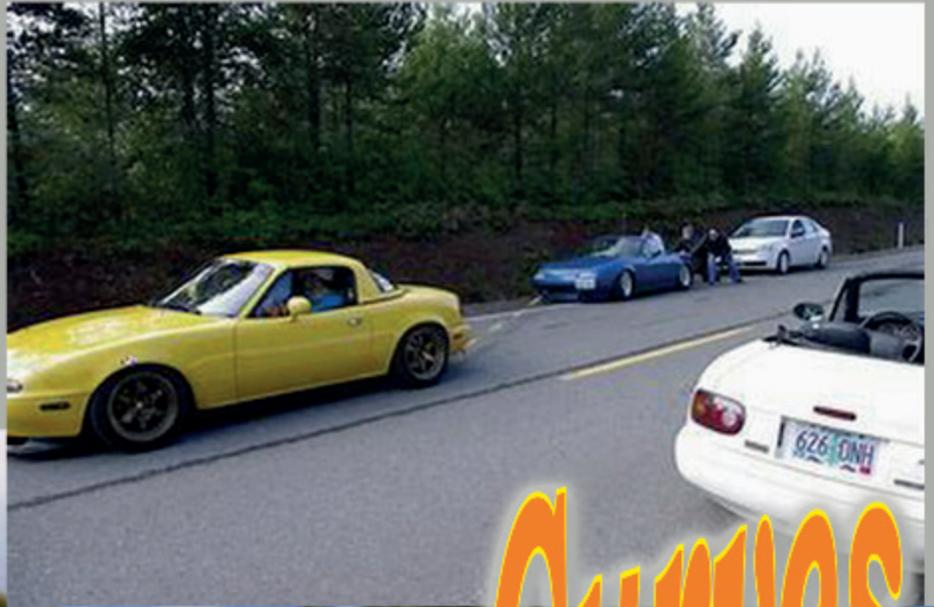


*The Official
Newsletter of*



Show me Your Curves

*Its July
already!!*

*Volume 13 No. 3
July 2022*





Editor's Message

By Doug Jackson



It's July already! Where has the time gone? For the past couple of years, we were overly aware of the COVID-19 pandemic and all of the uncertainty around social mixing and constant worry of exposing ourselves and others to the virus. It would appear that the worst of it is now behind us and we can begin to get out and enjoy the freedom from constant worry.

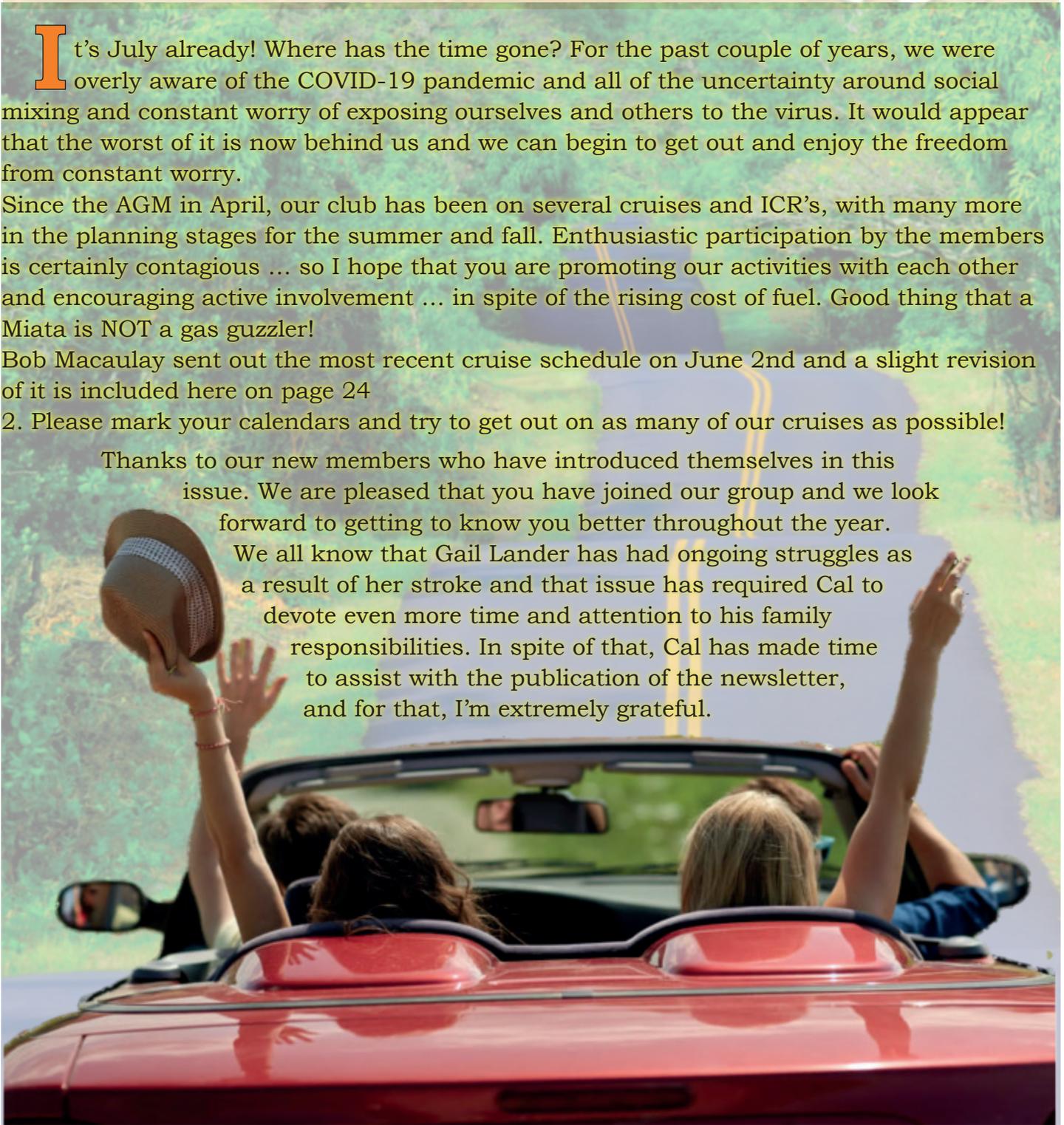
Since the AGM in April, our club has been on several cruises and ICR's, with many more in the planning stages for the summer and fall. Enthusiastic participation by the members is certainly contagious ... so I hope that you are promoting our activities with each other and encouraging active involvement ... in spite of the rising cost of fuel. Good thing that a Miata is NOT a gas guzzler!

Bob Macaulay sent out the most recent cruise schedule on June 2nd and a slight revision of it is included here on page 24

2. Please mark your calendars and try to get out on as many of our cruises as possible!

Thanks to our new members who have introduced themselves in this issue. We are pleased that you have joined our group and we look forward to getting to know you better throughout the year.

We all know that Gail Lander has had ongoing struggles as a result of her stroke and that issue has required Cal to devote even more time and attention to his family responsibilities. In spite of that, Cal has made time to assist with the publication of the newsletter, and for that, I'm extremely grateful.





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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.



<https://www.orilliamazda.com>



<https://www.moffattsmazda.com/>

And don't forget . . . Jack's Auto

Aaron Oliveira, General Manager of Jack's Auto in Huntsville welcomes any 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 one of the three best repair shops in Huntsville.

