

Looking Over
MUSKOKA

*The Official
Newsletter of*



Show Me Your Curves

Summer

**Volume 10 No. 3
July 2019**

Hooper's

Editor's message

By Doug Jackson



HAPPY CANADA DAY

Summer is finally here! About time, too! The unseasonably cool and damp spring has certainly had an impact on our "tops down" driving time. Hopefully, we will all be able to enjoy some pleasant weather for the events in our cruising calendar. I have seen some of our members at club functions during the past three months and look forward to seeing the rest of you as we get into the busy "cruising season". The cover of the newsletter should stimulate some excitement about cruising our Muskoka region.

This newsletter is a combination of reports of events that have already happened, notifications of events in the planning stages, introductions to some of our new members and some articles that may appeal to fellow Miata enthusiasts that come from several different sources. I am

appreciative of the work that Cal Lander does as he scans on-line publications and collecting those that feature items of interest to Miata drivers.

As you look at page 5 of the newsletter, I hope that you are able to join us for some, if not all, of the events that have been planned for the summer and that you are appreciative of the work that the cruise directors have made in ensuring that activities are stimulating and interesting for each of us. The strength of our club is dependent upon all of us supporting our volunteers.

Doug Jackson



News . . .

Our club was recently contacted by Moffatt's Mazda in Barrie with this information. We will also be included on their website with a link to other Miata clubs

MOFFATT'S MAZDA

offers a discount to Miatas of Muskoka members.

15% off Parts & Service for your MX-5 and other personal vehicles. 3% above dealer cost on new vehicle purchase.

Please present your Miatas of Muskoka membership card when checking in at service.

Contact Council of Miataville

**Club Activities:**

Bob Macaulay
cmacaulay_8@sympatico.ca

**Website:**

Michael Topping
mastopping@bell.net

**Finance:**

Cathy Fedorowich
mcfed@sympatico.ca

**Newsletter Publisher:**

Doug Jackson
sjackson@csolve.net

**Club Merchandise:**

Laurel Bauldry
lbauldry@surenet.net

**Social Events:**

Diane Phillips
ddkphil@vianet.ca

**Membership/
Inter Club Liason:**

Cal Lander
Clander607@gmail.com

**Honourary Member**

Gord Bauldry
gbauldry@surenet.net

Show Me Your Curves

*We are proud to
be sponsored by
Mazda Canada*



is a quarterly publication of 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).

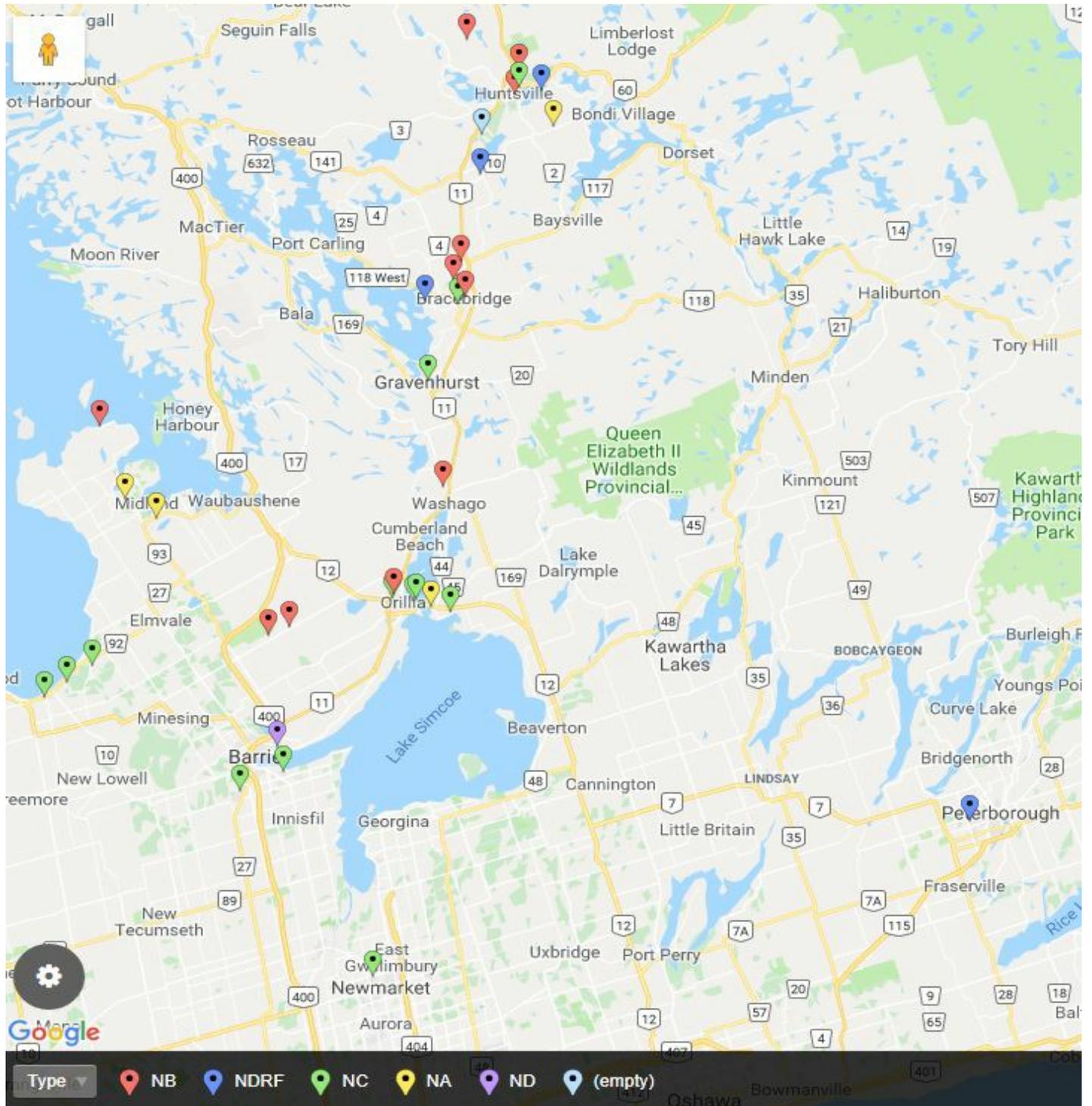
Special Thanks to



For their ongoing support of our group

Membership Map

Courtesy of Michael Topping as of June 14, 2019



Upcoming Events

2019

Miatas of Muskoka 2019 Cruise Event Schedule June 25, 2019 (REVISED)

Cruise Event	Date(s)	Event Type	Cruise Director(s)
✓ Spring Fling Cruise & Lunch <i>Crossroads Restaurant, Rosseau</i>	Sun. May 5 th	Day-trip	Mike & Cathy Fedorowich
✓ Orillia Mazda BBQ Orillia	Sat. May 25 th	Day-trip	No CD req'd (meet at dealership)
✓ Cobourg Mazda Open House/BBQ	Sun. June 2 nd	Day-trip	No CD req'd (meet at Northumberland Mall)
✓ Women's Cruise	Tues. June 25 th	Day-trip	Judy Gigg & Lynda Gigg
Sudbury/Science North Cruise	Mon/Tues July 8 th /9 th	Overnite (1 nite)	Garry & Patty Walker
Port Carling Butter Tart Festival	Sat. July 13 th	Day-trip	Bill & Cathy Gilbert
King's Wharf Theatre "Beauty & the Beast" – Cruise, Lunch & Matinee	Sat. July 20 th	Day-trip	Doug & Sheila Jackson
Da Vinci Exhibition/Ottawa	Weds/Fri. Aug. 7 th -9 th	Overnite (2 nites)	Bob & Carol Macaulay
"Moffat's Rally for Kids" (start from Moffat's Mazda Barrie – details being finalized)	Sat. Aug. 17 th	Day-trip	No CD req'd – (Bob Macaulay is MoM's contact with Moffat's)
Snug Harbour/Parry Sound Cruise (& lunch)	Tues. Aug. 27 th	Day-trip	Jacksons, Pardys & Penroses
Grey Cty./Walters' Falls Cruise	Fri/Sat Sept 13/14 or Sat/Sun Sept 14/15 (TBD)	Overnite (1 nite)	CANCELLATION PENDING (unless CD can be found by July 12th)
Haliburton/Kinmount Picnic Cruise	Tues Sept. 24 th or Weds 25 th	Day-trip	Bob & Carol Macaulay
Fall Colours (Muskoka) Cruise/Lunch	Sat. Oct. 5 th	Day-trip	Michael Topping

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); will be confirmed on digital event calendar emailed beginning each month. **Meet at Bracebridge Independent Grocer @ 6:30 PM (unless advised otherwise via advance e-mail.)** **First regular ICR to be Tuesday May 21st.**

Regular ICRs – May 21st, June 27th, July 11th, Aug. 29th, Sept. 24th or 25th (weather permitting)

Special ICRs include short cruise and special activity (in addition to ice cream stop), as noted below. Advanced notices emailed to members, with details:

- mini-putt contest & dinner @ *Evergreen G. C.* (Washago) – June 12th (Landers to coordinate)
- pot-luck dinner @ Macaulays on Fairy Lk. (Huntsville) – July 23rd (Macaulays to coordinate)
- "Hot August Nights" classic car show & dinner/ice cream @ *Webers* (n. of Orillia) – Aug 14th
- bocce contest & picnic @ Couchiching Park (Orillia) – **Sept 10th (Paynes to coordinate)**



Cruise Reminders:

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 Directors(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. To ensure the safety of all cruise participants, CB radios are required 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* 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.]

