facebook:  
miatasofmuskoka



# U P C O M I N G

**February Blahs Lunch** Watch for an email from Lynda Gigg announcing the date and location of our traditional "February Blahs Lunch", which is usually held in the last week of February but may have to be altered due to ever-changing situations in the restaurant industry.

**Annual General Meeting (AGM)** A date and a location will be announced shortly after the first Council Meeting of 2023 is held early in the new year. The AGM is usually held in mid-April and at that time you will be asked to bring your personal planning calendars and assist in the selection of the prospective cruises for the coming season.

**Buddy - The Buddy Holly Story** Circle the date on your calendar NOW for the King's Wharf Theatre production of The Buddy Holly Story. An informal survey in November indicated a strong interest in the club attending this musical presentation in the pleasant weather. Accordingly, we have reserved 40 tickets for Saturday June 24, 2023 for the 2:00 pm matinee. Doug and Sheila will be sending out more information before the AGM (Annual General Meeting), but make sure you have reserved the date!





# Wizard of Oz at King's Wharf Theatre



Saturday, November 19, 2022

## A Miata Club Outing, When Nobody Drove a Miata!

The Wizard of Oz was the fifth production that our group has watched on the stage at the King's Wharf Theatre. In 2016, we saw "Mamma Mia!"; in 2017, the show was "Joseph and the Amazing Technicolor Dreamcoat"; in 2018, we watched "Hairspray"; in 2019, we went to see "Beauty and the Beast". Forty tickets were ordered for the musical, "Rock of Ages" in 2020 but the COVID-19 pandemic forced the cancellation of that show and other theatre productions for 2021 as well. All of our previous shows were held in the summer and usually featured a cruise in the north part of Simcoe County, followed by a picnic lunch and the theatrical production. Usually we congregated at a local restaurant for dinner, then departed for home. Naturally, we all drove our MX5's, usually with tops down to enjoy the balmy weather. This year was different! Nobody drove a Miata, we all trudged through slushy snow wearing our winter coats and shuffled our way to the theatre while

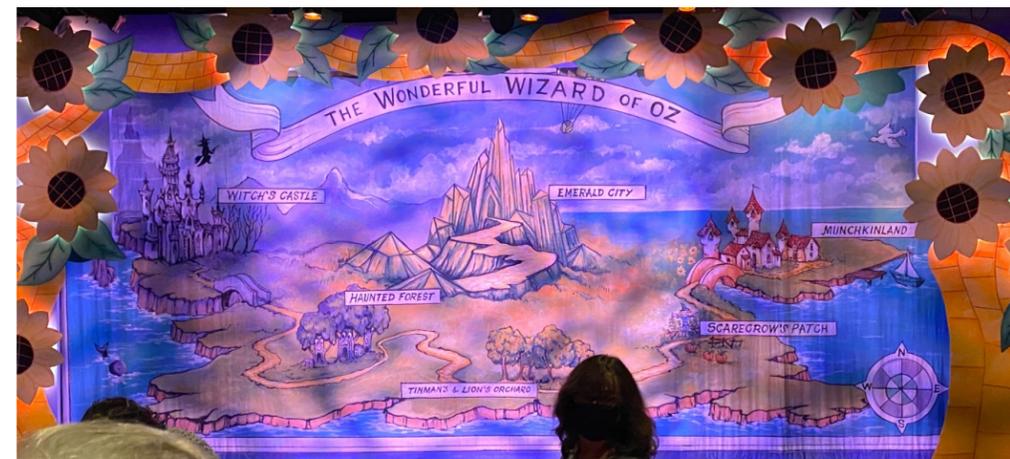


commenting on the deep ruts left by attempts to move the snow. However, once inside, we forgot about the miseries of winter and enjoyed a delightful panto. Since we were attending a Saturday matinee, there were plenty of children in the audience who quickly got into the concept of a panto, with robust cheering of Dorothy and her sidekicks and loud boosing of the Wicked Witch of the West. The kids' youthful enthusiasm was infectious and all of us got actively involved. Phil was probably the most animated of all in our group, setting a great example for his great-grandson and his cousin. Phil told me that attending pantos in Wales was part of Christmas tradition in his family! Following the play, we walked carefully back to our non-Miatas, drove into Midland and parked at the Boathouse restaurant. Advance planning



