

Show me your Curves!

The Official
Newsletter of



Volume 14 No. 2
April, 2023

Those
curves
are just
waiting
for us!





Editors Message



Can't believe that it's the beginning of April already. Warton Willie predicted an early spring and it looks like the rodent was right! We can now look forward to the warm weather, the melting of the snow and the clean-up of the sand and salt mixture that has been used on our roads for the past few months. Hopefully, most of you are making plans to get your Miatas out of storage, although Larry and Barb drive theirs all winter!

The Miataville Council has met over the winter time period and has developed some preliminary plans for our upcoming "cruising season". There has been some initial discussion about destinations for some single-day and multiple-day trips. A sizable number have been suggested and recorded. Very few activities and dates have already been pre-determined, thus requiring our club members to make some decisions. To that end, we are requesting that everyone bring their personal planning calendars with them to the AGM on Sunday, April 23rd in Gravenhurst. Many of us have already made some plans for the spring and summer months, so bring that list of previous commitments with you to the meeting so that you are able to make informed decisions about whether you are available for the proposed trips!

As usual, sincere Thanks go out to Cal for his valued assistance in the preparation of the newsletter. As we all know, he has been heavily involved with household activities and ongoing care for his wife, Gail, who is continuing to make steady progress as she works through her vigorous physio rehabilitation programme. I am so pleased that he has found time to assist with the newsletter. His publishing and printing skills are deeply appreciated!

See you at the AGM, I hope!



is proud to be sponsored by :



<https://www.mazda.ca/en>



<https://www.orilliamazda.com>



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

MoM Charity Cruise

It has become an annual event that one of our cruises be designated as a charity cruise for a particular non-profit group.

Last year it was the Manna Food Bank in Bracebridge.

This years recipeinet will be discussed and decided upon during the upcojming AGM in April.

Sponsors:

We are very thankful as a group to be able to have such good friends who 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.




**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



Contact Council of Miataville



Club Activities:
Bob Macaulay
tabmac524@gmail.com



Website:
Michael Topping
mastopping@bell.net



Finance:
Marina Hoekstra



Newsletter Publisher:
Doug Jackson
sjackson@csolve.net



Club Merchandise:
Rick Beutler
rickbeutler@hotmail.com



Social Events:
Lynda Gigg
lyndagigg@gmail.com



Inter Club Liason:
Cal Lander
Clander607@gmail.com



Honourary Member:
Gord Bauldry
gbauldry@surenet.net



Membership:
Claude Mikolainis
Mikolnet1@gmail.com

Show me your Curves!



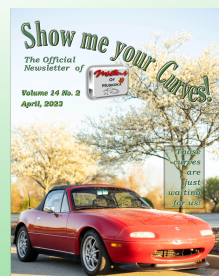
Is a quarterly publication by a Miata enthusiasts group

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:



Our Cover

Waiting in anticipation of its owner to start the spring cruising.



Miataville Council Meeting

Wednesday, January 11, 2023

Once again, Bob and Carol Macaulay opened their house for the annual early winter planning session for the Miataville Council. The Council members gathered at noon and sat in the comfy chairs, chatting and catching up on each other's busy lives. Carol rang the dinner bell and we gathered around the table and enjoyed sandwiches and soft drinks, followed by, you guessed it, KD ice cream. We reconvened in a haphazard circle and began working our way through the agenda. Discussion topics included such things as; Membership review, Financial

Report and annual dues, Website hosting, Cruise Director Stipend, Regularly scheduled ICR's, and of course, the suggestions for upcoming single-day and overnight cruise destinations and possible timing. Bob kept careful notes and will be sharing many of the decisions at the Annual General Meeting (AGM) on April 23rd.

It was certainly nice to be able to gather together to make preliminary plans for the upcoming year without having to factor in Covid restrictions. Everyone is urged to attend the AGM, bring their personal planning calendars, and help in setting the schedule for lots of activities and destinations for this cruising year.

CLUB

BUSINESS





AGM

U
P
C
O
M
I
N
G



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



2023 ANNUAL GENERAL MEETING

Who's Invited: All members and their guests

When: SUNDAY APRIL 23, 2023
1:30PM to 4:30PM

Where: TERRY FOX AUDITORIUM
101 CENTENNIAL Dr.,
Gravenhurst. ON

Details:

- Planning for the 2023 Zoom season
- Bring your ideas for cruises
- Consider being a cruise director (mentors available)
- New Club Merchandise will be for sale (pre-order only)
- Membership payment due (\$50) payment via e-transfer

RSVP by email to lyndagigg@gmail.com

Please do not use 'reply all' button.