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



Meet the New Members!



Jim Even

It was quite unexpected to find me in a Miata. In my hair days (the late 80s) I was a muscle car guy and thus owned a 1981 Turbo Trans Am. It left my life by 1995 as I became married and started a family. I am now divorced, and both my daughters are in their 20s, so I decided last winter to 'explore' obtaining a 'fun' car again. I was looking at a convertible Mustang when a friend asked if I had ever considered a Miata. I had considered it, but my consideration was how much more fun it would be to have a Mustang eat a Miata for breakfast. I obliged my friend and did some research on the Miata and I was completely impressed with the glowing reviews and reliability. I did test drive a Mustang and it growled and howled and even said it was hungry for a Miata, but I couldn't get that little Mazda out of my mind. So, with my research indicating that an NC would be easiest to get my creaking 6'1" frame into, I set out in search of one to test drive. My quest was successful in the far-off land of Whitby where a silver PRHT was located and a test drive obtained. Wow, wow, wow, was it fun! I was hooked. A Mustang may be more powerful, but it doesn't pack anywhere near the thrill of that little Miata. I then set out on the next quest, to find the right one. It had to be a 2011-2013 and, (before you get physically ill, I must state that I have had 4 surgeries on my shoulders), an automatic. My 2012 appeared on Autotrader one day and it hasn't disappointed since I bought it. I



simply have not enjoyed driving a car as much as I do the Miata. The first weekend I owned it I drove 900 miles in one day and last summer I put 14,000 miles on it. Not bad for someone who has an issue with a bulging disc. It can be a daily driver and I love to drive! (my current car is 8 years old with 447,000km on it).

I was born in 1963 and spent my first 26 years in Oakville before I was able to escape to Orillia. I am a UofT graduate, class of 1990 and after a 4yr period of articling, was commissioned an Ontario Land Surveyor in 1997 and work in Orillia. I spend my summers commuting from my island cottage on Gloucester Pool of the Severn River. I have two daughters, Hannah (22 this July) who was on two events with the club last year and Claire (25 in April) who is returning this April after 3 years in Australia. You may run into her at an event. I also have an amazing new lady in my life, Doreen, whom you will see at some events this year. My Miata was the first convertible she ever rode in and she is hooked. There is something magical about that car.

I discovered MoM while I was researching Miatas and was determined to join if I was able to secure the right car. Your club has not disappointed. What you have built and maintained in this club is fantastic. You have all been very welcoming and the drives have been spectacular. The club has expanded the enjoyment of the Miata immensely. I look forward with unreserved anticipation at the coming season and am straining at the restrictive winter bonds to release my Miata from its forced hibernation. May we all be Zoom Zooming in short order!

Meet the New Members!

Peggy and Gerry Madill

Hello! My name is Peggy. Ever since the Miata MX5 came out, I have always admired and loved their style and look. I would say to my husband, Gerald, "I would really love to have a little Miata of my own someday". Well, in early May of this year, I found Gerald sifting through AutoTrader looking at used Miata MX5's. he said, "I think it's time you get your wish". So, here we are. I am the very proud owner of my very own 2013 black Miata MX5 GT. We were informed of the Miatas of Muskoka Car Club from Clarence Pardy and are excited to be part of the club and look forward to cruising, making new friends and sharing new adventures.

Gerald, or Gerry to most, and I have been married for 49 years this September. We met in Grade Ten in high school in Alliston and continued our friendship and later

relationship in Toronto where we both went to college. I became a Registered Nurse and he became a mechanic. We had our two daughters in North York but decided we wanted a quieter life to raise our family, so we moved out of Toronto to just outside of Orillia. I retired from OSMH in 2005 after 23 years full-time in the Obstetrics department and then worked ten years part-time in Family Practice in Orillia till 2015. Gerald retired from the OPP General Headquarters as a civilian employee in the fleet services in 2016. We are blessed to have eight grandchildren, five girls and three boys. They are one of our greatest treasures! We love to travel and are lucky enough to have spent some of the last two winters in Portugal and plan to return next year. We met several of the Club members in Portugal this past February and really enjoyed their company. We are glad that we can continue our friendship and their company in the summer months as well!



Meet the New Members!

Marie and Mike Schlorff

Mike and I joined the Miatas of Muskoka earlier this year and have been fortunate enough to meet up with many members on several cruises.

I was born in Perth Scotland, growing up on the family farm where I developed a great love of driving at a very young age in the fields and on the farm paths whether it was in a truck, family car or even a tractor. I graduated as a physiotherapist in Edinburgh and worked in Scotland, South Africa and subsequently Canada where I met my husband Mike.

Mike graduated high school in his hometown of Owen Sound and joined the Army serving in Calgary and Petawawa before becoming a police officer with the O.P.P.

We have had the privilege of living and working in many towns and cities throughout Ontario. We settled in the Horseshoe Valley area 14 years ago promising our two daughters it would be our last move as a family. They have both since graduated university and now have careers in teaching and nursing.

Mike retired four years ago and now works part-time with the O.P.P. doing what he describes as the best transition into the next stage of life he could hope for.

We have been members of Midland Bay Sailing Club for 10 years and have been



exploring beautiful Georgian Bay on many trips.

Following my retirement in February 2019 we flew to Portugal for 5 weeks vacationing alongside Clarence and Donna Pardy (who persuaded us that the Algarve was the place to be); Don and Sharon Penrose, Gerald and Peggy Madill. Clarence and Donna introduced us to Doug and Sheila Jackson whilst over there and we enjoyed their company on several occasions.

Being surrounded by present and future Miatas of Muskoka members in Portugal it did not take long for me to begin my search of the Internet for a car of my own upon our return to Canada.

I am now the proud owner of a 2006 Miata and we both look forward to many excellent adventures with everyone.

Upcoming Events

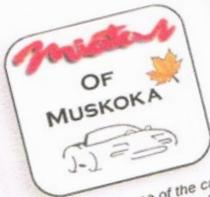


Port Carling Butter Tart Festival July 13, 2019

Who's Invited: All members and their guests

When: Saturday, July 13, 2019 at 9:00 am

Please RSVP before July 9th to billgilbert@bell.net



Join us because of the car.
you'll stay because of your friends™

Details:

Meet at the Bracebridge Independent for a 9am. Departure. We will travel the back roads to Port Carling and arrive in time for the opening of the butter tart sale at 10am. They sell out fast.

Parking will be at a premium so we will probably NOT be able to park as a group. It is also possible that you may need to park some distance away from the sale so wear comfortable walking shoes.

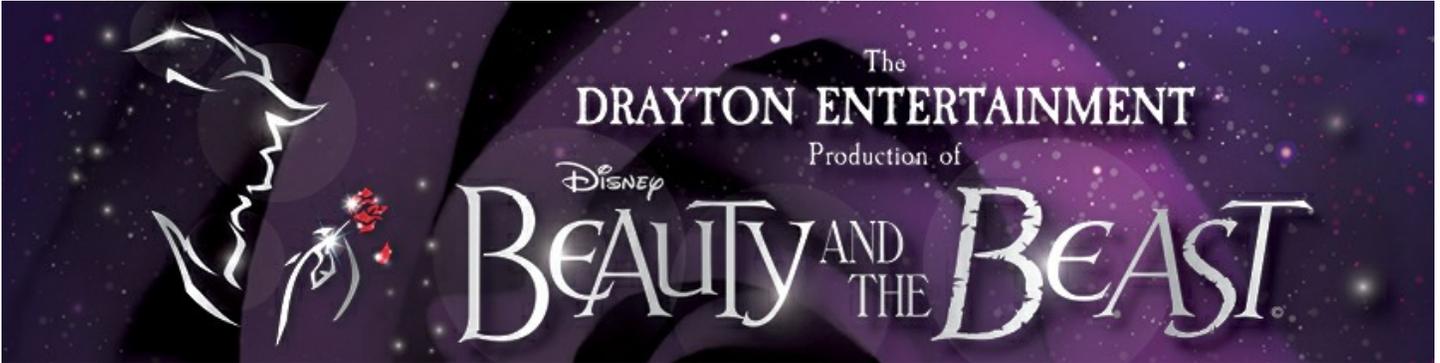
As we will parking will probably be spread out plan to meet up at the Port Carling museum after you park. Stay as long as you want and depart at you leisure.