was done by Lynda, and then, as we got closer to the day, final arrangements and confirmations were done by Carol. The Boathouse management allowed our entire group to be seated in a separate dining room. This was very helpful, for it allowed us to mix and mingle and become even more boisterous than usual. Eventually, we departed, but not before wishing each other Merry Christmas and Happy Holidays!

Cruise Directors: Doug and Sheila Jackson





*by Bob Macaulay*

Well, another Miatas of Muskoka cruising season is behind us...the thirteenth, to be exact. This year, we were able to enjoy a return to a more “normal” season, following the COVID-restricted summers of 2020 and 2021.

As has been our usual past practice, member input prior to and at our April 2022 AGM resulted in a final Cruise Event Schedule for this year which included a total of **12 planned regular cruise events**, plus the end-of-season combined Kings Wharf Theatre and final banquet event. (This latter event is not technically a cruise, since its mid-November timing was after almost all members had put their Miatas in storage for the winter.)

Of that total of 12 cruise events, 9 were originally planned to be day-cruises, and 3 were to be overnight trips (2 to be a single overnight, and one to be 2 nights.) However, of those 12 total cruises, 3 were ultimately cancelled as the season progressed – 1 of the

single overnight trips (Cobourg/Northumberland Cty.) due to lack of a Cruise Director volunteer, the other single overnight trip (Grey Cty/Waterfalls) due to other circumstances, and one of the day cruises (Cobble Beach Concours D’Elegance) again due to other circumstances. As we have learned in the past, the scenic geography and meandering backroads of Grey County lend themselves very well to very enjoyable Miata cruising, so we’ll definitely put this one on the list again for 2023.

As a result, excluding our periodic ice cream runs (more about that later), our final tally of actual regular cruises for the year was 9 events – 1 overnight trip (Tobermory/Manitoulin Island), and 8 day-cruises, including the always-popular “Spring Fling” to kick off our season, and the “Fall Colours” to end it. Another day-cruise was in celebration of MoM’s 10<sup>th</sup> Anniversary (delayed by 2 years because of COVID-restrictions) which also served as our 2022 charity cruise.



A total of 7 different members/member couples (or combinations) agreed to act as Cruise Directors for one (or more) of our 2022 MoM events, and of those 7, only 1 of them was a MoM councillor...a nice change! Your MoM Council continues to encourage some “new blood” from among the general membership to give Cruise Director duties a try on our 2023 events. As has been said in the past, the work required is more than offset by both the fun involved and the rewards of enhancing your knowledge of some great “Miata roads” in the broader region, and enabling you to better know more club members in the process. So, once again, we ask you all to give it serious consideration and come to our April 2023 AGM with an open mind about the possibility of volunteering to organize a cruise next season.

Attendance and participation in our various regular cruise events was generally very healthy this year, ranging from a minimum of 9 cars to a maximum of 22 cars (a new club record!) at any one event. All but 2 of the 9 cruise events attracted 10 cars or more, and the overall average for all cruises was 12.5 cars per event. In addition, a total 29 people (including a few guests) attended the season-end King’s Wharf theatre presentation and banquet.

Apart from our regular cruise events, we also had our usual **ice cream runs** (“ICRs”), both “regular” and “special,” usually in the second and fourth week (Tuesday, Wednesday or Thursday) evening of every month. Given the geographic spread of our membership, we continued our recent practice of alternating the ICR starting points between Bracebridge and Orillia. We planned **5 regular ICRs** -- average participation in those was 5 cars.