Please show your support to our most northern Sponsor.

Jack's Auto Repair
17 Bickley Country Dr,





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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 scenic lakes in Canada's premier vacation playground Muskoka.

Visit our Website at
URL:<http://www.miatasofmuskoka.com/>

Or Check us out on Facebook: [miatasofmuskoka](https://www.facebook.com/miatasofmuskoka)

Our cover

Its Summer already!!

The possibilities are endless



AGM

(Annual General Meeting)
Sunday, April 24, 2022

E V E N T S

Finally! After missing two AGM's due to the pandemic, we were able to meet together to socialize, catch up on everyone's winter activities (or lack of them!), participate in a fundraiser raffle, get our membership cards and then do some planning for the next cruising year. Like so many other things that were forced to change, so too was our AGM. We changed venue to the **Terry Fox Auditorium in Gravenhurst**. We still followed the "masking protocol" for most of our meeting and did not have a buffet-style refreshment centre. Instead, we brought our own from home. We gathered in

the upstairs room, visited the membership table, bought tickets, table-hopped to renew friendships, and finally settled to listen to Bob outline some of the proposed cruises for the year. Doug had his computer to assist with the planning process, but discovered that his very old projector was malfunctioning, but thankfully, Lynda Gigg donated her projector, allowing Doug to share a slideshow of the past two year's activities. Some great ideas for cruises were shared, and some were decided upon. It was nice to be in each other's company again!





E V E N T S

Update to the Fundraiser Raffle

Remember the article from April?

Those of you who attended the Year End Dinner Party in 2021 will remember the fancy Miata coat that Barb Brown brought to the party. It was ordered and purchased by a friend of hers, but never worn. Because of its size, she has no personal use for it, but has donated it to the club to be offered as a prize for a fundraising event.

At a Miataville Council meeting, it was decided that the proceeds from the raffle of the coat would go to the charity selected by the membership at the AGM. Over the years, the membership has enthusiastically supported our fundraising efforts, knowing that the money raised stays in our community for very worthwhile purposes. Hoping that this trend continues, the executive decided on the following strategy:

A numbered ticket with 2 sets of identical numbers will be sold, one goes in the draw box, the other is kept by the member.

Tickets for the coat will be \$5.00 each or 3 for \$10.00

The winner of the draw has two options; keep the coat or offer it to be auctioned to the highest bidder from the group who is very keen to wear this distinctive coat. The competition could be fierce!

So ... bring along a bunch of \$5.00 bills to the AGM ... you could be the lucky winner!



Here's the Update!!!

The strategy listed above was followed ... and the purchasers of tickets for the lucky draw donated \$135.00 to our charity. The draw was made, and the lucky winner was Lynda Gigg! She declared that the coat would not fit her ... so donated it back for general auction. Hearing that, Mike Fedorowich leaped to his feet and loudly proclaimed, "I'll match the pot"! A round of applause greeted this announcement of a win/win situation. Double the

money to charity and a happy owner of a very special Miata jacket! Congratulations and thanks to Mike!





INTRODUCTION



Meet the New Members

Brandie Thompson and Dave Vanhuis

Dave and I are new to the MoM family, and the welcoming we have been receiving thus far has been phenomenal. We look forward to the adventures MoM has planned for this year. Being the youngest of this amazing group, Dave and I feel right at home.

As an introduction of myself, my name is Brandie. As evident of my driveway at home, I like Mazdas. I own three...but my Miata, Johnny 5, is my favourite. Yes, I name my cars. I am a mom of two beautiful daughters, Kyla and Keira. I am a Committee Support Clerk within the Council Secretariat and a Court Reporter within the Ontario Court of Justice – Provincial Offences under the Legislative and Court Services branch of the City of Barrie. I am currently working towards getting my certification as a Novice Transcriptionist to work under the Ministry of the Attorney General. As exhausting as it sounds, I very much enjoy what I do.

My Co-pilot, even though I make him drive, is Dave. Dave is a handyman to have around. He is a welder, a detailer, dabbles in automobile mechanics, automobile body work, et cetera...Let's just say, if it's on wheels, he is your guy. He currently has a successful detailing business based on Upper Big Chute in Coldwater. He is the best at what he does. Not to seem biased, but I highly recommend his work. Dave also has two adult children, Damian and Kira. Dave and I live in Orillia. We have been an 'us' for a number of years now, meeting in high school. He tells me he had a crush on me back then, and I completely ignored him. Needless to say, he finally wore me down, and we have been a dynamic duo ever since.





INTRODUCTION



Meet the New Members

Rick Beutler and Brian Atkinson

Hi everyone, it's great meeting you in Miatas of Muskoka! Brian and I (Rick) have had the pleasure to meet many of you already (we were novice Cruise Directors of this year's Spring Fling!), and are looking forward to upcoming events, chats, and apparently lots more ICR's (ice cream runs)! Meanwhile, here's our formal intro...



Brian and I have lived in Midland for the past 5 years, with Brian having strong past and present family ties in Toronto and Muskoka (Port Carling, Acton Island, and Mactier), while my evolving 4 generations of family have remained in Midland since 1960!

Brian enjoyed his first career as a primary and special needs teacher in west Toronto, and then developed his Concierging Service business for clients who own homes in Muskoka. This coincided with his



passion for boats while volunteering with the Antique and Classic Boats Society, and he has owned many different wooden and fiberglass classic boats over the years. He has also been a classic car owner of numerous brands and vintages, most recently including 1977 Lincoln Mark IV, 1989 Lincoln Town Car, 1991 Cadillac D'Elegance, and 2021 Chrysler 300. A few summers ago we used the 1989 "Townie" in the Big Brothers and Big Sisters Amazing Rally fund raiser in Simcoe County. This summer we're attending the 100th Anniversary Lincoln Motor Car event at The Gilmore automotive museum in Michigan.



My first career was in Retail Management, which began working at our family business

(remember sampling the chocolate chip cookies at Holder's Bakery in Midland?) and included senior management roles with Loblaws, The Bay, and Costco. I've been an instructor and career advisor at Ryerson (recently renamed Toronto Metropolitan) University for 10 years, and enjoyed grandparents, parents, brothers, relatives, and friends who were all car people. I learned to drive at age 15 on my grandpa's 1967 Chevy II with "3 on the tree" transmission which still runs and parks in my brother's garage with only 50,000 miles on it! My brother Gary, sister in law Sheryl, and I drove in it for several of



the Amazing Rally fund raisers. My first car was a family hand-me-down 1968 VW Bus passenger van, and I have been fortunate enough to enjoy some German, Japanese, and North American vehicles. Any Mazdas you ask? Yes! -- 1980 RX-7, 1986 RX-7,

2009 Miata (See pictures of it with Brian and I and at Balm Beach), and 2018

Mazda 6. We've also discovered automotive art in our home with large brochure-based canvases of 1957 De Soto and 1963 Lincoln Continental, and about 80 die cast cars between us displayed in showcases (and of course the precious boxes kept in storage). Our ginger cat Lily seems to approve.