A few reminders:

- To ensure everyone's safety, CB radios are required for participation in all MoM cruise events; please remember to bring and use your CB [NOTE: if you don't already own a CB, we have 2 portable CB units available for use on this cruise on a one-time only loan basis, pending purchase of your own unit.]
- This cruise will take place "rain or shine."
- All participants should bring and wear their MoM name tags.
- Please make sure your car has a full fuel tank before we depart.



Upcoming Events



“Beauty and the Beast” Update

There has been a wonderful response to the cruise + lunch + theatre + dinner event planned for July 20th. We have forty people attending, travelling in 21 cars. The specific details will be sent out to all of those members who have committed to the trip next week, but this general announcement will serve as a reminder to everyone that this fourth annual event has been very popular and we will be selecting a production for the 2020 cruising season in the near future!

We are very pleased that our new members, Don and Sharon Penrose, have offered the use of their waterside home for our picnic lunch. They have even arranged for a special “Miata Parking Lot” close by their house.

We are also pleased that two other new members have volunteered to be ‘sweeps’ for the cruise. Marie and Mike Schlorff and Peggy and Gerry Madill are eager to assist with our club. Our MoM group gets stronger when more people are willing to assist with the operation of the club. “Many hands make light work”, seems like an appropriate comment.



Upcoming Events cont'd. .

Moffatt's Mazda "Rally for Kids",

Bob Macaulay
Mon, Jun 17, 4:52 PM

Hi, folks –

Please see the attached PDFs, which provide additional information about the event.

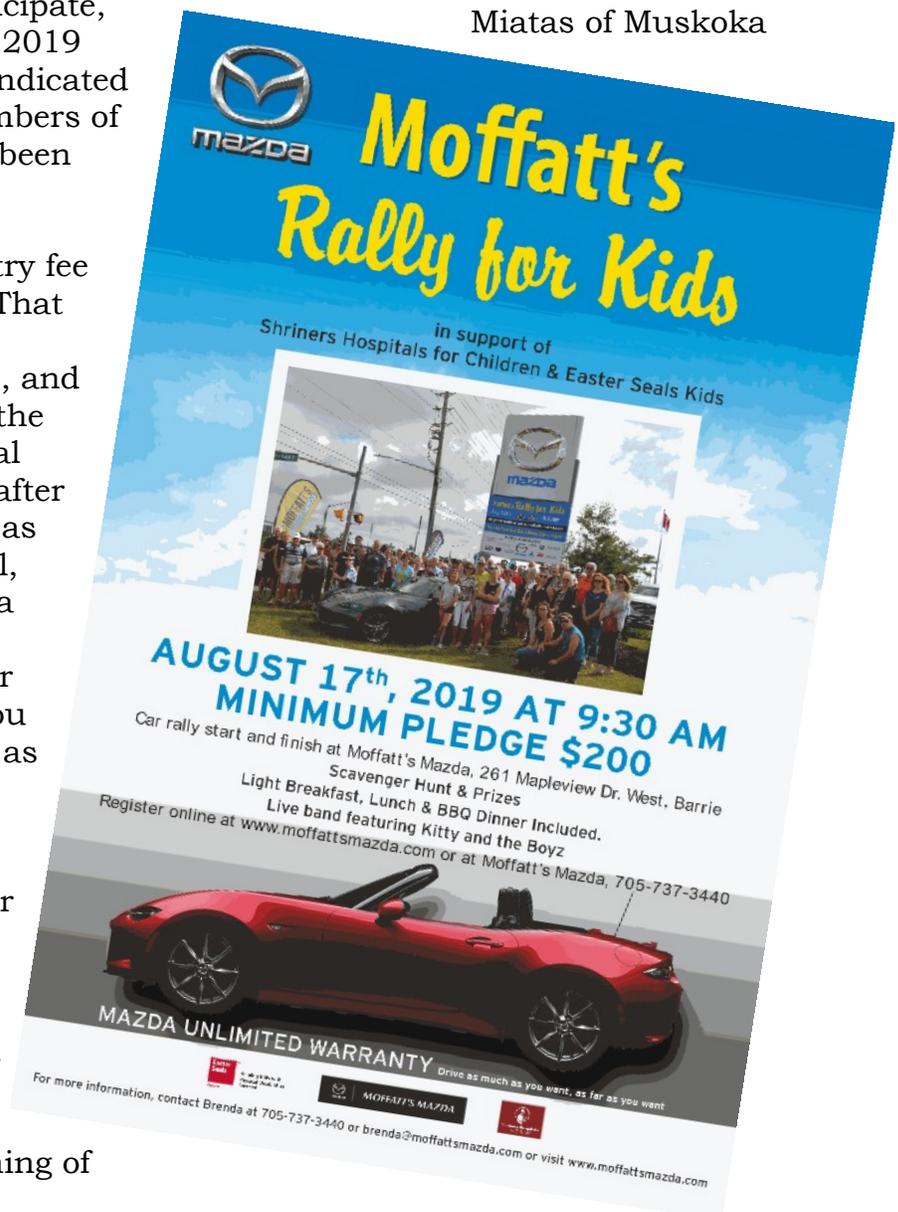
Although this charity event is not one which we (Miatas of Muskoka) have organized or are running, as in past years, all MoM members are again invited to participate, and as such, it is included on our 2019 MoM Cruise Event Schedule. As indicated on the attached Pledge Sheet, members of the Trillium Miata Club have also been invited to participate.

As you will note, the minimum entry fee this year is again \$200 (per car.) That includes all meals for two (light breakfast, lunch during the cruise, and BBQ dinner with refreshments at the end of the rally) as well live musical entertainment at Moffatt's Mazda after the rally. Just a quick reminder...as we announced at our AGM in April, MoM will once again be providing a \$100 subsidy per MoM car participating...so your net cost (per car) will actually only be \$100 – you can either pay that entire amount as your personal donation, OR, seek donation pledges from friends and family to cover that \$100 (and hopefully more.) If you go the latter route, the attached Pledge Sheet helps to keep track of those pledges, so your supporters receive the related tax receipts. All donations (and the Pledge Sheet) are to be handed-in when you arrive at Moffatt's Mazda the morning of the Rally.

Please let me know by email if/when you decide to register, so I can keep tabs on the expected number of MoM cars participating, and if appropriate, coordinate a group run to Moffatt's the morning of the event.

I hope a number of MoMers will see fit to support this very worthwhile cause by deciding to participate. From past experience, I can assure you that it is a fun day.

Bob Macaulay
Activities Councillor
Miatas of Muskoka



The poster features the Mazda logo at the top left. The main title "Moffatt's Rally for Kids" is in large, bold, yellow font. Below it, in smaller white text, it says "in support of Shriners Hospitals for Children & Easter Seals Kids". A central photograph shows a group of people gathered around a Mazda car at an outdoor event. Below the photo, the date and time "AUGUST 17th, 2019 AT 9:30 AM" are written in large blue letters, followed by "MINIMUM PLEDGE \$200" in bold blue. Further details include "Car rally start and finish at Moffatt's Mazda, 261 Mapleview Dr. West, Barrie", "Scavenger Hunt & Prizes", "Light Breakfast, Lunch & BBQ Dinner Included.", and "Live band featuring Kitty and the Boyz". Registration information is provided: "Register online at www.moffattsmazda.com or at Moffatt's Mazda, 705-737-3440". At the bottom, a red Mazda convertible is shown with the text "MAZDA UNLIMITED WARRANTY Drive as much as you want, as far as you want". Contact information for Brenda is listed: "For more information, contact Brenda at 705-737-3440 or brenda@moffattsmazda.com or visit www.moffattsmazda.com".



Events already enjoyed

Spring Fling

**By Cruise Directors,
Cathy and Michael Fedorowich**

AND WE'RE OFF!

Here we go again with anticipation for yet another great season of cruising about in our Miatas with a wonderful group of folks. For the 2019 "Spring Fling" event, the weather was perfect. The turnout of participating members was a whopping 40 members and a total of 21 cars. One might say we had missed each other over the long winter and we were definitely ready for cruising again.

We all met in Bracebridge, travelled down the scenic Muskoka Beach Road through Gravenhurst, Torrance, Bala touching on the fringe of Parry Sound then stopping at Crossroads Restaurant in Rosseau for a unique dining experience. Here we had our first outdoor meal of the season on their



lovely patio. It was like being at a catered outdoor picnic complete with an exquisite chef and his servers.

After a very enjoyable lunch, we headed back out down Peninsula Road taking in the



Editor's Comments:

It seems like a distant memory now, but the incredibly high water created disastrous flooding conditions in Muskoka in the week leading up to the cruise. When the peak occurred on Saturday, most of us were ready to celebrate! Some members visited the dam sites and submitted some photos to remind us about the threat and damage.