We also planned **4 “special” ICRs**, involving social activities beyond just cruising somewhere for an ice cream treat. This year, those special ICRs included a bocce tournament/potluck supper hosted by Macaulays in Orillia, a club tour of Paul Hammond’s large vintage car/truck (and related memorabilia) collection at his home in Bracebridge, a mini-golf tournament/lunch in Bracebridge, and a picnic cruise to Kinmount and Minden (in Haliburton Cty.) Average participation in the 4 “special” ICRs was 9.5 cars.

MoM had several new members who joined the club at the outset or during the 2022 season. As a result, as of the end of the season, which wrapped-up with the Fall Colours cruise in early October, our membership numbers were quite healthy -- a total membership of some 32 cars (56 people.) This provides some perspective on the above event participation numbers.

The current distribution of club memberships (cars), based on home address, is as follows:

**Muskoka – 7** (Bracebridge 4, Gravenhurst 1, Huntsville 2)

**Simcoe County – 22** (Orillia area 9, Barrie area 5, Midland 4, Other Simcoe County 4)

**Other – 2** (Burlington 1, Newmarket 1)

In addition, it may be of interest to some of you to know the distribution of the 4 generations of Miatas in the club, as of the end of the 2022 season:

**NA** (1990-1998) – 2 cars

**NB** (1999-2005) – 7 cars

**NC** (2006-2015) – 17 cars (7 soft tops, 10 PRHTs)

**ND** (2016-present) – 6 cars (3 soft-tops, 3 RFs)

I’m sure we all look forward to another successful cruising season in 2023.



# Fall Colours Car-and-Boat Cruise

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**THURSDAY, OCTOBER 6,  
2022**

**PHIL HOLDSWORTH**

The cruise started off with a few hiccups.

First, a few days before the cruise, and on my way to make final arrangements for the boat cruise and lunch, I had a tire blowout on my miata just outside Port Carling.

Luckily I had the help of a friendly OPP officer who helped me get the car off to the side of the road, drove me to a local garage to see if they could help, and finally let me sit in his cruiser while I arranged for CAA help.

Then, an exceptionally friendly CAA driver, who, having secured the Miata onto his truck, drove me to Turtle Jacks and waited outside while I went inside to make final arrangements for lunch.



Unfortunately, they advised me that they were closing down for the season, using up the remains of their food stock, were short on staff and couldn't accommodate us anymore. With only a couple of days to go, I had to scramble to find alternative lunch venues, but they were either closing up for the season, had parking restrictions, or couldn't accommodate all of us.

After much deliberation I decided a picnic at the Rosseau Waterfront Park was the best alternative. It turned out to be a great decision and we all enjoyed a couple of hours eating our picnic goodies under a covered patio and socialising as only our MoM members can do.

At our initial meeting place in Bracebridge, we had a further hiccup. Five couples were

unable to make it at the last minute, due to family sickness, sudden covid positive tests, scheduled surgery, and an unfortunate dog sitting incident. But we ended up with 19 members and 11 cars.

From then on, the cruise was trouble free. The weather was perfect, the fall colours were spectacular, and the boat cruise was both relaxing and thoroughly enjoyable. It was the end to a perfect day.

**Phil**





# HOW TO SAY GOODBYE IN Ontario



1. Slap thighs and say "Welp, I better skedaddle"
2. Chit-chat for another 5 minutes without getting up
3. Say "Ok, I should probably get going" and stand up
4. Make your way around the group and chit-chat with each person for 5 minutes each, and give hugs
5. Make your way to the doorway and chit-chat for another 5-10 minutes, more hugs
6. Walk to the driveway while host walks you out
7. Stand in front of car chit-chatting for another 5-10 minutes
8. Get in car and start car, roll window down, and chit-chat from car for another 2-3 minutes
9. Backup car from driveway and wave from window one last time
10. Stop in street while host asks you a question about your car
11. Continue on with one last wave
12. Host yells "Drive safe, watch for deer"