Bring your own snack/beverage



A
p
p
a
r
e
l

Club Logo on Wearing Apparel

Submitted by
Rick Beutler

Many of us have expressed interest in purchasing hats and/or shirts with our Miatas of Muskoka logo embroidered on them. I am working with a local supplier to make that happen this spring, so please watch for more information about this over the next few weeks via email from rickbeutler@hotmail.com and at our AGM in April.



View Large Image
RY/WH
Royal Blue/White



View Large Image
CL/BL
Clay/Black



Editor's Comment:

Don't be surprised if Rick brings some samples to show you at the AGM!

Rick has done some excellent research during the winter months and we should all be grateful to him for his willingness to take on this project.





Miata of Muskoka – 2023 Cruise Suggestions for Consideration

Below you will find a list of suggested cruise ideas for *MoM's* 2023 cruising season. These are being offered for membership discussion and consideration at our upcoming AGM in late April. Please note that not *all* of these ideas will be included on the final cruise list for this season...the variety shown below is simply intended to offer some choice for member consideration and selection. **Any other cruise suggestions for discussion are of course most welcome – whether or not you are able to attend the AGM, please forward any cruise suggestions (before April 23rd) to Bob Macaulay via email at tabmac524@gmail.com.** The cruises ultimately selected at the AGM will depend on membership interest in each case.

As you review this list, please also note the following:

- Several of the prospective cruises below already have established dates, as noted in **red font**. The rest of the suggestions in this list still have “Dates TBD” (to be determined, with **suggested timeframes**.)
- Similarly, several of these cruise ideas already have identified CDs (Cruise Directors), **as noted in bold font**, who have volunteered to plan and lead them, should they make the final list of selected cruises which results from consideration at the AGM. The rest are shown as “**CD required**.” Please consider volunteering as CD for one of these cruises.
- Also shown below are numerous suggested activities for our 4 “special” ice cream runs, which are also to be considered and selected at the AGM.

For those of you planning to attend the AGM, please print this list and bring it with you, along with your personal calendar. Please be prepared to discuss these cruise ideas (and any other ideas suggested by members) and to indicate your interest in participating in each case, so we can finalize a selected list of 2023 cruises. For those of you unable to attend the AGM, please review this list and advise (**before April 23rd**) **via email to Bob Macaulay at tabmac524@gmail.com which of these cruises you would be interested in.**

Overnight Cruise Ideas

1. a 1-overnight cruise to Grey County, to include a (re)visit to some of the waterfalls
Dates TBD (early September?) CD required
2. a 2-overnight cruise to Gananoque/Thousand Islands - possibly including boat cruise?
Dates TBD (early July?) CD required

3a & 3b. a 1-overnight cruise to St. Jacob's Farmers' Market & Village **OR** a 2-overnight cruise to St. Jacob's and other destination(s) in southwestern Ontario
Dates TBD (early August?) [CDs - Garry & Patty Walker]

4. a 2-overnight cruise** to Niagara Falls/Niagara-on-the-Lake, including potential tour of Niagara Parks Power Station. **Dates TBD (late May?) [CDs – Bob & Carol Macaulay]**
**** additional information to come shortly via broadcast email to membership**

5. a 1-overnight cruise to Goderich/Bayfield area
Date TBD (combine this with St Jacob's? – early August?) CD required

Day Cruise Ideas

6. a day-cruise to Kearney/Sand Lake area (eastern Parry Sound District), lunch at Edgewater Park Lodge **Date TBD (make this our Fall Colours cruise? – October 5?) CD required**

7. a day-cruise to Buckhorn (Kawartha Lakes) **Thursday June 15 [CDs - Rick & Shaun Fox]**

8. the usual *Spring Fling* day-cruise (destination TBD), **Saturday May 6 [CDs - Rick Beutler & Brian Atkinson]**

9. *Fall Colours* day-cruise (destination TBD), **Date TBD (Thursday October 5?) CD required**

10. a day-cruise (lunch or picnic) to Whitestone/Magnetawan (central Parry Sound District)
Date TBD (late July?) CD required

11. a day-cruise (picnic) to different destination (TBD) **Date TBD (late August?) CD required**

12. a day-cruise to Alliston area for a tour of the Honda car plant (if/when public tours again available...**tours currently still suspended for COVID reasons, but may happen later in summer – late August? CD required**

13. the usual day-cruise picnic and matinee theatre event at *King's Wharf Theatre* in Penetang, “*The Buddy Holly Story*”, **Saturday June 24 [CDs - Doug & Sheila Jackson]**

14. a day-cruise to *Georgian College Auto Show* (Barrie), **June 2nd, 3rd or 4th CD required**

15a & b. a day-cruise to Martyrs' Shrine (Midland) **OR** Naval Establishments (Penetang) tour with costumed interpreter **Date TBD (late September?) CD required**

Suggested “Special” (once a month) Ice Cream Runs (4 to be chosen)