Three years ago when I bought our current 2009 Miata GT PRHT, we joined the Trillium Miata Club, which has been great to attend Toronto-based events like Toronto Auto Show, Drive Fest, and Cobble Beach Concours d'Elegance. This year we're also enjoying the folks we've met in Miatas of Muskoka with wonderful tours, being closer to home, and the great connections and conversations! We also passed our CB crash course (with no crashes!) thanks to Gord Bauldry steering us in the right direction for hardware, and Bob and Carol Macauley's test driving us with the software.





Thanks everyone for being so welcoming and we look forward to sharing upcoming the adventures and roads ahead! Take care and stay safe.



Rick and Brian



Meet the New Members

Cec and Dale Colbourne

Dale and I (Cec) are excited to be part of the Muskoka Miata group. We retired seven years ago then we moved from Brampton to Victoria Harbour. We have six children and nine grandchildren.

We are currently driving a 1991 BRG Miata with low mileage and we have loads of fun in it. We had a 2004 Mazda Speed in Velocity Red. Prior to that we had a 1990 NA in red which we put 390,000 km on when we sold it. In that car we drove to the east coast and numerous trips with the Trillium Club to the States, Deals Gap, Vermont, West Virginia, and South Carolina. We enjoy the people we have met so far in the Muskoka group and looking forward to the up-and-coming trips.



INTRODUCTION





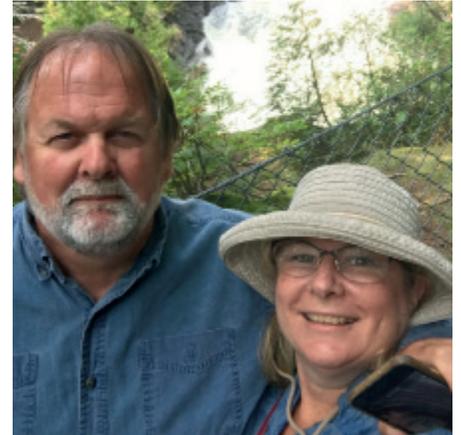
INTRODUCTION



Meet the New Members

Lorraine Blondin and Richard Rutsch

Lorraine and Richard are long time Miata lovers! Lorraine had driven a Mazda RX-7 in the 1980's and early 1990's but then moved on to more boring, practical cars. In 2007 when we were on the lookout for a new car, Lorraine saw a red Miata on the DVP in Toronto and said, "That is what I want", so Richard found a 6-month-old Mazda USA head-office demonstration car for sale, all the way in Leamington. So, Lorraine became the proud owner of a 2007 Red GT Model with a US speedometer, making it interesting to ensure we don't speed. Lorraine drove her baby to work daily and continues to drive topless unless it is pouring. Shortly after getting the car, we kept finding cute business cards in the windshield about the Trillium Miata Club when we parked at the Port Credit Yacht Club where we kept our sailboat. A bit of investigating later, a friendship was made with a fellow Miata owner and PCYC member and we joined the Trillium Miata Club. We were very active in the TMC, with Richard acting as Tour Director for several years, and we organized many tours to West Virginia and Kingston/Gananoque/Clayton on New York and of course





Muskoka. Our Miata has a dragon on it from our times doing the Tail of the Dragon in Deal's Gap in Tennessee. We have loved exploring areas together, planning the next cruise, and finding all best twisties. We

moved to Huntsville full time in 2017 and have not been able to participate in TMC cruises, so we decided it was time to join Miatas of Muskoka and get back out on the road.

Lorraine grew up in Port Credit (Mississauga) in a large family of five girls. She worked as an accountant before returning to school and working for many years as a mental health worker. Lorraine retired in 2017 as a manager of large Community Health Centre in Toronto. Richard grew up in Lake of Bays as his family owned a marina in South Portage, where Richard worked for many years servicing and driving every type of boat possible. Richard owned and operated a very successful marine business of his own called Richard's Custom Marine, which operated out of Mississauga/Toronto and Muskoka/Parry Sound area. We lived in Mississauga but had a cottage in Hidden Valley, Huntsville, and in 2017 we bought a house in Hidden Valley, which we love. Richard has always loved boats and currently we have two boats, a Sabre 34 sailboat, which is moored in Parry Sound, and a Checkmate power boat, which we use to explore the lakes in Muskoka. Lorraine and Richard met at the Port Credit Yacht Club, where they were both members, actively

participating in sailing racing. After getting married and buying a bigger boat, we raced together on our boat and also cruised Lake Ontario, as well as delivered other people's boats through the US Eastern seaboard. Now we cruise Georgian Bay. Richard's passions are boating, motorcycling and woodworking. He is a wood turner making beautiful bowls, peppermills and other things on the lathe and custom furniture and woodwork on boats. Lorraine is an active volunteer and her happy place is the garden. We look forward to cruising with all of you.





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ICR's in the Spring

It's always fun to get out in our Miatas and go for a drive ... particularly if there's an ice cream cone somewhere along the route! These informal opportunities are usually "after supper" events and, for the past few years, held alternately from Bracebridge and Orillia. We usually do not select a 'cruise director' in advance, but somebody from the assembled group assumes the role of 'lead car' and off we go! This spring, we held regular ICR's on Wednesday May 5 from Orillia, Thursday June 9 from Bracebridge and then a special ICR on Thursday June 28. This brand-new event will be reported upon in the next newsletter. Thanks in advance to Bob and Carol for coordinating this special event!





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Spring Fling Cruise and Lunch –

May 7, 2022
Rick Beutler

A total of 13 cars (22 participants) met at the Washago LCBO parking lot (with washrooms) opposite the Hwy 11 (between Orillia and Gravenhurst) off ramp on a sunny, 8C degrees Saturday morning at 9:30 am. After checking everyone in and the drivers' meeting to ensure CB's were working, we split into our two designated groups A (cars 1 to 6) and B (cars 7 to 13). Rick Beutler and Brian Atkinson led group A with Doug and Sheila Jackson as sweep, and Larry and Barb Dickson led group B with Wendy Bazuk and Dorothy as sweep.

Then with tops down and lights on, we drove this route:

-- Hwy. 169 southeast from Washago to Cty. Rd. 45 (Monck Rd.)

-- left on Cty. Rd. 45 east, all the way to Norland (about 30 minutes)

-- right on Hwy. 35 south, to Coboconk (about 6 minutes)

-- right on Hwy. 48 west, to Kirkfield (about 17 minutes) – here we had an impromptu bio break at the water locks but unfortunately neither they nor the restaurant across the street were open, so our members improvised :) Doug was able to take some photos of our group.

-- right on Cty. Rd. 6, northwest through Dalrymple to Cty. Rd. 46 and continue west on Cty. Rd. 46 to Hwy. 169 (about 20 minutes)

-- right on Hwy. 169, north to Cty. Rd. 45 (about 5 minutes)



-- west on Cty Rd. 45 to Rama Rd. Cty. Rd. 44; then right on Cty. Rd. 44 north past Casino Rama to Airport Rd.; then right on Airport Rd., east to Tailwinds Grill at the Orillia Airport (about 20 minutes)

There was minimal traffic, a variety of scenery, and a nice combination of straightaways and curves, with mostly flat terrain. At our destination, the cars were parked together in the airport lot for photo opportunities before going into the restaurant.