# HOW TO SAY GOODBYE



## When You are a Member of the Miatas of Muskoka

1. Pilot slaps thigh and says, "Well, time to go"
2. Chit-chat for another 5 minutes without getting up
3. Co-pilot says, "We should probably get going" and stands up
4. Make way around the group, chit-chat with each person for 5 minutes
5. Single out the Cruise Directors and offer profuse thanks, plus other chit-chat, plus hugs
6. Amble to the line of parked Miatas, chatting with each other
7. Meander from car to car, chit-chat with each other, give hugs
8. Pilot gets in and lowers the top while co-pilot continues chatting to other co-pilots
9. Start car, tune in proper channel on CB, then chat to lead and sweep
10. When personal off-ramp approaches, say thanks and GOODBYE on CB



## Is Weirder Than The Wankel Itself

CARBUZZ DEC. 09, 2022  
MARTIN PRETORIUS



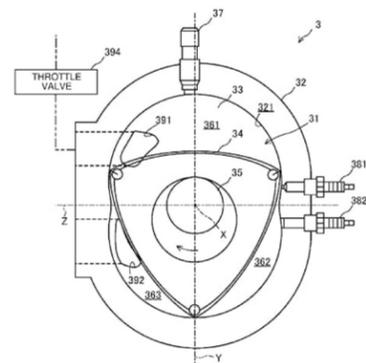
The rotary engine's comeback for use in electric cars may have another weird twist in the making.

Mazda might have already confirmed a rotary engine as a range extender for the MX-30 electric crossover, but CarBuzz has now uncovered unique details about the specifics of this compact rotary engine through patent filings with the United States Patent and Trademark Office (USPTO).

Not only does the patent explicitly state that its intended use is as a range extender in an EV, but it also showcases some very unusual techniques with which Mazda aims to coax improved efficiency out of the whirring Dorito. Specifically, Mazda has reinvented the concept of variable valve timing for a rotary range extender, although the way in which it's been done is what's most remarkable, and confusing.

Range extenders are a fairly common idea. Useful in EVs with relatively small batteries, such as the MX-30, they are a more efficient use of an internal combustion engine operating in an ideal range to permanently generate peak power relative to the amount of fuel consumed. The idea behind Mazda's rotary is a single-rotor engine that is particularly compact and lightweight.

According to the patent, the first step towards optimizing the new



rotary's efficiency is by employing a dual-intake port arrangement. The rotor tip passes the primary port first before passing the secondary port a little further in its rotation. The secondary port prolongs the "intake stroke," allowing more air into the combustion chamber in high-power demand situations.

However, the secondary port also interferes with low-speed efficiency, so Mazda added a throttle valve to close it off in low-power conditions. This has the same effect as altering the valve timing on a piston engine and improves the rotary's breathing efficiency over a wider speed range. Following along? Good. Now the next part is where it gets confusing.

The really interesting thing about the range extender's control system is the addition of an electric motor to assist the rotary engine. Driven from the high-voltage traction battery through its own inverter, the assist motor can apply either positive or negative torque to the rotary engine's output shaft during the intake stroke, either momentarily speeding the rotor up or slowing down its rotation to optimize the intake charge entry into the combustion chamber.

This effectively prolongs or shortens the intake stroke, without traditional VVT

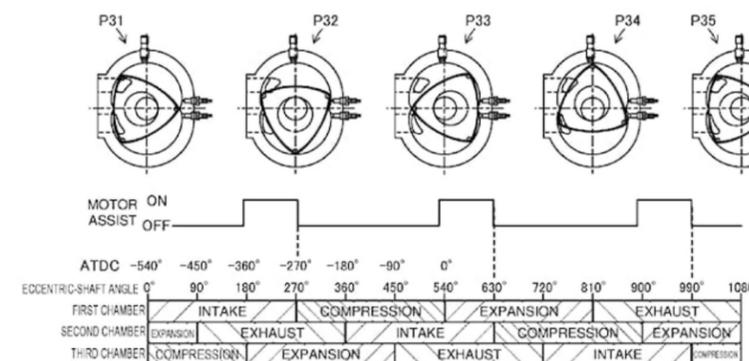


FIG. 3

mechanisms, which Mazda says aren't able to be viably packaged with a rotary engine of this nature.