Doug



shores of Lake Rosseau and Lake Joseph. We cruised through Port Carling then down the twisty roads of Brackenrig, rolling hills of Three Mile Lake Road with the final stop being the scenic village of Port Sydney. Here we stopped for our traditional ending that of being an ice cream cone.

It seemed all were happy to see other again and once again feel the true enjoyment of driving our sports cars. Oh, what a feeling!

Cruise Directors,
Cathy & Mike Fedorowich



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

Events already enjoyed

First Ice Cream Cruise ***May 21, 2019***

The first announced and planned-for “Ice Cream Run” of the 2019 season was held on Tuesday, May 21st . Unfortunately, there were only five cars that attended. Lots of gloomy, rainy, miserable days preceded that Tuesday. Perhaps members were shocked when PLEASANT weather developed and didn’t know how to cope! Maybe some members were still recovering from the long weekend. Regardless, the number of attendees was down from the usual number, but those who drove to the Bracebridge rendezvous were rewarded with a pleasant drive and the obligatory Kawartha Dairies Ice Cream. Hopefully, more members will attend future ICR’s!





Orillia Mazda BBQ

By Cal Lander

On Saturday, May 25th some intrepid members of Miatas of Muskoka met at Orillia Mazda at 11:30 AM. I say intrepid as the weather was atrocious with lots of rain. In spite of the weather, I believe it was 11 cars that made it to the feast. And a feast it was as Jen Volz, our host, had prepared an absolutely delicious roast which would melt in your mouth. All the trimmings and side dishes were there as well. We were indeed well fed. We also had the opportunity to examine up close the new and pre loved



MX-5s that were in inventory at the dealership. Miatas of Muskoka had been invited to attend a BBQ at Orillia Mazda, (our “home” Mazda dealer), along with other clients of the dealership. After lunch our members in attendance (9 cars I believe stayed) participated in an impromptu MoM group cruise to get them on their way home. A little rain never stops MoM members.



Thanks again to Orillia Mazda and staff for a great time.



Events already enjoyed

Cruise and Pizza at Cobourg Mazda

Sunday, June 2, 2019

This was a novel experience for our club ... gathering a large number of us together, travelling a significant distance, seeing a lot of scenic countryside and WITHOUT A CRUISE DIRECTOR! Remarkably, 19 of us from MoM convened at the rendezvous point, the Northumberland Mall in Cobourg, where we met up with a large contingent of cars from the Trillium Miata Club from Toronto as well as the dealership network from Cobourg Mazda. Our group was so large, an impressive 71 cars, that we had a Police Escort! In fact, it was much like our club activities, where we have a lead and a sweep. The Cobourg Police did the same thing. We went slowly through the town of Cobourg, waving at property owners and crowds at the parks and beachfront, until we reached our destination ... the Cobourg Mazda dealership. We parked in two designated areas and overflowed into the neighbouring Honda dealership. After mixing and mingling for a few minutes, we lined up for some awesome pizza from the "Vintage Pizza Pie Company". They make wonderful pizza in their wood-fired ovens, preparing many, many different kinds of pizza. As we walked through the line, we had the chance to choose from at least eight different varieties of taste sensations. They even made custom orders for 'gluten-free' pizza for a couple of our members. We had an opportunity to ogle the "race equipped" Miata in the showroom and several of our members posed in front of it. After lunch and yet more mixing and visiting with enthusiasts from the other clubs, we left the dealership and journeyed northward. Our MoM contingent seemed to split into two groups. The five



cars who congregated in the Algarve region of Portugal last winter went to a farm that specialized in the growing and marketing of lavender. The other group seemed to be addicted to ice cream, so they took a somewhat different route.

It was an excellent day, featuring camaraderie not only within our own club, but within the Miata network in southern Ontario. I hope it is repeated!

Doug Jackson



Events already enjoyed . . .

Special Ice Cream Run

Wednesday June 12th

Cruise Director, Gail Lander

For our first ICR of the season 7 cars (13 bodies) met at the Evergreen Mini Golf in Washago on Hwy 11 at 4:30 pm. After organizing into groups with a couple of spectators cheering the players on, we set out onto the links to play 18 holes of Miniature Golf in groups so 3 or 4.

Some of our group were rewarded with “holes-in-one” (I think there were some loose horseshoes found that night). See the next page for a scoring summary.





Then we all walked across the road, some taking their Miatas to the Washago Village Restaurant for supper at 6:00. Having lost 2 of our cars to early engagements we were bolstered by the arrival of 2 more to join us for supper.

Scoring Summary

Play consisted of 2 foursomes and one threesome. It was an 18 hole par 42 course.

Cathy Gilbert	57
Laurel Bauldry	59
Bill Gilbert	43
Gord Bauldry	42
Diane Phillips	51
Ken Pardy	55
Doug Jackson	40
Cal Lander	46
Ed Gigg	50
Judy Gigg	50
Gail Lander	51

After supper, 4 of our vehicles went for a "short" cruise to Webers for ICE CREAM, what else.



Events already enjoyed . .

Mom's Women Only Tour by Lynda Gigg

On Tuesday June 25th, under cloudy skies (that soon cleared to offer sunshine the rest of the day) 10 cars with ladies and their friends gathered at the LCBO in Washago for a day of surprises. It bears mentioning that all cars were filled with gas and ready to go 10 minutes before our set arrival time.

Way to go ladies!

Many participants wondered what had happened to Judy; however, I had no words to share. We left the parking lot, travelled down Rama Road maintaining a close guard on our speedometers.

Eventually we arrived at Orkney Beach Road where we finally saw Judy waving cheerfully. We exited our cars and entered the Gigg home with Ed being our 'well-dressed doorman'. The ladies enjoyed tea and scones provided by Laurie (recently



retired owner of White Lion Tea House) along with the beautiful view of Lake Simcoe. Swag bags were provided to all participants with items the ladies might



need for a fun day of driving. Each person was encouraged to take their cup and saucer with them as a memento. With Judy leading, the 11 cars were off to Horseshoe Valley Road and our first stop, "Regard sur le Passé Antiques Gifts and Collectibles" in Jarratt. A short jaunt down

the road brought us to Kerslake Pottery. The next village of Craighurst brought 2 unique stops - Dwellings Gift Store and Chelsea Chocolates. The ladies saw the process necessary in making good quality chocolate for our enjoyment.

Heading north on Highway 93, "Mad Cravings" in Wyebridge provided scrumptious lunch for our group. After lunch the ladies had to make the challenging decision of a Kawartha Dairy ice cream or Copperpot Nuts in Coldwater. Wanting everyone to be satisfied, the group split briefly. Heading back towards Orillia on Highway 12, we arrived at our final stop "Barn to be Wild". After hugs and farewells, happy drivers left for home. Sunshine, shopping, friends and laughter highlighted a successful tour of Northwest Simcoe County. MoM ladies will certainly return to these hidden gems on their own time.



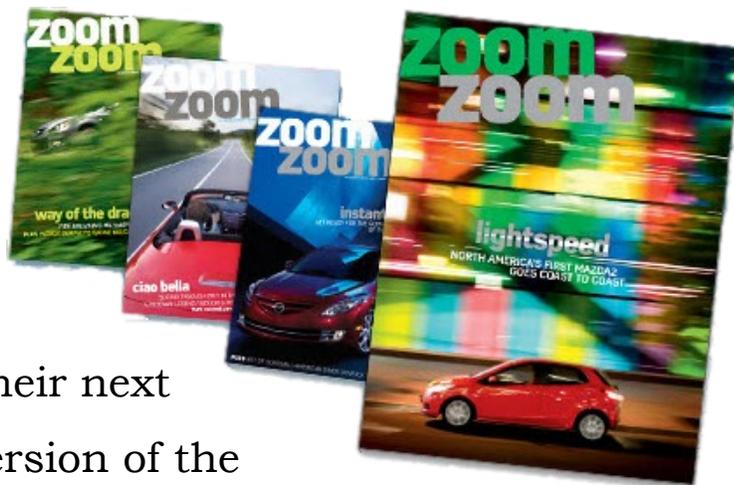
Miata



Heads up!

zoom-zoom MAGAZINE

In late February, our club was contacted by a representative of **ZOOM ZOOM** magazine Canada asking if we would be interested in being featured in their next online Canadian issue (digital version of the print mag). The opportunity was too good to pass up so we have submitted a short summary and some photos to them. If everything goes to plan, it should be live on Zoom-Zoom Canada by the end of April.



Watch for it at: Click the link below.