Lunch had been organized a few weeks in advance by Rick contacting Head Chef Stephen Jackson at Tailwinds restaurant who finally confirmed the Pilot's Lounge would be reserved for our group. Rick coordinated each participant to choose their lunch 4 days in advance from a restricted menu to ensure the restaurant would be able to serve us in a timely manner since it was the day before Mother's Day and they expected to be busy yet short staffed, especially for lunch. Overall this worked out well and participants were allowed a pre-set amount to rebate them in cash for taxes on their meal, which Bob, Carol, and Marina coordinated. Towards the end the staff were busy with other customers and took a while to bring us our bills to pay, but overall the food was delicious, the staff were welcoming and professional, and everyone enjoyed their lunch and not being rushed so we were all able to chat and catch up in the Pilots' Lounge as our private space rather than the noisy main restaurant. There was no ice-cream destination planned for later since Rick didn't know how long people might want to stay there knowing it was the first MoM event of the season, or what would be open for sure nearby, but this would be considered for next Spring Fling – live and learn :)

Afterwards, everyone went their separate ways home from there. Total time of the cruise itself was about 2 hours (9:45 to 11:45 am).



Huge thanks to: Bob Macauley and Gord Bauldry for mentoring me (and Brian) as novices with the Cruise Director role and helping us get set up and ready with CB radio; the leads and sweeps mentioned above to keep us safe; all participants for joining us, meeting the lunch choice deadlines, making the event fun, and providing positive feedback; Doug Jackson for taking flattering photos of us with our cars; Chef Stephen Jackson and his crew for making the Tailwinds lunch a success despite his managing 3 other locations and being short-staffed; and Mother Nature and Lady Luck for providing fabulous Miata cruising weather and a collision-free experience during the entire event!

Thanks, everyone, for being so welcoming and patient with us for our first event as Cruise Directors, and we look forward to sharing the upcoming adventures and roads ahead! Take care and stay safe.

Rick and Brian



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Big Chute Cruise and Maple Canadian Pub Lunch

June 1, 2022

by Cruise Directors Claude and Shelley Mikolainis

The Big Chute and lunch cruise on June 1 was well attended with 15 cars and 29 members.

Just as we were about to start out from the Fairgrounds in Orillia, the skies opened up with a major downpour, so we were forced to drive with 'tops up'.

Due to the rainy weather, the Big Chute Marine Railway was not in operation, however we were able to park our cars, gather together for socializing and tour the area without getting wet.

We continued the cruise to the Maple Canadian Pub at South Bay Marina, which opened their doors especially for our club and offered a very tasty menu. The lunch was excellent and enjoyed by all.

After lunch the winds blew away the clouds to reveal a beautiful sunny day, all tops were down for the remainder of the cruise to the Coldwater Ice Cream parlor.

Thanks Bob & Carol Macaulay, Terry & Lindsey Day, Rick Beutler & Brian Atkinson for volunteering as leads and sweeps.

Claude and Shelley





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Dufferin County Picnic Cruise

May 18, 2022
Bob Macaulay

A total of 13 cars (24 participants) met at the Horseshoe Valley Ski Resort parking lot on a bright, cool spring morning, everyone keen to head out on an interesting sojourn to our picnic lunch destination in northern Dufferin County. After the usual drivers' meeting, we split into our two designated groups and headed west with tops down, across Horseshoe Valley Road and Highway 26 through Stayner, eventually reaching Duntroon on the edge of the Niagara Escarpment. There we headed south on Cty. Rd. 124, turning off soon after onto the scenic, rolling Glen Huron Road (one of the nicest "Miata roads" in central Ontario) and continued southwest through the hamlets of Dunedin and Maple Valley to the charming hamlet of Horning's Mills. We then headed east a short distance along River Road, a scenic rural route paralleling the Pine River, and then turned south onto another very nice



Miata road, Prince of Wales Rd./Cty. Rd. 19, eventually reaching Hwy. 89 at Primrose, just east of Shelburne. After a quick hop a few kilometers east through Violet Hill, we arrived at our designated picnic ground, at Line 5 E, under a nice canopy of pine trees on the south side of Hwy. 89. Despite the cool



temperature and cloudy-bright weather, everyone seemed to enjoy this pleasant outdoor get-together for

lunch. We were even treated to fresh homemade cookies, courtesy of Shelley Mikolainis. (Thank you, Shelley!) Our return leg in the afternoon took us back north along scenic Airport Road, through the village of Mansfield, and northeast through the hamlets of Glencairn and New Lowell via some nice secondary roads, eventually reaching Hwy. 26 via

Strongville Rd, west of Minesing Swamp. A quick return leg east across Hwy. 26 and Horseshoe Valley Rd. brought us to our ice cream destination at Nicholyn Farms, just east of Cty. Rd. 27. Most of the group had a nice Kawartha Dairy ice cream treat, before everyone went their separate ways home from there mid-afternoon. Total length of the cruise was about 180 kms. Many thanks to our Group B lead, Dicksons, and the sweeps for both groups – Mikolainises for Group A, and Jacksons for Group B, for helping to make this an enjoyable outing for all.





Lunch Cruise to Cora's

June 14, 2022

Our group of nine Miatas and sixteen attendees started our cruise, tops down of course, from Rotary Place in Orillia on a beautiful cloudless morning. We proceeded along Old Barrie Road over to Dalston, then north to Craighurst, then Minesing and finally into Barrie along Maplevie Drive to Cora's Breakfast & Lunch.

After a very enjoyable and generously portioned lunch/brunch,

we travelled along 26 to Horseshoe Valley Road and north on Crossland Road/CR 29, then east along CR 92 through Elmvale. At Orr Lake, we took Hwy 93 to Waverley and CR 23 through Vasey and followed it into Coldwater for a stop at Coldwater Ice Cream. Despite the food portions at Cora's, many of us still managed to enjoy some of their Kawartha Dairy ice cream! This marked the end of a very enjoyable day out in the sun and travelling the Simcoe County countryside.

Our thanks to Cora's and to Coldwater Ice Cream and to the Day's for acting as "sweep" for the cruise. We enjoyed acting as Cruise Directors for this event and look forward to the next MoM outing!

Rick and Shaun Fox



we bid farewell to two of our fellow cruisers and the remaining seven (slightly heavier) Miatas headed west on Maplevie and continued along SR 25 towards Angus. We then proceeded north through the villages of Brentwood and Strongville over to Hwy 26. From there



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1st "Special" ice Cream Run of 2022

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Bocce "Tournament" & Potluck Dinner @ Macaulays in Orillia

June 28th, 2022

A total of 10 cars and 19 MoMers (plus 1 guest) participated in this bocce "tournament" & potluck dinner hosted by Macaulays at their place on Lake Simcoe just outside Orillia.

The event commenced with 6 cars gathering at 3 PM at the Lakehead University parking lot – having been prevented from meeting at the original spot (Rotary Place parking lot) by a large school graduation event -- to begin a short pre-bocce cruise. The other 4 cars were coming separately and directly to Macaulays' place. The main group enjoyed a leisurely, top-down 45-minute cruise south across some Oro secondary roads to the hamlet of Hawkstone, then we proceeded back east to Orillia along the Lake Simcoe shoreline, arriving at the bocce/potluck location right on the dot of 4 PM. By 4:20, everyone else had arrived, and we all settled in with some beverages and socializing before beginning the bocce games. We had 3 sets of bocce balls available, so 3 games were ongoing at the same time, involving a total of 12 players, with others looking on. After an introductory discussion of





the rules, teams were created from the mix of experienced and “first-timer” bocce players, and then the fun began. Lots of laughs ensued, owing in part to the challenges of the gentle slopes in the yard, and the length of the grass...everyone seemed to enjoy the bocce experience....thankfully, none of the bocce balls ended up in the lake!