Obviously, these impulses will introduce strange oscillations to the engine's rotor, but, because the rotary engine is only used to generate electricity and is not

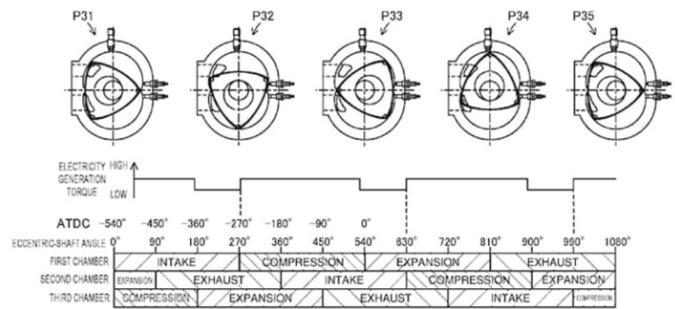


FIG. 10

connected to the drive wheels, these speed variations shouldn't be noticeable while driving, and the average engine speed remains more or less constant.

Far more than just adapting the rotary engine for use as a range extender, Mazda has essentially added variable cam timing to a camless engine. A lot of research was done over the years in attempts to clean up and improve the rotary's efficiency, and it is clear that a lot of that research has been applied to this range extender version.

The concept seems counterintuitive to us that you would want to impede the momentum of a rotary engine, which is famously one of its benefits compared to a reciprocating piston engine. Especially when you consider technology like the Koenigsegg Freevalve system could be similarly applied to create even more valve timing