- potluck/bocce
- mini-golf + lunch/ice cream
- corn roast + ice cream (Jacksons)
- axe-throwing
- bowling
- tour of OPP Museum (Orillia)



The Buddy Holly Story

Saturday, June 24, 2023

Circle the date on your calendar!
 Join us for our sixth excursion to the King's Wharf Theatre in Penetang to see one of the fabulous productions from Drayton Entertainment. In the past, we have watched and enjoyed "Mamma Mia!", "Joseph and the Technicolour Dreamcoat", "Hairspray", "Beauty and the Beast", and "The Wizard of Oz". We have reserved forty tickets for the afternoon matinee on Saturday June 24th, and they are available on a 'first-come-first-serve' basis after this newsletter. Ticket prices are slightly higher than when we first started these annual excursions (like almost everything else) but still make a great outing for our club members. Single tickets are \$45.00 + HST, totaling \$50.85 each or 101.70 for two. Our plan is to congregate in Orillia, cruise northward to the Penetang area after stopping for a picnic lunch, watching the show, then gathering for dinner at a local restaurant before heading home. Promotional material from Drayton says:



Discover why "It's So Easy" to fall in love with Buddy Holly.

The life and career of an artistic pioneer are celebrated in this spirited musical biography which chronicles his triumphs and tragedies, from humble beginnings singing country music in small-town Texas to his rise up the record charts and into the hearts of music fans around the world.

This thrilling tribute explodes into full-throttled joy through renditions of Buddy Holly's greatest hits – classics like "Peggy Sue," "That'll Be The Day," "Not Fade Away," "Rave On," and many more. The music lives on, as this musical celebration will have you bopping in the aisles and singing your way out of the theatre.



Mid-Winter Blahs Lunch

Wednesday, February 15, 2023

Even though some of our Miatas of Muskoka club members were off in other parts of the world, a sizeable number of folks met together for the traditional Mid-Winter Blahs lunch. Our Social Convener, Lynda Gigg, surveyed a number of restaurants before selecting a great choice, The Lucky Labrador, on the main street of Orillia. We were extremely pleased to see Gail Lander join us and we all admired her tenacity in managing the steps into the restaurant. Due to the popularity of this place, particularly on a busy Saturday afternoon, we were seated at three separate tables. However, you know this group! Lots of table-hopping and socializing happened ... before, during and after lunch was ordered and served. Doug was one of the table-hoppers as he took an informal survey regarding the possible purchase of logoed apparel for the club. Rick Buetler will be making a presentation at the upcoming AGM about this topic. Nobody could possibly have the February Blahs after such a spirited and lively lunch. Thanks to Lynda for her organizing skills. It was a great success!



U
P
C
O
M
I
N
G



 carsinvasion.com
Mazda MX-5 Superlight Concept

Mazda MX-5 Superlight Concept is an answer to the world of automobiles and individual mobility moving towards energy efficiency, environmental compatibility and uncompromised safety - along with dynamic attributes and driving fun. In its efforts to offer pure driving enjoyment, while meeting its ecological and social responsibilities, Mazda has been focusing on weight reduction as a core base technology. For 20 years, reducing weight has been a tradition with the Mazda MX-5. It provided the inspiration for the radical design of Mazda's latest show car and its radical interpretation of the cult roadster. This year Mazda celebrates the 20th anniversary of the first Mazda MX-5 roadster, which laid the cornerstone for its Zoom-Zoom brand philosophy -



reason enough for Mazda designers to create a fully-drivable show car, the Mazda MX-5 Superlight Concept. There are no plans to build this car, but it demonstrates how individual mobility can be maintained in a way that uses fewer natural resources.

Mazda's European R+D centre in Oberursel has created a show car that represents the essence of Mazda's fun-to-drive aspect. Based on the brand icon Mazda MX-5 Roadster, the Mazda MX-5 Superlight Concept is a pure, uncompromising two-seat sports car meant to be affordable to just about anyone. The main challenge for the design team in creating this roadster was "to evolve the MX-5, developed to perfection during the last 20 years, to a higher and extreme level," says Project Lead Designer Hasip Girgin. The result of their efforts is a roadster show car with an exciting design that is especially lightweight and distilled down to the very basics of sporty driving, that still manages to provide modern safety technologies. In an increasingly digitalized world, it creates a linear, direct bond between man and

machine. Its conceptual purity means even better driving dynamics and fuel efficiency, which is accomplished by keeping the vehicle below the 1000 kg threshold. As a show car for lightweight construction and driving enjoyment, the Mazda MX-5 Superlight Concept is the ideal ambassador for Mazda's brand values.