<https://www.zoomzoommag.ca>

**zoom
zoom**
MAGAZINE / WINTER 2018



A day in the country

By Cal Lander

So I'm out for a drive with my granddaughter. It is threatening rain but we put the top down anyway. We came across a sign that said "micro north" this way. We followed the signs and saw some cars turning down the road where we came across a farm that had a micro car display on so we turned in for some fun. We were heading for the parking lot and a guy pointed and told us to park here and he put us right in with the Micro cars. it wasn't a big show but it had some interesting cars such as Minis, Vespas, Isettas, Mescherschmitt, some really strange looking vehicles. It was very



eclectic event including a an american model A Ford. There was one other Miata there as well. We got to peek into the land owners shop where there were three other micros in various stages of maintenance or restoration. Enjoy the pictures.





International News. . .



Update from Israel

by Doug Jackson

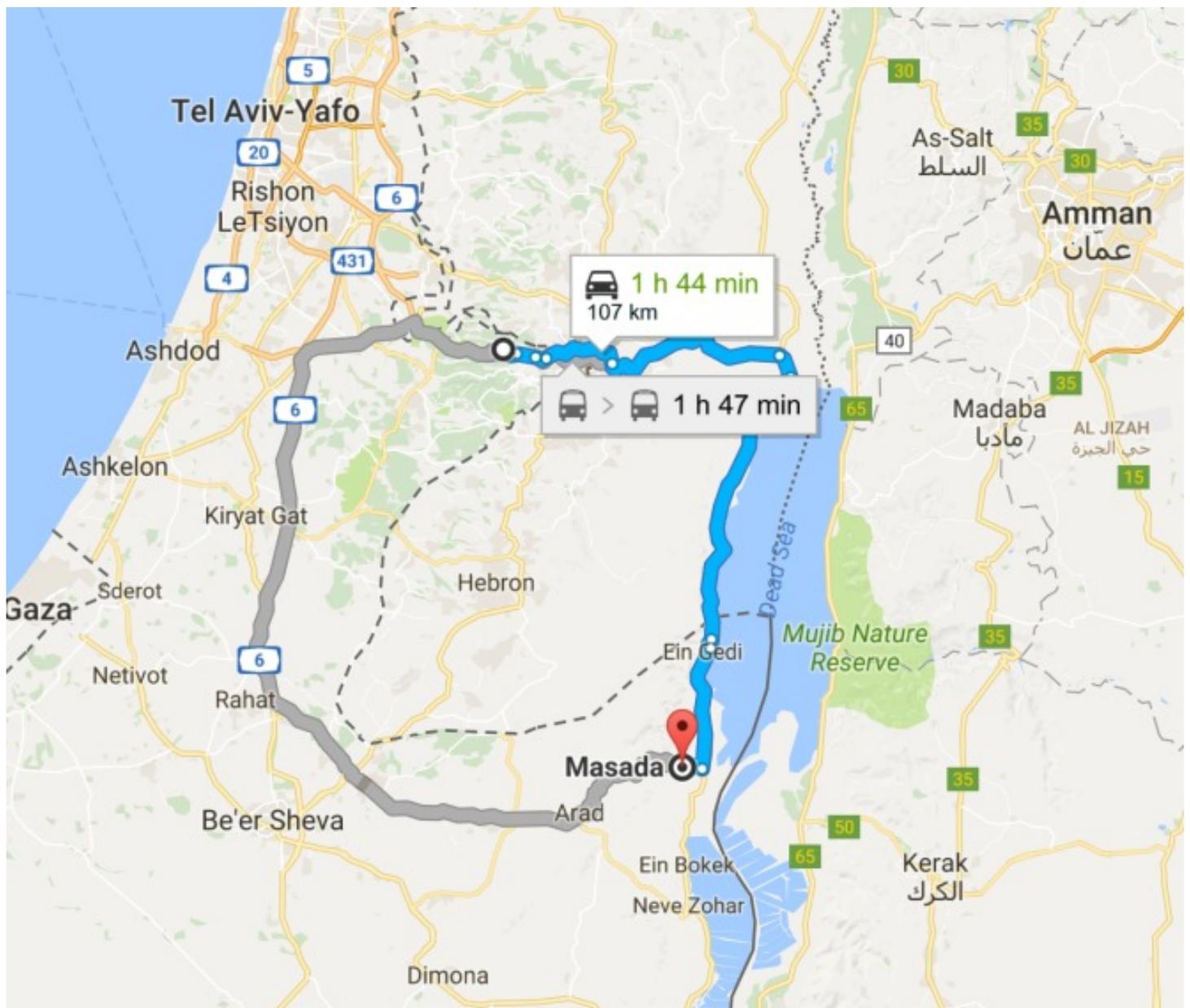
Last summer, our club went on an overnight cruise to Calabogie. When we were on the return trip, Sheila and I went into the town of Bobcaygeon and parked on the main street, right outside the famous store known as “Bigley’s”. While we were inside, we noticed a couple walking around our 1990 Miata, so we went outside to talk with them. We discovered that they have a 1990 MX5 in Israel. We stood on the street for a long time, chatting about the cars and the differences between “fun car” ownership in our two countries. He sent a link to an article that we published in the last issue of the newsletter. After re-reading it, I’m certainly glad that in Canada we are free to own and drive cars of our own choosing, without worrying about the “practicality authorities” questioning our choice of vehicles. He recently sent me another photo, this time of he and his car in the desert, very close to the Dead Sea. They return for a time period in the summer to our ‘cottage country’, so I’m going to try to link up with them again this summer. It’s amazing how a Miata can bring people from different parts of the world together!





The Dead Sea Region offers a lot in terms of nature, site seeing, and archaeology. If you plan on traveling to this region, please be mindful of the Israeli summer which can be extremely hot, especially during August, and especially in the desert. Furthermore, be very mindful, especially if you are driving yourself, of where you are going, and that you are not crossing into the Palestinian Territories. It is illegal for Israeli citizens, for example, to enter Jericho. So always know where you are going, who you are going with, and always be safe.

How to get there? Public transportation is available from the central bus stations of every major city in Israel. However, you must remember that there is none during the Sabbath (Friday afternoon until Saturday evening).



Octane: the facts and the fiction behind those higher-priced fuels

Reprinted From

Hemmings Daily

Jim O'Clair on Apr 11th, 2014
Photo by Demond Henderson.

Any discussion about octane invariably leads to statements from some cars' owners that their engine performs better when they use the 91 or 93 (or higher) fuel blends in their vehicles.

For most modern, computer-controlled cars on the road today, this perception is more mental than it is factual. For classic car owners, octane can make a difference from an engine-efficiency standpoint; however, the octane rating of your gasoline has very little to do with the horsepower or torque output of your classic engine as is often alluded to in these conversations.

Octane is simply a measure of the fuel makeup, and its tendency or resistance to cause engine knock or ping when used under duress (higher RPM). The octane index rating is not based on a quantity of a chemical in the fuel mixture, but is a measure of the efficiency of the fuel blend, expressed as a ratio, relative to the efficiency of a pure hydrocarbon, which would have an octane index rating of 100 (or 100 percent). Because gasoline is made up of many different hydrocarbons, the octane rating is a comparison of the anti-knock characteristics of the blend relative to the anti-knock characteristics of a pure hydrocarbon with a 100 percent rating.



Aircraft or racing fuels have a rating above 100 because the additives in the fuel raise the efficiency beyond that of a pure hydrocarbon.

Engine knock is caused when the fuel mixture ignites too early, often before the spark plug has fired. Knock often presents itself when there is an increase in engine RPM and cylinder combustion chamber pressures are also increased. The higher the cylinder pressure, the more likely the engine will knock.

Octane is measured by operating an engine under two different conditions and averaged to result in the rating you see displayed on the pump. The first method (R) is to test the fuel mixture for its anti-knock characteristics (as a percentage of efficiency to pure hydrocarbon) when the test engine is under load, the second test (M) measures the anti-knock tendencies when the engine is free-wheeling. The average of the two results is the percentage that is shown on the pump $(R+M/2)$.

octane_450Fuel is required to meet minimum octane efficiency standards of 87 percent to be sold at the pump, with more

efficient blends having an efficiency rating of 88 percent to 90 percent considered mid-range gas. Efficiency ratings above 91 percent get the “Premium” designation. Premium gas must be, by law, at or above 91 percent, although you do also see 93 percent octane ultra-premium at many stations.

Although higher octane can cost substantially more per gallon, it does not necessarily mean it is better for your car. Higher octane gas is processed through additional steps that further refine the blend and cause it to burn more slowly than lower octanes. These additional processes are what contribute to the higher pricing, but that does not mean the higher octane will offer any advantage over other blends in many engines. Octane does not offer any better fuel mileage, increase engine horsepower, or make the engine start quicker. Higher octane only reduces the likelihood of engine knock or ping.

On modern computer-controlled cars with fuel injection, the computer is constantly monitoring fuel trim and detonation and making appropriate adjustments in the timing and fuel air mixture to compensate for engine knock. Most of these late-model engines have a sonic knock sensor installed in the cylinder block for just this reason.