After some freshening of the beverages, it was time for supper on the deck...and what an array of tasty dishes it was! As per our specific instructions from the outset, and in the true spirit of a “genuine potluck,” there was no coordination of what foods everyone was to bring...and everyone played by the rules, with the result being a fantastically-varied spread. Although this is not a com-

prehensive list, the offerings included such niceties as a selection of appetizers, taco salad, 2 different potato salads, caeser salad, bean salad, warm sausage & bean stew, cold chicken, cold cuts, rolls, several pasta salads...and the list goes on.

Of course, this was an ICR, so 3 flavours of Kawartha Dairy ice cream cones topped the meal off in fine style.

Mother Nature blessed us with a nearly perfect day...bright and sunny with a very slight breeze, and a very comfortable temperature. Everyone seemed to have an enjoyable time...and we highly doubt that anyone went home hungry!

Bob & Carol Macaulay



Miata of Muskoka -- Final Cruise Schedule

Hi, all --

Attached you will find the Final Cruise Event Schedule for 2022 (in both Word & PDF formats.)

This has been updated to reflect confirmation of several additional cruise details, including the following:

- 1) Simcoe Cty. Quilt Trail Cruise/Picnic -- date is now set for Wednesday July 20th, and the event will be collaboratively organized and run by Jacksons, Colbournes and Walkers.
- 2) Grey Cty./Waterfalls Cruise (1 night overnight) -- now confirmed for Tuesday September 27th-Wednesday September 28th.
- 3) Second June ice cream run -- will take place Tuesday June 28th (instead of the 21st), and will be one of the "special" ICRs -- the bocce tournament + potluck -- to be hosted by Bob & Carol Macaulay (Orillia.)

The few events that remain uncertain are highlighted in red font (on a yellow background) on the attached schedule, and are as follows:

- 1) Cobourg Waterfront Festival/Northumberland Cty. overnight cruise. It is slated for one of the overnights on Canada Day Weekend, and did attract some member interest when discussed at the April AGM. However, it is now in jeopardy, because

time is getting very short to organize it, and no member has yet volunteered to take on the Cruise Director role -- without a CD, there will be no cruise. So, please consider stepping up to act as CD for this one...again, I'll remind everyone that there is "mentoring" help available to advise on the planning/logistics for any member who hasn't previously had CD experience. The bottom line is this -- if no one volunteers to be CD by this coming Sunday (June 5th), this cruise will be cancelled.

2) 3 of the "Special" Ice Cream Runs -- we also need volunteers to coordinate the other 3 planned "special" ice cream runs listed on page 2 of the attached schedule -- mini-golf + lunch/ice cream (Washago); axe-throwing contest (Barrie); and, bowling + dinner (Huntsville, Bracebridge or Orillia.) This is a less onerous responsibility than a Cruise Director, as it typically only involves a few phone calls to make suitable arrangements for a group, and confirm the date, time, etc. Again, if we have no volunteers, these "special" activities won't happen, and the designated dates will simply revert to being regular ICRs.



Bob Macaulay
Activities Councillor

Miata of Muskoka 2022 Cruise Event Schedule June 2, 2022 (Final)

Cruise Event	Date(s)	Event Type	Cruise Director(s)
Spring Fling Cruise & Lunch <i>Tailwinds Grill, Orillia Airport</i>	Sat. May 7 th	Day-trip	Rick Beutler
Dufferin Cty. Picnic Cruise	Weds. May 18 th	Day-trip	Bob & Carol Macaulay
Big Chute Cruise & Lunch	Weds. June 1 st	Day-trip	Claude & Shelley Mikolainis
Cora's Lunch Cruise (Barrie)	Tues. June 14 th	Day-trip	Rick & Shaun Fox
Cobourg Waterfront Festival/ Northumberland Cty. Cruise	Canada Day weekend	Overnite (1 nite)	Awaiting volunteer CD(s)
Simcoe Cty. Quilt TrailCruise/picnic	Weds. July 20 th	Day-trip	Collaboration - Jacksons, Colbournes & Walkers
MoM 10th Anniversary Cruise	Thurs. July 28 th	Day-trip	Michael Topping
Jackson Corn Roast/Cruise	Sun. Aug. 7	Day-trip	Claude & Shelley Mikolainis
Manitoulin Island Cruise	Weds. Aug. 24 th to Fri. Aug. 26 th	Overnite (2 nites)	Bob & Carol Macaulay
Grey Cty./Waterfalls Cruise	Tues. Sept. 27 th - Weds. Sept. 28 th	Overnite (1 nite)	Terry & Lindsey Day
Cobble Beach (Owen Sound) Concours D'Elegance Classic Car Show	Sun. Sept. 18 th	Day-trip	Ed Gigg
Fall Colours (Muskoka) Cruise (& lunch)	Thurs. Oct. 6 th	Day-trip	Phil & Selina Holdsworth
King's Wharf Theatre (Penetang) & Season-end Banquet	Sat. Nov. 19 th	Theatre & Banquet	No CD req'd - Doug Jackson coordinating theatre attendance
ICE CREAM RUNS (ICRs)	Middle of 2nd and 4th weeks every month; one regular ICR and one "special" ICR each month. ICR days to vary (Tuesday, Wednesday or Thursday). Alternate starting points between Bracebridge (<i>Independent Grocer</i>) and south Orillia (<i>Rotary Place - 100 University Ave</i>), at 6:30 PM in May & September, and 6:45 PM in June, July and August.		

Dates for ICRs will be as follows:

May – Wednesday 25th (Orillia)

June – Thursday 9th (Bracebridge), & Thursday 28th (Orillia)

July – Thursday 14th (Bracebridge), & Tuesday 26th (Orillia)

August – Wednesday 10th (Bracebridge) & Tuesday 23rd (Orillia)

September – Thursday 8th (Bracebridge) & Wednesday 21st (Orillia)

We also again propose that one of the above ICRs each month be “special” (see next page -- 3 of the above dates to be “special” ICRs are still to be confirmed.) Each of these includes a short cruise and a special activity (plus an ice cream stop).

(cont'd)

Advance notices are emailed to members, with details. Proposed 2022 “special” ICRs are as follows:

- a) Mini-golf + lunch/ice cream (Washago) - **awaiting volunteer to coordinate**
- b) Bocce “tournament” + potluck - Macaulays to host (Orillia) – **Tuesday June 28th**
- c) Axe-throwing contest (Barrie) - **awaiting volunteer to coordinate --**
- d) Bowling + dinner (Huntsville, Bracebridge or Orillia) – **awaiting volunteer to coordinate (venue to be confirmed)**

REMINDERS:

1. Before each cruise (*except the regular ice cream runs*), an Event Notice with all details will be circulated to all members, both for your information and to obtain an RSVP response, to assist the Cruise Director(s) with final planning and arrangements for the event. **Please respect the requested response deadline and provide a timely “yes” or “no” response by return e-mail, regardless of whether or not you will be attending.**

2. All current COVID-19 protocols/advisories should continue to be observed, including the wearing of masks in indoor public spaces, and appropriate social distancing.