Exterior Design

"I've dreamed of building a Mazda MX-5 with this kind of radical form for a long time," says Peter Birtwhistle, Mazda Motor Europe's Chief Designer, referring to the project. "Now that weight reduction has become a dominant factor in automotive development, the time is ripe for it. We show how lightweight a car today can be." His design team reduced the MX-5 down to its core attributes to create a pure roadster. Development of the production model MX-5 focussed on the bond between driver and co-pilot to the roadster, the car's driving dynamics and its open-top experience. The goal of the Mazda MX-5 Superlight Concept was to strengthen these bonds even further. By doing this without a windshield, the retractable top and its frame, designers achieved an important step in this direction. As the Mazda MX-5 Superlight Concept, the allweather production roadster has mutated into a driving machine that lets sports car enthusiasts enjoy the natural surroundings unfiltered and tangible. Not only does the wind blow unimpeded during driving, pilot and co-pilot can also experience the sounds, smells and temperature changes of their immediate surroundings. And finally, the show car's intense bond between the driver and the technology of the vehicle gives it a unique closeness that can only be found in stronger form in the cockpit of a race car.

Mazda designers created special roll-over bars, not only because they are very sporty-looking, but also to contribute to aerodynamic efficiency. These also make it clear that roll-over protection is important in this concept. And they prevent wind turbulence around the heads of the passengers, from whom the law would require the wearing of helmets while driving. By removing equipment not vital to driving, and by replacing vital things with components that support the unique concept of the vehicle, designers sharpened the character of the Mazda MX-5 Superlight Concept. Because there is no windshield, for instance, there is obviously no need for wipers. The roadster show car's completely open design makes the need for outer door handles, side windows and their openers unnecessary. A single, filigree aluminium, wide-angle mirror gives a good

view of the road behind. It's placed inside an extension of the bonnet. Front and rear lights are the same as those of the production model with additional LED lamps at the front, and brake lights at the back of each roll-over bar, which contribute to the roadster's sporty look. The lack of a windshield required an extension of the original aluminium bonnet into the cabin. The attached sheet here is made of lightweight carbon fibre and provides a hood for the dashboard frame. This also changed the proportions of the body's design, making the front of the car longer and the passengers seem like they are sitting further back towards the rear-drive axle, all of which is enhanced by the massive roll-over bars and their aerodynamic cladding. The Mazda MX-5 Superlight Concept translates the dramatic proportions of historical race cars into a very modern form.

Interior Design

The purity in design of the exterior also characterizes the interior design, which does not have aesthetics as ultimate goal, but was conceived to contribute to reducing vehicle weight. Driver and passenger of the Mazda MX-5 Superlight Concept are greeted by racing bucket seats made of ultra-lightweight carbon fibre. They are slide adjustable and upholstered with the same saddle coloured leather as the armrests, the steering wheel, and the lightweight aluminium shift lever and hand brake. Colour-coordinated four-point seatbelts hold the driver and passenger firmly in their seats. The bonnet extension into the passenger cell provides a canopy for the dashboard, which makes the dashboard look smaller than the production Mazda MX-5. Made of lightweight plastic reinforced with fibreglass, it contains the same instruments as the production Mazda MX-5. These are held in place by a dashboard frame made of lightweight carbon fibre. Like a purebred race car, the Mazda MX-5 Superlight Concept has an ignition button in the centre of the dashboard, along with two emergency kill buttons for immediate fuel and electricity cut-off. Supplying air and climate control to the open passenger compartment is only possible in limited form, so the show car has no air conditioning and



no fans. Air-flow is increased when the roadster accelerates, and only small air vents are needed. The interior is made without any trim. Sound insulation mats and

rugs do not meet the requirements of a purist roadster like this and are not used at all. Also made of ultra-lightweight carbon fibre is the "floating-design" centre console with iPod® adaptor and the triangular reinforcements in the trimless doors. Driver and passenger can rest their arms here while driving.

Driving Dynamics

The Mazda MX-5 Superlight Concept is fully-drivable, but there are no plans to produce it in the near future. Under the bonnet is the cultivated and frugal MZR 1.8-litre four-cylinder engine paired to the production roadster's five-speed manual transmission. It develops 93 kW/126 PS of maximum power at 6,500 rpm. For an appealing engine sound, there's a Mazdaspeed cold-air intake made of polished and powder-coated aluminium and a Mazdaspeed exhaust system, both of them specific to the Mazda MX-5 Superlight Concept. These systems deliver more intake air-flow, and less exhaust-gas back pressure.

The engine sound is designed to suggest an engine with much higher displacement than the concept actually has. During charge cycles, a high-resonance bubbling sound in the muffler delivers the exciting sporty sound you expect from a very powerful engine.