As you go back in time to earlier fuel and ignition systems, the octane content becomes more important because the old point distributors and early electronic ignition distributors had only a vacuum advance to correct for engine knock. Exhaust gas recirculation systems were also in their infancy and were not as efficient as modern systems, so they had less effect on reducing knock as well.

Because higher octane gas burns slower, it is more resistant to knock when subjected to higher RPM and cylinder pressures. Compression ratios also factor into cylinder pressures. Higher ratios cause higher cylinder pressures and therefore cause the

engine to be more susceptible to pre-detonation or knock.

The introduction of ethanol in fuels further complicates the octane debate. Ethanol has a higher octane rating than hydrocarbons and also ignites at much higher temperatures. Blending ethanol into pump gas will slow the combustion process and reduce the likelihood of engine knock. The delay in the ignition of the mixture, caused by the addition of ethanol, allows the fuel burn to occur while the engine piston is in the down stroke, when there is less cylinder pressure, and this reduces the likelihood of engine knock.

Ethanol can also be used as a method of increasing the octane of a fuel blend by lacing lower octane hydrocarbon-based fuels with higher octane-rated ethanol to arrive at the required octane index rating.

In summary, most modern vehicles do not require higher octane fuels, unless specifically expressed in your owner’s manual (read carefully, because there is a difference between higher octane being “recommended” and “required” in the manual). There are a few high-performance engines that were built with higher compression ratings or use higher RPM camshafts where 91 octane may be needed, but your average Subaru or V-6 Explorer will see no noticeable benefit from using the more expensive blends.

In classic V-8 muscle cars and vintage engines, a higher octane fuel is probably a good idea, but we recommend that you not buy more than you can use quickly. The disadvantages of ethanol-laced fuels are most prevalent when stored inside your gas tank over longer periods of time. The higher octane fuels are slightly less efficient than the lower grades because the retarded ignition will lead to a little less overall power and a scant fewer miles per gallon, but the reduction of wear and tear on your engine should outweigh the extra cost of the higher-rated blends.

How to Drive Through a Roundabout

AutoGuide.com
By Craig Cole



Roundabouts reduce delays and significantly lower the likelihood of collisions, injuries and fatalities. Since drivers must yield to oncoming vehicles and are only permitted to exit by taking a right turn, these traffic-controlling intersections virtually eliminate the risk of

getting T-boned or encountering a head-on crash.

Roundabout, traffic circle, rotary, gyratory, whatever you call these curving intersections they can be quite confusing to drivers that have never experienced one before. With yield signs, bike lanes and pedestrian crossings there's a lot going on in a small area and plenty of opportunity to screw things up. But here are a few helpful hints on how to navigate these labyrinthine road junctions.

What is a Roundabout?

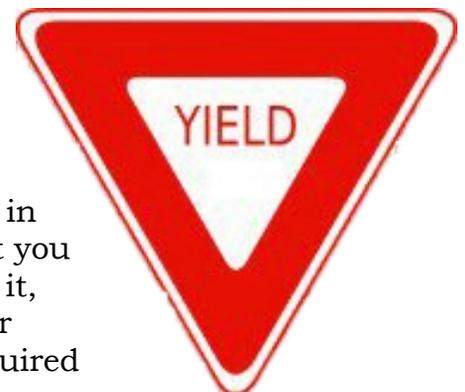
As you might expect, roundabouts are circular intersections that permit an almost continuous flow of traffic. At first blush they can seem confusing but they bring numerous benefits to the table and that's why they're becoming more widespread in North America.

Single-Lane Roundabouts

Single-lane roundabouts are the simplest form of traffic circle. They have one lane of travel in each direction, hence the name.

As you approach one of these roundabouts, slow down. Check for oncoming traffic, cyclists and pedestrians as necessary. If the coast is clear there's no need to stop, just keep on moving; stay in your lane and continue through.

If there's traffic in the roundabout you have to yield to it, slowing down or stopping as required



before entering the circle. Once the congestion has passed proceed cautiously through the intersection. Keep in mind that vehicles already in the roundabout have the right of way.

It's not advisable to stop in a roundabout unless required by traffic conditions. This also applies when emergency vehicles come up behind you. Proceed through the roundabout to your exit, then pull over and stop to let them pass.

In addition to these tips it's also not a good idea to drive next to large vehicles like tractor trailers; sometimes they'll take up both lanes and depending on how tight the turn is they could tip over and trust us, you do not want to get crushed by a dump truck or some other gargantuan rig.

Multi-Lane Roundabouts

Multi-lane rotaries up the complexity factor by having several lanes of travel in the same direction. The basic rules still apply, yield to oncoming traffic and pedestrians, proceed slowly and safely through the intersection, keep an eye out for oversized vehicles, but there are a few extra variables.

It's important to pay attention to the signage before entering the roundabout. You need to know which direction you're headed in so



you can be in the correct lane. If you're going straight through either lane will work, but if you plan on immediately turning right it makes the most sense to stay in the right lane.

Likewise if you're continuing through the roundabout to travel in a different direction or make a U-turn stay to the left until you reach the road you wish to drive on. Make sense? Good.

And remember, in a multi-lane rotary you should yield to all lanes of traffic, not just the one you're in. It's also inadvisable to change lanes while driving through a multi-lane roundabout.

The Future is Round

At first glance rotaries can seem confusing, but their benefits cannot be ignored. They cut down congestion, allow for easy U-turns and are dramatically safer than conventional intersections for both drivers and pedestrians. For these reasons it's easy to see why roundabouts are becoming more and more popular.



Miata



[Source: Washington State Department of Transportation]

by David Zenlea

Your Miata is using the wrong tires, according to Mazda and Bridgestone



If you drive a first-generation Miata today, chances are you've never experienced it on original 14-inch tires. And that, says Mazda, means you've never really experienced it at all.

When many news outlets fawned over Mazda's restoration program for the first-generation Miata, launched exclusively in Japan last year, most glossed over or missed entirely what may be the most fascinating facet of the project—the tires. These renewed Miatas wear painstakingly-recreated versions of the 14-inch rubber offered with the original in 1989.

“Although we call it restoration, for Bridgestone R&D, it was almost the same as developing brand-new tires for a brand-new model,” said Takahiro Ikeda, a Bridgestone test driver.

It was worth the effort, Mazda says, because those original tires were a critical, now missing ingredient in the car's magic formula. The Bridgestone SF-325 was one of three tires developed in the late 1980s specifically for Miata (Dunlop and Yokohama produced the other variants). The tread pattern aped that of earlier radials, like the Dunlop SP Formula, fitted to classic European sports cars. The engineering brief prioritized predictability over maximum grip.

“Back then Mazda was using the Bridgestone Potenza RE-71 for the RX-7,” explains Tetsu Kasahara, a chassis development engineer on the first-generation Miata. “What happened with the RE-71 tires was that the vehicle drove to its limitations, but then tail slides happened all the sudden. With the [Miata], we made the tires to give better controllability; we applied a soft sidewall with a soft tread.”

Brendan McAleer



Enthusiasts of the day took all that in with something of an indifferent shrug. Practically the moment the Miata hit the market, racers and autocrossers were chucking aside the cushy stock tires for more aggressive stuff. “We used to call them ‘Bridgerocks,’” quips Flynn’ Miata’s Keith Tanner. By 2016, when Mazda and Bridgestone embarked on the restoration project

(Yokohama and Dunlop declined to participate), the tires were out of production and all but out of existence.

“We didn’t have the same compound as we had for the original tires, nor the same tread. We didn’t have any of those,” said Ikeda. All Bridgestone had to work from was a single Miata on SF-325s loaned from the Mazda museum, and their memories. “I, Ikeda, and Kasahara-san from Mazda, were actually the original real members who worked on the development of the NA MX-5 back then. We were the test drivers.”

Bridgestone scanned the museum car’s tires to come up with new molds, then put Kasahara and Ikeda back in the MX-5. “I met Kasahara-san after so many years, for first time since we worked on the NA,” notes Ikeda. They tested myriad formulations of the new tire. There was no pretense of recreating the original compound—even if that were possible—as Bridgestone wanted to incorporate advances in durability, wet weather traction, and rolling resistance. All in, the effort took a year, or about half the time Bridgestone would devote to developing a tire for a new car. The reborn SF-325s retail in Japan for about \$1000 a set—about double the Japanese-market price of Bridgestone’s other summer tires in that size.



Brendan McAleer

This is, let’s be honest, an absurdly high price for 14-inch street tires. Mazda’s engineers admit they’d have liked to sell them for less, especially considering affordability has always been core to the Miata’s appeal.