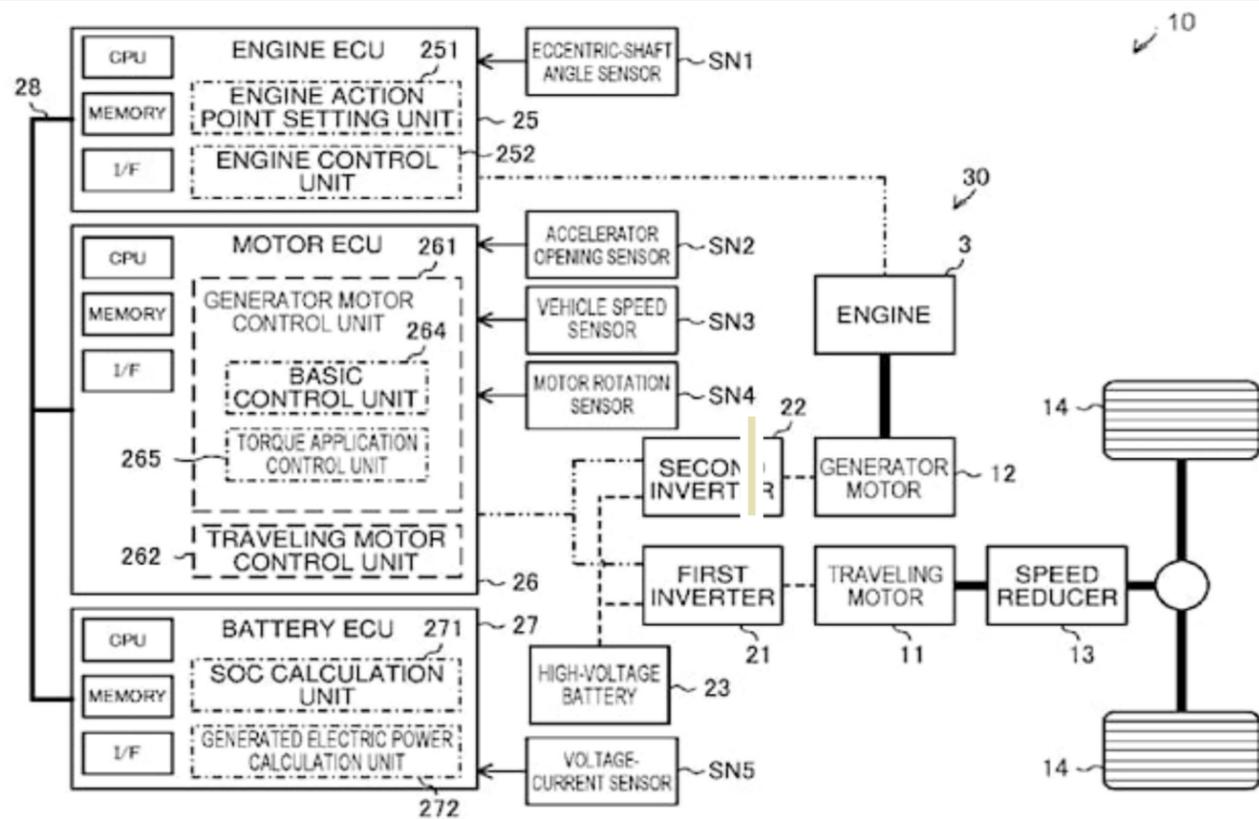
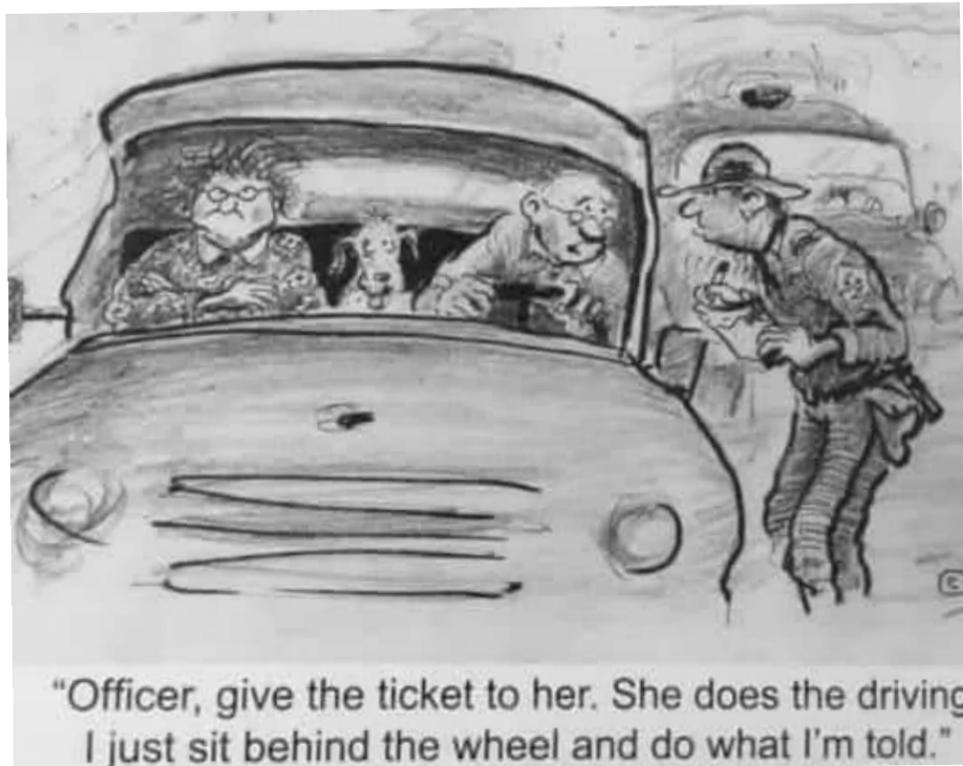


FIG. 8

variation without impacting the rotary's basic action.

Just how well it will work in practice remains to be seen, but Mazda's dedication to this zombie engine type has to be admired, as it's unlikely buyers of range-extended EVs will care about the engine type in use.



"Officer, give the ticket to her. She does the driving I just sit behind the wheel and do what I'm told."