The show car is designed to provide improved driving dynamics as well, and uses a four-piston, fixed calliper brake system with perforated discs that, because of their size required an increase in track of 50 mm. A specially tuned chassis with a Bilstein® B16 coil-over suspension and Eibach® stabilisers give the body of the Mazda MX-5 Superlight Concept a ground clearance that is 30 mm lower than the production Mazda MX-5. Its sporty hydraulic power-assisted rack and pinion steering system is the same as that of the regular roadster. Its linear steering, coupled to a precise-shifting five-speed manual transmission with short shift travel, have contributed to the

character of the world's most successful roadster for years. Also from the production model are the roadster's 205/45 R17 original-equipment tyres and alloy wheels from the 2.0-litre version, which are some of the lightest on the market today at less than 8 kg.

Technical Specifications

- Body Type : Roadster Monocoque
- Seating capacity: 2
- External Dimensions
 - Overall length: 4,020 mm
 - Overall width: 1,720 mm
 - Overall height (unloaded): 1,110 mm
 - Wheelbase: 2,330 mm
 - Track (front/rear): 1,540/1,545 mm
 - Ground clearance: 106 mm
- Engine: MZR 1.8-litre petrol
- Max. power: 126 PS (93 kW) at 6,500 rpm
- Max. torque: 167 Nm at 4,500 rpm
- Transmission: 5-speed manual
- Front/rear suspension: Double wishbone/Multi-link
- Damper (front/rear): Bilstein® monotube
- Tyre size: 205/45 R17
- Brake type (front/rear): Ventilated discs/Solid discs
- Brake diameter (front/rear): 300/280 mm
- Acceleration 0-100 km/h: 8,9 s
- Fuel consumption (combined): 6,3 l/100km
- CO2 emissions (combined): 150 g/km
- Min. kerb weight (without driver): 995 kg
-

Source: Mazda



You Can Now 3D Print a Cheap Mazda MX-5 Miata Hardtop

THE DRIVE

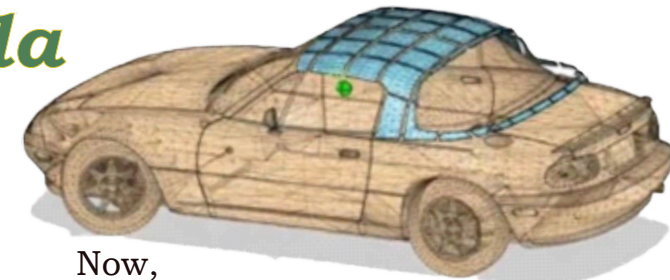
via Reddit

ROB STUMPF



If you own an older Mazda Miata, you know just how expensive a hardtop can be. I was fortunate enough to buy my NA Miata with a hardtop already included, but others who aren't so lucky and still want one could be paying more than \$2,500 for an OEM hardtop. Aftermarket options exist too, but even a fiberglass top without an acrylic window can run more than \$1,500 with shipping. Surely there has to be a more affordable option, right?

Well, it turns out that there is, but it requires a little bit of elbow grease and some technical prowess. One Miata enthusiast named Xavier Lipscomb stepped in and took it upon themselves to design parts that can be 3D printed to build a Miata hardtop at home for less than \$30 in plastic.



Now, not everyone has access to an industrial 3D printer large enough to fit a Miata hardtop. Because of this, Xavier sliced the model into a 44-piece set that can be printed with just about any off-the-shelf 3D printer. Once assembled, the 3D-printed parts form a negative. This means that fiberglass must still be laid overtop like a mold to build a usable product, so it isn't exactly usable as a hardtop when printed by itself.

Xavier says that his project is still a work in progress, but most skilled bodyworkers can likely use the printed files to complete their own hardtop with minimal effort. And it only costs around \$30 in material to print the entire hardtop negative. Only 1.5 kilograms of ASA filament was consumed to print the entire structure,



printed over six days, eight hours. In addition, fiberglass mat and epoxy ran about \$100, around \$60 in Bondo was used, \$12 for a roll of window seal, an acrylic window for \$150, and other miscellaneous costs. All-in, the total cost of the unpainted hardtop was around \$360—significantly cheaper than a \$1,500 mass-produced fiberglass top or a \$2,500 OEM top. Printing one yourself will add another \$100 to the price, as that is what Xavier is charging for his 3D printable model. And if you need a printer, a cheap Ender 3 can be had for

as little as \$99 when it goes on sale at stores like Micro Center.

If a fastback is more of your style, I've got some more good news: there's also a 3D printable fastback created by another Miata enthusiast. The idea for the fastback is pretty much the same as the hardtop (print the plug, build the real fiberglass part overtop) and is well-documented on the Hutchins Racing YouTube channel.