There’s also a kind of mental obstacle: most enthusiasts agree that a ‘50s Cadillac belongs on white walls, but for newer cars like the Miata, which are still driven every day, original-style tires can seem like a step backward. “Tire technology has really moved on in nearly three decades,” Tanner says. Yet there’s an argument to be made that period-correct tires are, if anything, a more important dimension on more-recent collector cars than people realize. Since around the late ‘70s, automakers have been dictating to tire companies ever more sophisticated, parameters tailored to the characteristics of specific vehicles. Porsche began denoting specially developed tires with the letter N (for Nürburgring, of course) in 1986, and these days you’ll find OEM seals of approval seared onto the sidewalls of everything from the Kumhos on a Viper ACR to the Michelins on a Chevrolet Equinox. An engineer who develops performance cars today at General Motors recently told me tires are “the most engineered part on the entire car.”

In many cases, the automakers are chasing benchmarks of limited real-world relevance to a consumer—a mile per gallon on the highway or a tenth of a second at the 'Ring. Other times, though, the rubber is the keystone to the car.

“There are still some gaps in the market for some of the '90s-era European and Japanese performance cars, many of which came with 15-inch or staggered 16-inch fitments,” says Woody Rogers, product specialist at Tire Rack. “Hopefully there will be a resurgence of matching tires for these **BRIDGESTONE** fitments, as more cars come out of the woodwork.”

Some automakers are working on modern solutions. Porsche, for instance, periodically tests new tires on its museum cars and has recommendations for everything from the 356 to the Carrera GT. Pirelli and Michelin have started reproducing greatest hits such as the MXW (original equipment on the Renault Alpine A310 V6) and the Cinturato

P7. Yokohama announced in late 2017 that it would reproduce its AdvanHF Type D rubber for several '80s and '90s Japanese sports cars. McLaren will not only replace tires on the F1 road car but makes sure to scrub them on a test track.

No surprise, these efforts are mostly reserved for high-dollar cars, something the first-generation Miata, despite climbing values, is certainly not. Mazda and Bridgestone say it's about more than money. “The big purpose of the new tires is we want customers who don't know the driving feeling of the original NA Miata to experience that,” explains Nobuhiro Yamamoto, Mazda's spokesman for the restoration program (and an engineer for the current, fourth-generation Miata).

That means all of us Miata owners in the States—where Bridgestone has no plans to market the tire—will have to lay awake at night knowing our cars could be infinitesimally more pure and fun. Imagine that.



Automatic-Equipped Mazda MX-5 Miata Owners Have A Problem

CARBUZZ By Jay Traugott

They should have bought the manual.

There are certain cars that should always be equipped with manual transmissions. The Mazda MX-5 Miata is one of them. Its Fiat 124 Spider corporate cousin also counts. Automatic transmissions are still offered in both roadsters because there's enough demand, which is kind of shameful. And now that shame comes with a price. A total of 14,370 Miatas from the 2016-2019 model years and 8,933 124 Spiders from 2017-2019 are being recalled because their transmissions could suddenly downshift without warning, resulting in deceleration. The automakers fear this could also result in a crash. The problem has been traced to incorrect programming for the transmission control module.

Fortunately, no related crashes or injuries are known and the automakers very much want to avoid them entirely. Affected owners will soon be notified by the companies to bring their vehicles to a dealership where technicians will update the transmission software at no cost. This update will simply overwrite the old code and ensure these unwanted downshifts won't happen. Buyers for both roadsters have a choice between a standard six-speed manual and an optional six-speed automatic. A precise breakdown regarding the number of buyers who prefer one gearbox to the other is not available, but we've asked Mazda in the past and we were told most opt for the

manual. The 124 Spider, however, is a bit



different.

While both models are built alongside each other in Hiroshima, Japan, Fiat buyers often prefer a somewhat more refined ride better suited for cruising, hence their preference for the automatic. The 124 Spider also has a different engine, a 1.4-liter inline-four supplied by Fiat whereas the MX-5 only comes with a naturally aspirated 2.0-liter SkyActiv inline-four. But the lesson here is quite obvious: always get a manual when buying a Miata. Probably not a bad idea for the 124 Spider, too.





The Miata Corvette Mashup Proves Massively Popular

CARBBUZZ by John Talodi

Who's laughing now?

Remember the weird little Mitsuoka Rock Star? Created by a Japanese auto customizing firm to celebrate its 50th anniversary, it caused a bit of a stir when it was revealed to the world in November last year, not least because it combined two iconic cars into one design. Using a current generation Mazda Miata as a base, Mitsuoka then designed a body for it that was heavily influenced by the second-generation Corvette Stingray.

While not all Mitsuoka's previous efforts have been met with universal acclaim, this Miata/Corvette mashup turned out rather well, and according to the company, the planned production of 200 cars have all been sold out. This despite a base price that is the equivalent of \$42,370, or



\$16,640 more than the cost of a standard Miata in the States.

Mitsuoka said that it has no plans to produce more cars to meet this unexpected demand, so exclusivity is guaranteed to the lucky few who got in there first. Using Mazda running gear, the Rock Star will not be some hairy performance car in the vein of the Corvette it draws its inspiration from, yet it has a strange sort of appeal that

clearly resonates with people.

It will be built in either S or S Special Package versions, the latter having a few more luxurious and the option of a 6-speed automatic transmission. Seeing as only the base 1.5-liter 130-horsepower motor will be made available on both trims, we hope

most customers stick with the manual.

The interior is as you would find in any Miata save for the embroidered Mitsuoka logo on the headrests. The cars will be rolled out incrementally, with the first 50 delivered during the course of 2019 and the balance split over the following two years.

The Mitsuoka Rock Star may not be everyone's cup of tea, but clearly there are plenty of people out there who like the idea of a modern car clothed in a classically styled body. If anyone is listening, we would like someone to take a McLaren 720S and design a '60s Ford Mustang body for it next.



Trivia:

Rare Mazda RX-7 Racer Rediscovered After 35 Years

CARBUZZ By Martin Bigg

It competed in the 1982 24 Hours of Le Mans and had been missing for over three decades.



What you're looking at here is the only surviving Mazda 254i left in the world after the car was believed to be lost for several decades. Back in 1982, Mazda entered a pair of 254i racers in the 24 Hours of Le Mans endurance race.

Based on the RX7, the 254i was powered by a dual-rotor 13B engine producing around 296 horsepower and weighed approximately 2,125 pounds at the time. Underneath the aero, you could even still see the stock RX-7 doors. Neither car was particularly successful, however, and the 254i you see here was believed to have been scrapped.

However, according to a report by Japanese Nostalgic Car, the Mazda racecars were shipped back to Japan and competed in

races in the JPSC series. One was disguised with a pink paint job, while the other was painted yellow and was destroyed during an accident at a Fuji Speedway race. The pink car was never seen again after the 1984 Fuji 1000km.

Late last year, the surviving pink example was re-discovered in Okayama, Japan. Its identity was verified by Mr. Tachimoto, who was the chief mechanic at Mazdaspeed at the time. Tachimoto was able to confirm the car's identity by looking at its brake system and rear suspension, which also revealed that Mazdaspeed built the car around the chassis of the older 253i to cut costs.

A closer inspection revealed the car was also once painted gold, and also pink. This



confirmed that it was once the No. 38 car that wore the famous black-and-gold Jun livery, and was also the pink car that raced in JSPC. Isami Amemiya from Japanese tuning house RE Amemiya recently oversaw the transportation of the car to a specialty shop called Powercraft, where the car will be getting a thorough restoration and an engine rebuild. Once restored, the Mazda 254i could even return to the track and compete in classic racing events.



Retrofit Your Old Mazda With Apple CarPlay And Android Auto

CARBUZZ By Jay Traugott

Why trade in your car only because of its old infotainment system?

New technology has a way of creeping up on you. Just when you think some piece of tech is the best you can buy, something better comes along. Whether it's laptops, cameras, or the infotainment system in your car, you've likely experienced this situation many times. But Mazda wants to help you out by offering Apple CarPlay and Android Auto as dealer-installed updates for Mazda Connect-equipped vehicles beginning with the 2014 model year.



Mind you, it's not a free update, but for \$199, not including labor costs, these owners can now enjoy the same smartphone interfaces available on the 2018 Mazda6 sedan and the 2019 CX-5 and CX-9crossovers.

The work includes a Mazda Connect software upgrade and new hardware featuring the more powerful and faster-charging 2.1-amp USB ports. It needs to be noted that Mazda's old infotainment screens won't become touchscreens after the update. This means that Apple CarPlay and Android Auto functions will be controlled through the command knob, buttons, or voice commands.

Mazda says the upgrade will take about two hours and can be done at any official Mazda dealership, though you'll need to schedule an appointment first. This may be a generally good alternative for many Mazda owners who might have considered trading in their vehicles solely because the infotainment systems were not compatible with their smartphones.

But why trade in and ultimately spend more money on a new car when the current one is perfectly fine, aside from its outdated infotainment tech? Doesn't make much sense. Spending \$200 for this upgrade is a far cheaper and quicker solution. Chances are a lot of Mazda owners will be interested in this, and we wouldn't be surprised to find out there's even a waiting list to book an appointment.