3. To ensure the safety of all cruise participants, CB radios are mandatory for participation in all MoM cruise events, except for the ice cream runs; please remember to bring and use your CB.

[NOTE: if you don’t already own a CB, MoM now has 2 portable (hand-held) CB units available for temporary use on a one-time only loan basis, pending acquisition of your own CB unit.]

4. Please try and remember to cruise with your lights on for safety reasons, especially when travelling in a larger group.

Not to everyone’s taste, perhaps, but unique.



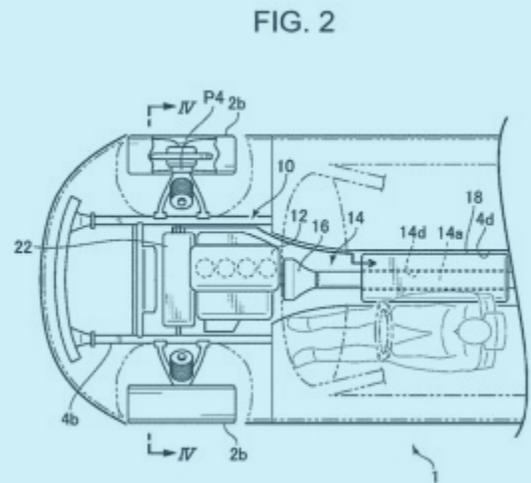


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Mazda's New Lightweight Mild-Hybrid Tech Could Save The Miata

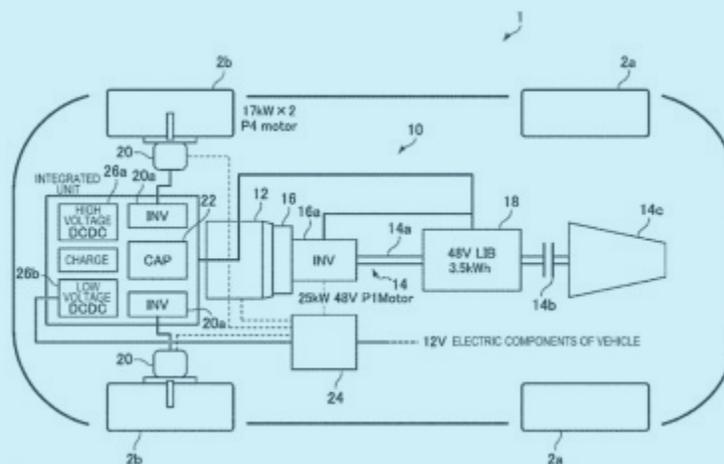
FEB 16, 2022
BY SEBASTIAN
CENIZO
ELECTRIC VEHICLES

But we think there are broader plans for this system. The Mazda MX-5 Miata is the darling of the automotive world. It's horribly impractical, slow, and small, but these drawbacks are part of the reason people love it. Its size and impracticality make it easy to place and free you of unnecessary and heavy features, while its lack of power means more time working your way up and down the rev range, having fun. Thankfully, it seems that it will be keeping its distance from full electrification, likely using Skyactiv-X technology to keep it clean. However, that doesn't mean that it won't be hybridized, and a new patent suggests that Mazda is doing its best to ensure that the addition



of mild electrification won't severely impact handling. In the documentation filed with the United States Patent and Trademark Office (USPTO) in March 2019 and published in December of last year, Mazda envisions a relatively small battery pack as it sees large battery packs and full-scale electrification as "a vicious cycle" of adding more power to cope with more weight, which then requires bigger batteries thus adding to the weight issue again. So instead of a large battery,

Mazda's patent details a bank of capacitors (these seem to be critical to Mazda's future EV plans), and two in-wheel electric motors of 17 kilowatts each. A 25-kW electric motor on the transmission is also shown. The 3.5-kWh battery pack would

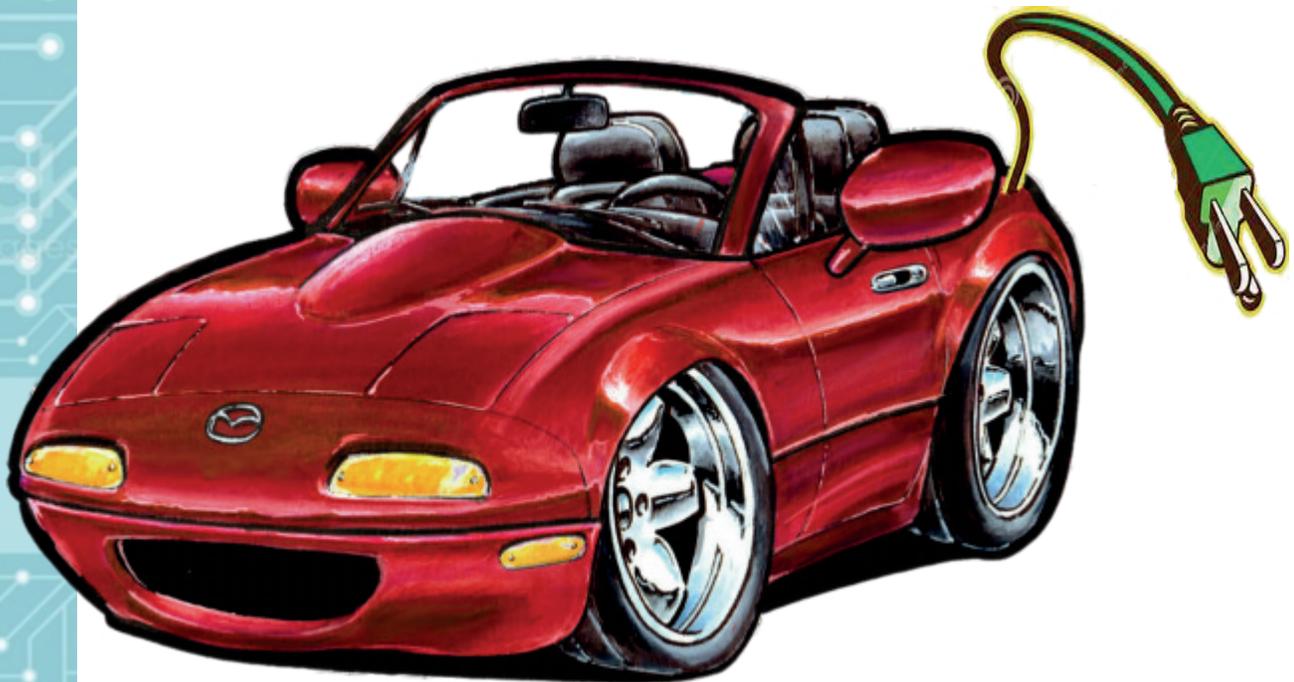




T e c h n o l o g y

be mounted somewhere in the middle of the car, and the front-mounted engine would send power to the rear wheels while the fronts would be powered by those electric motors, thus indicating all-wheel drive. If this is indeed for the next generation of Miata (likely to be called NG, since the NE and NF designations refer to the MX-5-based Fiat 124) that will replace the current ND model, then it would mark a radical change for the way the Miata is to behave. Fortunately, we don't actually believe this will go to the MX-5. Yes, the patent repeatedly refers to saving as much weight and space as possible, and supercapacitors

are quick to charge and discharge energy (a clearly beneficial characteristic for a sports car), but part of the reason that the Miata has survived so long is its simplicity and fun-to-chuck nature. This patent only seems to allow an automatic gearbox too, so we'd bet that, although the MX-5 will certainly be electrified at some point, this won't be how. This tech would fit and is much more likely in Mazda's oncoming onslaught of SUVs, where the cleanest engines possible are to be paired with the lightest hybrid systems possible, thus making for fun-to-drive, capable, and inexpensive family cars.