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## Mazda MX-5 Miata Converted To Vintage Roadster By Spanish Coachbuilder Hurtan

NOV. 24, 2022  
BY SEBASTIAN CENIZO

Celebrating three decades of re-bodied sports cars, just six of these specialties will be built. Spanish coachbuilder Hurtan has revealed a 30th Anniversary Special Edition based on the existing Grand Albaycin that we reported on last year. The roadster is based on the humble Mazda MX-5 Miata, but with



so much of it changed that its cost-effective origins are almost impossible to detect. For this celebratory model, just six examples will be produced, with each available in a choice of three exterior color combinations: Midnight Blue, Cherry Red, or Lead Grey. Two choices will be available for interior trimmings, and each car will feature special upholstery on the seats to identify them as 30th Anniversary models.

As with the original Grand Albaycin, which could be ordered as a cabriolet or a targa, performance comes from the Miata's 1.5-liter or 2.0-liter



engines, which produce 130 horsepower and 181 hp, respectively. The smaller engine, which is not offered in the US, comes with a six-speed manual, while the 2.0-liter motor can be had with a stick or a six-speed automatic. The top speed for the smaller motor is 126 mph, while the bigger engine will motivate the car to 136 mph.

But you don't buy one of these for its outright performance. Instead, these cars are purchased by those who want something unlike any other sports car on the road, with unique styling and a lavish interior.

With plenty of wood and quilted leather, the ambiance in the cabin is closer related to that of



a Mercedes than a Mazda, and that's part of what makes this lightweight sports car so attractive - it offers luxury in a retro package without compromising the winning recipe of a simple, naturally aspirated roadster with rear-wheel drive and a manual transmission.

Unfortunately, Hurtan has not revealed pricing, but with such extensive changes to the body and interior, not to mention a wide scope of personalization, this limited edition will certainly cost a lot more than a regular MX-5. We love the way this looks, but if we were to spend our own money on a reimagined Miata, the Mitsuoaka Rock Star would be our first choice.



## Poised to Arrive in 2026

### Fifth-Gen Mazda MX-5 Miata

DEC. 06, 2022  
CHASE BIERENKOVEN

Mazda execs recently shed some light on the next-generation Miata, possibly due in 2026.

The next-gen Miata has been slated for arrival in 2026, with an electrified powertrain firmly in the cards, albeit not fully decided upon at this stage. "The MX-5 is an icon in the Mazda product lineup and we have a lot of promise with our current MX-5 owners spread all over the world, so we will continue our MX-5 in the future," Mazda director and senior managing executive officer Yasuhiro Aoyama said to Australia's Which Car. That's good news, but some may not be happy to hear that the next-gen MX-5 Miata will arrive after new Euro 7 emissions standards hit.

Obviously, that means the Miata's fate depends on its emissions, which is why the next-gen Miata will almost certainly be electrified to some degree. Euro 7 takes effect in July 2025, so that at least gives us a release timeline for the new roadster.



Additionally, Which Car states it was "tipped" the car could come in 2026. That gives Mazda just under two years or so to get things squared away before the next Miata hits the streets after Euro 7. However, Aoyama has also said that the Miata will stay as light as it can. That's been the case previously, but the Miata has grown

with every generation, the only exception being the current ND which is smaller and lighter than its immediate NC predecessor.

Whatever regulatory changes Euro 7 holds, Aoyama is sure they will affect the little sports car. "So the contents of stage seven we are still investigating, but it will affect our MX-5 at the time," he said. "It will, at the time, be some kind of electrification so we need to investigate the most appropriate strategy for the future MX-5 which



will not betray our passionate fans' expectations," Aoyama continued.

Reportedly, Mazda also hinted at the Miata's looks, saying it would be influenced by the recently-revealed Vision Study (pictured above). As for that car, guesses vary from a new RX-7 to the styling mold for the Miata. Regardless, one thing is for sure: the next-generation Mazda Miata will be unlike any Miata we've seen to date.