This example of DIY-ing shows exactly how 3D printing will not only help keep enthusiast vehicles alive for longer but

also make them more affordable and customizable at home. In case you want to learn more on the topic (or need to be convinced to buy your first 3D printer), I've talked about all of the cool things you can do with a 3D printer in the automotive hobby space before and my colleague Peter Holderith even put together a guide on how to start designing and 3D printing your own accessories after we competed in The Drive's Great Ford Maverick 3D Print-Off.



“How do you plead to the charge of speeding?”



Mazda MX-5 wins AJAC's Best Sports/Performance Car in Canada for 2022



NEWS PROVIDED BY Mazda Canada Inc.

MX-5 wins performance award for second time in current generation

The Automobile Journalists Association of Canada today named the Mazda MX-5 the Best Sports/Performance Car in Canada for 2022, marking the second time the current generation MX-5 has taken the top honours in its class. As the best-selling roadster of all time, the MX-5 has seen sports cars come and go (and come back again), all the while maintaining the singular focus that has been its calling card since 1989; to provide pure, unadulterated driving joy for drivers of all ages.

AJAC journalists gave the MX-5 high scores for vehicle dynamics, which includes steering, handling, and braking effectiveness and feel, the hallmark characteristics that have made the MX-5 so fun to drive on road and track for over a million happy owners all over the world. With this win, the MX-5 is eligible for the overall 2022 Canadian Car of the Year award, which will be announced by AJAC in the coming weeks.

"The MX-5 is the soul of Mazda and is the enduring symbol of everything our company stands for," said David Klan, President and CEO, Mazda Canada. "After 33 years, the recipe for what makes the MX-5 so successful remains unchanged, and we are thrilled to accept this recognition from the experts at AJAC."





The fourth-generation MX-5 was completely redesigned in 2016, and in the years since, has benefited from Mazda's philosophy of constant product updates, never settling for good enough. For 2022, the MX-5 received yet another update that could only come from the engineering minds at Mazda.

Kinetic Posture Control (KPC) provides a more integrated and stable turning posture even when cornering at high speed, while utilizing the MX-5's suspension structure that works smoothly in everyday settings, without adding a single gram of weight.

The MX-5 is available in classic soft top and modern retractable fastback (RF) form, providing different open top experiences for every driver. A 2.0-litre engine pushes 181

horsepower and 151 lb-ft of torque to the rear wheels, creating a well-balanced and lightweight sports car with an outstanding power-to-weight ratio that provides unequalled driving enjoyment on just about any road.

The AJAC Canadian Car and Utility Vehicle of the Year awards program offers some of the most coveted automotive awards available on the Canadian automotive landscape and represents the collective voice of Canada's top automotive experts. This year, vehicles in thirteen categories were judged on a large variety of objective and subjective qualities, meaning there is no single factor that determines a win. In order to win a category, vehicles must represent an overall package of quality, value, comfort, fuel economy, and many other factors that are important to Canadian consumers.

Coming off back-to-back Canadian Car of the Year wins in 2020 and 2021, the Mazda3 was also a finalist in the Best Small Car category of this year's awards, along with the Mazda CX-30, which was a finalist in its category, Best Small Utility Vehicle in Canada for 2022.

Mazda Canada Inc. is responsible for the sales and marketing, customer service and parts support of Mazda vehicles in Canada. Headquartered in Richmond Hill, Ontario, Mazda Canada has a nationwide network of 163 retail stores. For additional information visit Mazda Canada's media website at www.media.mazda.ca.

SOURCE Mazda Canada Inc.



Mazda Mx Speedster Turns Virtual Concept Into a Real Roadster

Xenex Motorsport Creating Fiberglass Body Kit of Kasim Tlibekov's Design

autoblog JONATHON RAMSEY

In 2020, artist Kasim Tlibekov designed a virtual Mazda Speedster based on the first-generation NA MX-5 Miata (1990-1997). Done up in two color schemes and slightly stanced, the Miata bones appealed to anyone who could appreciate an affordable custom, yet there was nothing budget about the lines of the glossy, understated bodywork. Tlibekov's portfolio site makes clear the car is "exclusively licensed & built by Petersen Motorsports." The render caught eyes at an outfit called Xenex Motorsport, founded by Kim Petersen. Xenex got in touch with Tlibekov in 2021 about turning the pixels into something roadworthy, and now, a year later, Xenex has announced the open-top it's calling the MX Speedster will be available to order in 2023 and delivered at the end of next year.

Xenex begins by removing 250 pounds from the already featherweight Miata. That brings a car that was 2,360 pounds at its heaviest in 1997 down to 2,110 pounds, which was about the weight of the 1990 Miata. The pieces that make up the paint-ready fiberglass bodykit are engineered in such a way that Petersen told Motor Trend, "We believe that the fit and finish of our fiberglass body panels and parts ... is such that a mechanically capable customer could assemble our re-

body kit themselves. Each kit will also come with an instructional video that walks them through the entire process." The kit replaces everything but the hood and doors.