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New Supercharger Kit Boosts NC Mazda MX-5 Miata To 300 HP

JAN 6, 2022

BY NIKESH KOOVERJEE
TUNING



The NC may be a bit old now but there's still some potential to be squeezed out of that engine.

The Mazda MX-5 Miata is a sports car that has been hailed for its simple and modest design, both visually and mechanically. Despite this, a select number of fans enjoy taking their beloved roadsters to the extreme with one of the more popular modifications being a supercharger conversion. The engineers over at

BRR recognize this, which is why the firm has put together a two-stage kit for the NC generation.

Enthusiasts of the MX-5 Miata might recall that through its ten-year lifespan, the NC model was available with two engines. The model launched with the older 1.8-liter four-cylinder MZR L8-DE in the European market but the USA was only given the larger 2.0-liter four-cylinder MZR LF-VE unit. In its standard state, this delivered 170 horsepower and 140 lb-ft of torque. Previously, BRR worked in conjunction with Rotrex Superchargers to develop kits for the NA, NB, and ND generation models. For this kit, however, the company was approached

by Corten Miller to build on the work it had completed with Rotrex. This collaboration was perfect, as BRR admits that the placement of a supercharger in the NC was a challenge because of the compact





engine bay. To make it work, it would have to remove the car's much-needed air-conditioning unit or reposition the battery to the trunk.

After attaining the rights to production, BRR and Corten Miller had put together a supercharger design that fit snug into the engine compartment. With this solution, the two arms didn't have to subject the process to the usual 12-18 month hardware and software development and validation, which means they were able to bring the product to market a lot sooner. The BRR Stage One supercharger conversion is available for both displacements of the NC Mazda MX-5

Miata and promises a power output increase of 250 hp and 213 lb-ft. With this, a claimed 0-60 mph sprint time of 5.3 seconds has been stated. This unit, excluding installation, is priced at £4,095 (\$5,440). Furthermore, you'll need to fit a sports manifold but this is not included in the package.

For the speed-freaks, the Stage Two supercharger conversion takes things up to 300 hp and 227 lb-ft. This comes with a claimed 0-60 mph acceleration time of 4.8 seconds. This too is available for both displacements but to accommodate the extra power, owners will have to apply the BBR 2.5-inch manifold back exhaust system and Stage One clutch, as per BRR's recommendation. The DIY kit is priced at £4,795 (\$6,490).





Mazda Has Great News About Next-Gen Miata

APR 11, 2022

BY MICHAEL BUTLER

SPORTS CARS

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Some things won't be changing about the next-gen roadster.

At the end of last year, we bid farewell to the designer of the Mazda MX-5 Miata, Shunji Tanaka, and welcomed a refreshed Miata



with new colors and sharper dynamics. This agile little sports car has played a significant role in the world of car enthusiasts and motorsports thanks to its balanced and engaging driving dynamics, and Mazda is all too aware of its status among the automotive fraternity. Mazda, as with most major manufacturers, is clearly moving towards an electric future, and had previously said the Miata might have to go hybrid. But according to Mazda's head of product development and engineering in Europe, Joachim Kunz, the next-generation MX-5 Miata will be more focused than ever before and will be separate from the company's mainstream models.



The Mazda MX-5 has traditionally been powered by a small-capacity naturally-aspirated four-cylinder engine which sends its power exclusively to the rear wheels via a manual gearbox, although



automatics have always been optional. And if all goes according to plan, it will remain that way.

"It's our brand icon and it is always treated very specially. At the moment, it looks like we will have this car forever, with this size and concept and combustion engine. Of course, some day, we will have to electrify it, but we want to keep this pure concept," Kunz told Autocar. He did, however, note that Mazda Europe has less say over the MX-5, as the design and overall concept of this legendary little sports car falls under the strict jurisdiction of the Japanese headquarters.

What we do know is that Mazda will not be basing the new car on its small car architecture, which means it will remain a

rear-wheel-drive vehicle, as the car gods intended.

That being said, the fourth generation isn't going anywhere for a while. "Having one generation for 10 years is not a problem for us," said Kunz, which could indicate that the ND will stick around until at least 2024 after being unveiled in 2014. In that time, the ND will have made quite the impression, winning the 2015-2016 Japanese Car of the Year award and the 2016 World Car of the Year award. Earlier this year, a patent filed by Mazda hinted that the next-generation Miata might be able to retain its lightweight despite hybrid assistance. Instead, we suspect that the new Miata will reap the benefits of Mazda's SkyActiv-X technology plus some hybrid assistance. All we hope for is a rev-happy, lightweight RWD car that conjures up stupid grins.





Ultra-Rare Mazda Miata Coupe Is One Of Just 200 Ever Made

JUN 6, 2022
BY GERHARD HORN
JDM

Some might say this is the perfect sports car. And this one is now for sale.



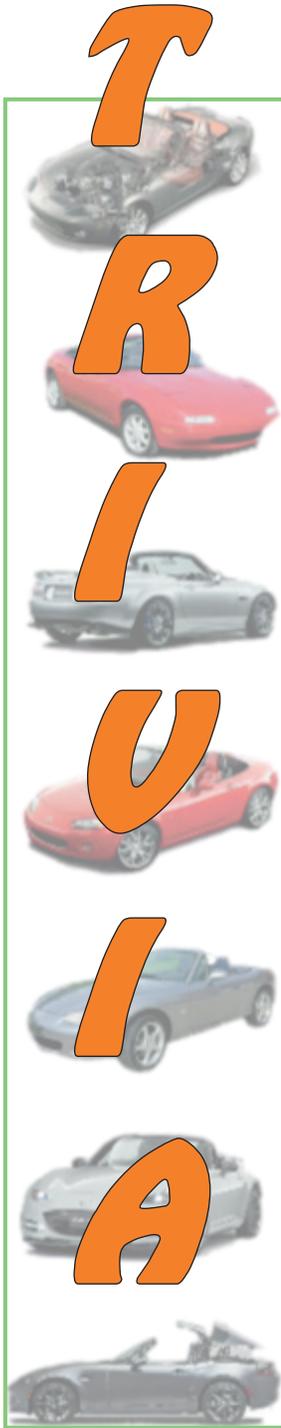
The Mazda Miata has never been available with a fixed roof until the ND RF came along, right? Wrong.

As it turns out, the first Miata with a fixed roof was introduced in the early 2000s. Only available in Japan, it was confusingly called the Roadster Coupe (aren't those two vastly different things?). Mazda based it on the second-



generation NB model and built a highly limited run estimated to be between 500 and 1,000 units from 2003 to 2004.