## 2023 Mazda MX-5 Unveiled In The UK With New Names And A Fresh Sand Shade

The model year updates for the Japanese roadster include the addition of the Zircon Sand color

by Thanos Pappas

October 24, 2022 at 11:57

The fourth generation of the Mazda MX-5 (codenamed ND) has been around since 2014, but despite the mild updates over the years, it hasn't lost any of its charm. Mazda UK announced a few updates for 2023, including a new naming scheme for the trims and the addition of the Zircon sand shade in the color palette.

The 2023 range includes ten different variants spread among three trims, two engine options, and two bodystyle flavors – the soft-top Roadster which dropped the Convertible name, and the hard-top Retractable Fastback (RF).

Read: 2022 Mazda MX-5 Is Better Than Ever, But Here's What We Want The Next One To Fix

The entry-level Prime-Line is exclusively available with the smaller 1.5-liter engine producing 130 hp (97 kW / 132 PS). Equipment includes a set of black-painted 16-inch alloy wheels, piano black mirrors, heated seats upholstered in black cloth with silver stitching, air



conditioning, six-speaker audio, and the Kinematic Posture Control (KPC) system that is standard to all MX-5s. The Exclusive Line trim adds perforated black leather upholstery, bright-finished 16-inch alloy wheels, body-colored mirrors, auto headlights, auto wipers, and a number of ADAS.

The Exclusive Line is also available with the 2.0-liter engine producing 181 hp (135 kW / 184



PS) which in manual guise comes standard with a limited-slip differential, a front strut brace, Bilstein dampers, and larger 17-inch alloy wheels. Finally, the top-of-the-range Homura is only available with the more powerful engine and is visually distinguished by the Gun Metallic 17-inch BBS alloy wheels, the stainless

steel scuff plates featuring the MX-5 logo, the red-painted Brembo calipers (manual), and the more premium perforated light stone Nappa leather upholstery inside the cabin.

According to the official configurator, pricing for the 2023 MX-5 ranges between £25,800-£32,460 (\$29,152-\$36,677) for the Roadster, and between £27,700-£34,560 (\$31,292-\$39,040) for the RF. The models are already available to order, with the first deliveries scheduled for March 2023. Mazda has sold more than 24,000 units of the MX-5 ND in the UK since 2015.





# **Flyin' Miata will no longer sell V8 swaps or parts for them**

*The builders of perhaps the hobby's most-renowned V8-powered custom MX-5s place blame at the feet of emission rules*

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**Driving** **Matthew Guy**  
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*A V8 conversion in a Mazda MX-5 by Flyin' Miata  
PHOTO BY FLYIN' MIATA*

- Flyin' Miata is a source of go-fast parts for the too-fun MX-5
- The company has done big business swapping V8s into these roadsters
- Stringent emission laws are being blamed for the sunseting of this program

For the last number of years, those of us who wished to double the cylinder count in a Mazda MX-5 had the option of writing a cheque to Flyin' Miata in Colorado, whose speed freaks would gleefully swap a V8 into the roadster's engine bay. However, a recent post to the company's blog suggests the days of their shop taking on such a build are squarely in the past.

According to the site, the company has "discontinued our V8 conversion service and are no longer offering turn-key builds or conversion parts for V8 builds." Why? Blame emission regs, apparently, along with America's famously litigious society, which has recently come down hard on swap shops that choose to defeat emission devices on vehicles intended for the street. With those dark clouds hanging around its office, Flyin' Miata has chosen to lay its V8 program to rest.

This doesn't mean the FM squad are disbanding or closing up shop. They are still very much in the business of making MX-5 roadsters faster than stock, but will now focus on designing and selling emissions-compliant upgrade parts using bits and bobs from their standard parts catalog. That's a service they will be offering for every year of Miata, not just the latest ND-chassis, so any of you lot whose Miata has pop-up headlights are still able to get yer speed fix from the crew in Colorado.