Xenex will also offer a carbon fiber kit to those who want to put their cars on a major diet, and there's a build option to keep the windshield in states that make registering proper old-school roadsters a bit of a hassle. But yes, enthusiast customers or shops will do these conversions, not Xenex.

Customers can massage performance with an upgraded header and cam for the stock engine, or jump into the MX Speedster S that bolts a Fast Forward supercharger to the 1.6- or 1.8-liter four-banger to put down from 160 to 190 horsepower at the wheels. The top-trim MX Speedster RS will be available with a 350-hp LS1 V8. To show off the extra grunty look, the RS comes with what Xenex calls "an IMSA-like front end" as well as tweaked lights and taillight treatment. Even the RS weighs under a ton, so the options sheet contains items like 17-inch wheels, Wilwood big brake kit, a track-focused suspension, and other competition goodies to help keep everything between the kerbs or just look the part. Although Xenex says professional drivers are testing three mules to ensure upgrades play nicely together, since these are homebuilt affairs, customers have an unlimited choice for revisions.

Order books will open in January. Prices are expected to be announced in February, but Xenex estimates the base and S kits — identical save badging — will cost around \$10,000. The RS kit is expected to run around \$12,000. The first car is

expected to be finished on March 1, the same month that kits begin shipping. A 30% deposit secures an order, delivery takes about 60 days.





Mazda Designed LED Turn Signals That Emulate the Human Heartbeat

CARBUBZ JAN. 03, 2023
BY MICHAEL BUTLER

The sharp on-off change of LEDs is too cold for Mazda's liking, so it added a human touch.

Mazda's LED turn signals are unlike any other OEM's because, instead of flickering on and off, Mazda's emulate a human heartbeat. Officially titled 'Dimming Turn Signals' (DTS), Mazda's new way of fulfilling a basic automotive function has a clear goal in mind - to humanize the automotive experience. Mazda's in-house magazine, Mazda Stories, spoke to the man behind the innovation to find out why. Atsushi Yoshida has the official title of Designer and Lamp Development Leader at Mazda and explains why the Japanese automaker couldn't just use typical LED turn signals.

"I wanted to infuse a sense of life into the turn signal lamp-a feeling that would manifest the concept of Car as Art," says Yoshida-san, highlighting that LEDs are typically cold and clinical in their sharp on-off switch. He even



likens the design philosophy behind this innovation to JinbaIttai - the famous philosophy of 'horse and rider as one' used in developing the Mazda MX-5 Miata.

"I wanted to embody Jinba Ittai-the intuitive connection between car and driver-so that even the act of making one turn of the wheel is a human-centric experience," he says. He also explains how by reinventing the turn signal, Mazda wanted to induce feelings of calm and safety for pedestrians seeing cars approaching with their turn signals on. According to Yoshida-san, he "focused on how a driver's intention emanates from their heart, extending to their heartbeat and pulse." Then, he and the design team used an electrocardiogram to analyze the human heartbeat. "I



watched heartbeat waveforms undulate, linger and diminish, resulting in a turn signal that expresses the warmth lacking in LED lamps."

The team faced some problems during development, though. The concept was originally scheduled for installation on the Mazda 3, but Mazda struggled with inconsistent dimming. Mazda had to work with its supplier to adjust the timing in increments of 0.01 seconds before finding the perfect timing. It was only then that DTS could be installed on the CX-30.

DTS technology might seem simple, and even gimmicky, but it's an attempt from Mazda to show that even its humdrum commuters have a personal touch to them. "Breathing life into cars" is what Yoshida-san calls it. He says that this "breath of life" can be experienced every time you "[touch] the various elements of a well-designed car - its shape, surface quality and light." Speaking of the future of Mazda's design, Yoshida claims he "[wants] to help increase

Mazda's design value through lighting. Although competition is intensifying with electric cars and autonomous driving, I want to see outstanding car design continue without compromise."

Click on the link to see the original article.

https://carbuzz.com/news/mazda-designed-led-turn-signals-that-emulate-the-human-heartbeat?fbclid=IwAR30Z5P19sB3VuAFFZIA3BfmKKqf4ST-tivm1lKhxeqWfuJ8TZXIT_kvZHk



Mazda
OF MUSKOKA

Mazda Is Selling An MX-5 Miata For People With Disabilities

N



E

It's available both with a fabric roof and a hardtop.



By: Adrian Padeanu

W

With a tight cabin, two seats, and limited cargo area, the Mazda MX-5 Miata is one of the most unpractical cars money can buy. Despite its downsides, more than one million people have bought one since the NA came out in the late 1980s. As part of the Japanese automaker's attempt to make the affordable sports car cater to a wider audience, there's also a right-hand-drive version available locally as the Self-empowerment Driving Vehicle.