One has recently come up for sale in Japan and it looks sensational. It only has 42,000 km (26,260 miles) on





the clock, and it's finished in yellow, which is somewhat of an iconic color in the Miata enthusiast community.

Four variants of the Roadster Coupe were built, and this particular version is the rarest of the lot.

You could get a base model, the Type-A, Type-S, and Type-E. The Type-A's aerodynamic kit is said to be Italian-influenced, and it also came standard with a slightly more powerful BP-VE RS version of the 1.8-liter naturally aspirated inline four-pot.

Only 200 were made, which makes it extremely rare. Not as rare as the Type-S, of which only 63 or 64 were made (reports differ). According to Mazda's original PR fluff, the Type-A's design was reminiscent of classic racing cars.



We'd love to experience it, as we know from ownership that the NB feels inherently more rigid and a fixed roof structure would only add to that. A Miata coupe straight from the factory should feel epic. The weight penalty is also only 22 pounds compared to the soft-top, which is nothing compared to the 120 lbs penalty you have to pay if you



buy the 2022 Mazda Miata RF over the rag-top.

Add to that the upgrade in power compared to US-spec NBs; the Miata has never been about horsepower but rather a lack of weight, but a little more power feels great in that class

The Type-A used the same 1.8 mentioned earlier, but with variable intake valve timing to increase the power to nearly 160 hp, around 20 hp more than the NBs sold here. Twenty horses aren't a lot, but you'll notice the difference in a car that weighs just over 2,300 lbs.

It's hard to judge how much this car will sell for at auction. A Type-S was up for grabs last year, and it eventually sold for the equivalent of \$38,000. The auction house responsible for this sale, Davey Japan, expects this example will



go for roughly \$30,000. So it's this or a brand-new Miata, the choice is yours

But even if you buy it, it will have to be parked in Japan for a while. According to the law, you can only import a foreign vehicle after 25 years, which means this particular example is still eight years away from being legal.



These 5 Miatas were answers to questions nobody asked

Nik Berg
09 June 2022

Simpson Design



Who doesn't love the Mazda MX-5 Miata? For more than 30 years it's been the little car that could. Lightweight, rear-drive, 50:50 weight distribution, and a top that drops in seconds—it's affordable fun across all four generations. Want to learn to drive stick? Miata is the answer. Fancy a first

foray into circuit driving? Miata is the answer? A dose of drifting? You get the picture.

But did you know if you're after something radically retro or ready for a full-on track attack Miata is also the answer—with a little imagination from these crazy kits and bespoke builders.

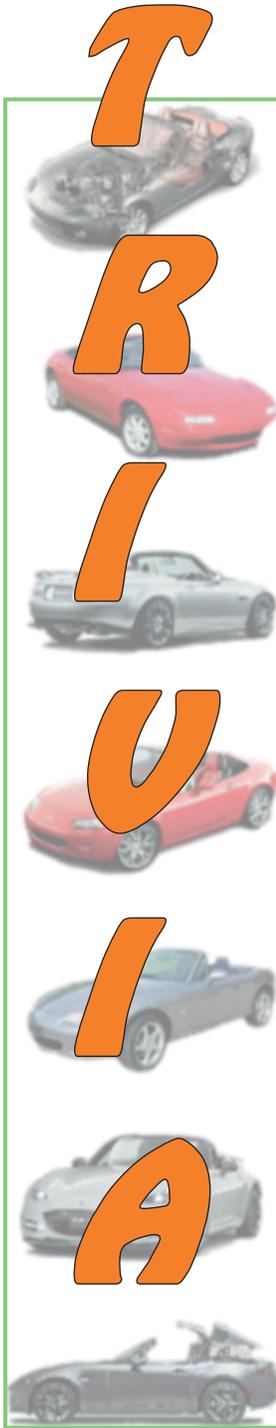
Chris Wollard's Chrome Spaceship

Hot Wheels



On display at the recent Hot Wheels Legends Tour in Arkansas was Chris Wollard's Chrome Spaceship. The riveted aluminum body panels, massive rear fins, and rocket exhaust-like tail lamps evoke 1950s concept cars like Harley Earl's Cadillac Cyclone. But instead of the nuclear or jet power

promised 70 years ago, the Chrome Spaceship runs on Miata momentum. Beneath all that shiny metal is a 1990 MX-5 (somewhat given away by the gray hard top). We suspect that it doesn't drive quite as dreamily as it looks.





Simpson Design Italian exotica

Simpson Design

SD SIMPSON DESIGN



Houston's Jim Simpson is a former Ferrari apprentice who's been customizing cars since 1978. His range of Miata-based kits have the look of some of the most exotic Italian classics ever penned by the likes of Michelotti,

Bertone, and Zagato. In the catalog you'll find the Italia 3 SWB modeled on the Ferrari 250 GT SWB, the Italia Classic based on the Ferrari 275 GTB, and the Italia 3 GTZ inspired by the Aston Martin DB4 GT Zagato. The Swift SD is derived from Michelotti's 1957 Lotus XI, and the Manta Ray is a Bertone-Michelotti mash-up of 1950s and 1960s styling. All built from fiberglass shaped on hand-made bucks from Simpson's designs, the cars are made to order with prices starting around \$25,000 plus the donor Miata.

Mills Exotic Vehicles Exocet

Mills Extreme Vehicles



Imagine an Ariel Atom that's just, well, a bit less atomic, and you've got the MEV Exocet. Claimed to be the cheapest and easiest to assemble kit car in the world, the Exocet is essentially just a spaceframe chassis to which you bolt the running gear from a Miata. You can use the NA, NB, or NC as a donor which means it will fit engines from 1.6 to two-liters, and there's even the option to add a supercharger. Bodywork is minimal and there's no weather protection, but the

Exocet is half the weight of a Miata and costs a fraction over \$6000 for a kit. Pay a small sum for the donor running gear and you'll have a lot of fun for relatively little outlay.



Blackwell Sports Cars SPR1

Blackwell Sports Cars



There's something a little TVR-ish about the Blackwell Sports Cars SPR1, and you could probably build one long before the much-delayed new Griffith eventually appears. The SPR1 uses a Mk1 NA Miata as the base car, and the fastback coupe

bodywork is bolted and bonded to the original chassis. If you crave more power than the Miata's four-banger can offer then Blackwell says you can add a turbo, while some builders are said to have installed V-6 and even V-8 engines. Self-assembly could cost as little as \$7500 including the donor.

Tipo 184

Antony Fraser



In a way the Miata has always been a time machine, giving drivers the spirit of the Sixties in a modern package. Should you wish to go a little further back there's the Tipo 184, designed by Ant Anstead as a tribute to the Alfa Romeo 158 Grand Prix racer which won the first ever round of the Formula 1 World Championship at Silverstone in 1950 with Nino Farina at the wheel. The single seater sports car looks pretty sensational and is a total hoot to hoon. "It's a brilliant, seat-of-your-

kecks, plenty fast enough, sausage-shaped package of sheer fun," said Steve Bennett in his review for Hagerty. Kits cost \$25,000 plus taxes but could prove to be money well-invested; Anstead's first attempt at an Alfa Replica, based on an MG, sold for \$100,000 at Barrett Jackson in 2021.

Happy

CANADA



Day!