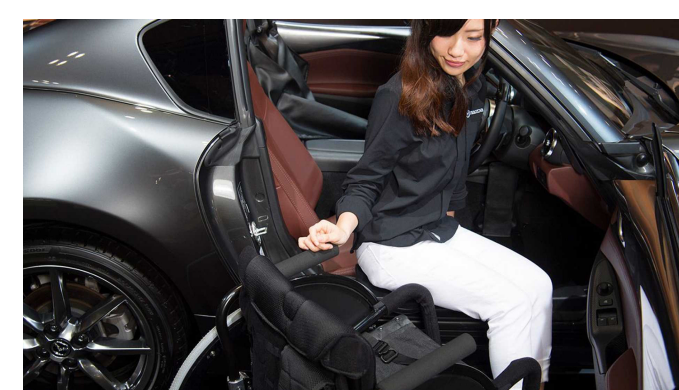
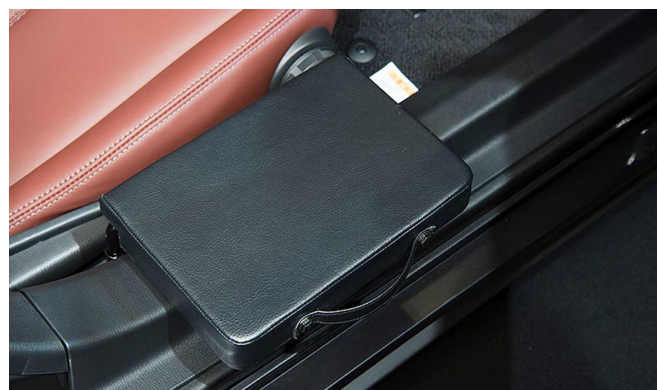
Sold with the standard fabric roof or the targa-styled RF specification, this Miata is tailored to people with disabilities. It has been around for a while but we need to take a moment and appreciate it whenever an automaker adapts its vehicles for people suffering from a physical



impairment. Usually, it's minivans that are converted, but the MX-5 is far more exciting than a family hauler.

Changes include a "control grip" located next to the center console. Essentially, it's a lever that replaces the accelerator and brake pedals. How does it work? The driver pulls it to speed up and pushes it to slow down. In addition, an optional "rotating knob" is mounted on the steering wheel to enable one-hand steering. Owners can store the wheelchair in the passenger seat. A cover for it is available, as is side support to make it easier to get in and out of the car. Naturally, the MX-5 is sold exclusively with the six-speed automatic transmission.

Marketed in Japan as the Roadster and Roadster RF, the add-ons for the Self-empowerment variant cost ¥339,400 and ¥365,900, respectively. That works out to about \$2,500 at current exchange rates.





Follow the Parade



M

X

5

T

R

I

V

I

A

Record-Breaking Mazda MX-5 Parade With 707 Vehicles Held In Italy

The event held in Modena attracted thousands of Mazda MX-5 owners and fans from all over Europe

CARSCOOPS

by *Thanos Pappas*

The Mazda MX-5 has a loyal following, something that was proven last

weekend in Italy. The largest-ever parade of 707 Mazda MX-5s was organized at the Modena Circuit on September 18, winning the official Guinness World Records title.

The parade, organized by Mazda Italy, gathered MX-5 fans and owners from all over Europe, who wanted to be a part of this special day. All four generations of the MX-5 were present in the gathering, stock, or modified, in all different shades and configurations. Mazda didn't mention it but the parade also marked the debut of the GorgonaCars NM Concept – a first-gen



MX-5 converted into a single-seater speedster with a revised chassis and a powertrain transplant from the fourth-gen model.

A Guinness World Records adjudicator was present at the event, counting the cars as they entered the track. At 6 pm local time, he officially announced the

record to the crowd that had gathered next to an array of parked Miatas. Besides the 707-member parade in the Autodromo di Modena, MX-5 enthusiasts that attended the event had the chance to participate in various Mazda activities during the day.

Among the special guests was engineer Nobuhiro Yamamoto who was responsible for the development of the NC and the ND generations. Also present was car enthusiast Elisa Artioli, the granddaughter of former Lotus and Bugatti owner Romano Artioli, who is also a big fan of

the Japanese roadster. Speakers shared their MX-5-related stories, discussing what makes it an automotive icon.

The previous record was set in The Netherlands with 683 vehicles back in 2013. Nine years later, organizers in Italy managed to gather an extra 24 MX-5s than ever before, achieving the new record of 707 cars which will be quite difficult to surpass. Below, you can watch a video from the event and browse through the massive gallery showing all the different types of MX-5s gathered in the same spot.