Education. . .

Here you go Mason. . .

I recently received this letter from a teacher with a request to add a link to our web page. I suggested instead that we incorporate the article that Mason was so taken with in our newsletter and he could then look it up on our website. See the following pages.

Happy Friday!

My name is Rachel and I volunteer in a crafts program with a fun scale model building program for 8-10 year old children. The kids and I have been building models and we have been having a lot of fun learning about all types of vehicles! While looking up information about each of our models, we came across your page <https://www.miatasofmuskoka.com/links>

One of my students, Mason, loves Mazda cars and he was so excited as he was calling me over to show me your website. He also showed me the history of Mazda cars. He couldn't sit still while showing me! - <https://www.carcovers.com/resources/history-of-mazda-cars/>

I suggested that he share the article because I told him that I'd bet that you'd be interested! I'm writing to ask whether you would be willing to add a link to the article the way that you have done with your other articles, because I think it will be a lot of fun for Mason to see it on your page! Additionally, it will show all of the children how a small act can turn into something much bigger, which I hope will help them well later in life when they remember this experience!

Would you please add a link to the article for Mason on your page? He'd be so proud to see that you did, even if it's only for a little while. I also don't think it hurt that I promised the whole group a pizza day if you did! Please let me know if you'd be willing so I can share the exciting news with them!

Thank you so much in advance!

Rachel Martin

Community Volunteer

Behold the tortoise that only make progress when it sticks its neck out

History of Mazda Cars

Written by Gregory Miller



Image Source: Pixabay

Mazda, also referred to as the Mazda Motor Corporation, is a multinational automaker based in Fuchu, Aki District, Hiroshima Prefecture, Japan. Having produced over 1.5 million vehicles in Japan and manufacturing plants around the world for global sale in 2015, Mazda was rated as the fifteenth biggest automaker by production worldwide. Its name was developed when the company produced its first three-wheeled truck. The term "Mazda" is associated with Ahura Mazda, the God of Light. The company hoped the name would brighten the image of the compact vehicles that they produced.

At its inception, Mazda began as Toyo Cork Kogyo Co., LTD. and was founded in Hiroshima, Japan on January 30th, 1920. Seven years later, Toyo Cork Kogyo decided to change its name to Toyo Kogyo Co., Ltd. During this period, the company began to experience financial struggles and was forced to accept the help of several Hiroshima based business leaders to save them from bankruptcy. Toyo Kogyo originally specialized in manufacturing

machine tools, but with a new decade came a change in the company's direction. During 1931, Toyo Kogyo switched from manufacturing machine tools to producing automobiles; releasing the first Mazda-Go Autorickshaw.

During the 1960s, Mazda was inspired by the NSU Ro 80, a four-door, front-engine sedan marketed and manufactured by the West German firm NSU, and poured numerous resources into the development of the Wankel rotary engine. This was done to differentiate the company from the other Japanese auto businesses in the market. During this time the company formed a business alliance with NSU and began to manufacture the limited-production Cosmo Sport in 1967. Today, Mazda continues to manufacture the Pro Mazda Championship line and is the only auto manufacturer that still produces Wankel-type engines for automobiles. NSU, as well as other companies, gave up designing Wankel-type engines back in 1970. Even General Motors tried to use the engine in its prototype Corvette, but the vehicle never made it to production.

As production began to increase, Mazda began exporting vehicles at a breathtaking pace. They began to manufacture both rotary-powered and piston-powered automobiles, soon finding their vehicles being distributed around the world. In 1968, Mazda made its way into Canada with MazdaCanada. Two years later, Mazda moved into the American market with Mazda North American Operations and found great success. Mazda manufactured its own pickup truck, the Mazda Rotary Pickup, which was based on the piston-powered B-series model. This vehicle was solely targeted at buyers in North America. Did you know that Mazda has been recognized as the only auto manufacturer to have ever manufactured a pickup truck with a Wankel engine?

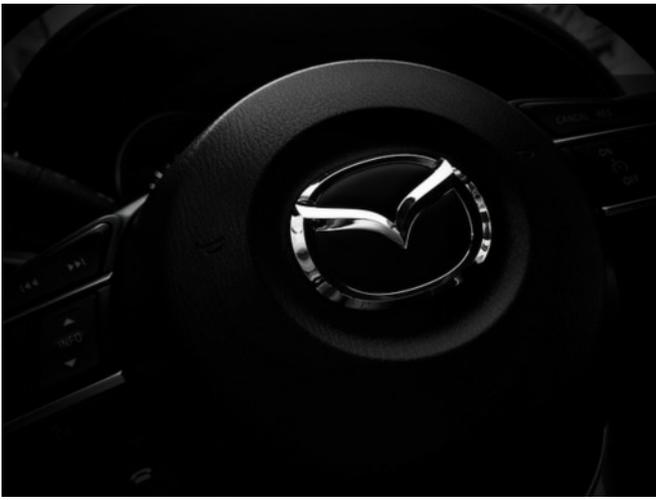


Image Source: Pixabay

Mazda's rotary engines were quite successful, but the company was set back by the oil crisis that took place in 1973 where members of the Organization of Arab Petroleum Exporting Countries enacted an embargo that targeted all nations that were perceived as having supported Israel during the Yom Kippur War. Affected countries included Japan, Canada, the Netherlands, the UK, and the US. During this time, citizens around the world began to focus on vehicles with better fuel efficiency, causing Mazda's fuel-guzzling rotary-powered automobiles to lose favor with the public.

With its fall from grace in the US and foreign markets, Mazda was saved by the timely intervention of the business leaders in Japan like the Sumitomo Keiretsu Group also known as Sumitomo Bank. Mazda then focused their energy on manufacturing cars with piston engines and began producing a wide variety of four-cylinder models throughout the 70's. Mazda renewed its focus and began manufacturing rotary engines for sports vehicles. It started with the lightweight RX-7 in 1978 and continued forward with the more modern RX-8. This change of direction also led to the development of the Mazda Roadster AKA the Mx-5 or Miata, yet another lightweight sports car. The owners of Mazda Miata MX-5 must select high quality, durable miata

car cover which will give you the protection that you need. Order online today!

Due to Mazda's financial troubles in the 1960s, they formed a partnership with Ford Motor Company until 2015. With Ford holding a 7% financial stake in Mazda, both companies began a series of joint projects. The two started cooperating even before their partnership when the Mazda B-Series inspired a Ford Courier variation for the North American market. At the beginning of 1976, Mazda sold their Titan and Bongo cab-over trucks with Ford badging. In the spring of 1980, Mazda began supplying Ford with manual transaxles. Notably, the Mazda Familia platform was utilized in Ford models such as the Escort and the Laser. Later, the Capella architecture made its way into Ford's Probe and Telstar sports models.

During the 1980s, Ford began to hold a larger financial stake in Mazda of 20%. They gained an additional 5% in 2002. Ford-badged Mazda vehicles began replacing much of Mazda's original lineup in the Asia-Pacific markets where the Telstar and Laser replaced the European sourced Cortina and Escort. After Mazda experienced a closure of its assembly plant in New Zealand, they established a joint venture with Ford New Zealand known as the Vehicle Assemblers of New Zealand (VANZ). In South Africa, Ford's local subsidiary merged with Sigma Motor Corporation to form the new corporation Samcor. The result didn't provide terrific results because Ford and Mazda customers weren't impressed with the sharing of models. In Australia, the 323 and 626 were fully imported. The only vehicles that were assembled locally were the Telstar and Laser. On the Japanese front, The Telstar and Laser were sold side by side with other vehicles that wore the Mazda badge.

Image Source: Pixabay



In North America, Mazda built a new plant in Flat Rock, Michigan where the mainstream 626 sedan and its companion the Mazda MX-6 sports coupe was manufactured. Ford and Mazda continued to help one another as their partnership continued to flourish. An example of their flourishing collaboration can be found in the Mazda 121, a variant of the Ford Fiesta that was built in plants located in South Africa and Europe. Mazda even attempted to sell some of Ford's vehicles in Japan through its dealer group Autorama.

Furthermore, Mazda helped Ford to develop the 1991 Explorer. Mazda sold the two-door vehicle as the Mazda Navajo. However, the campaign only ran from 1991 to 1994 and was considered to be a failure. On the other hand, the Ford version, which offered both two-door and four-door variants, was wildly successful. In fact, it held the title of the top-selling sport-utility vehicle in the United States for over a decade. Impressed by Ford's success, Mazda based its B-series trucks on Ford's Ranger pickup trucks from 1994 until 2010.

Interested in alternative engine technology, Mazda unveiled the first Miller cycle engine ever to be used in an automotive vehicle through the introduction of the Millennia luxury sedan in 1995. Though the Millennia, as well as the Miller cycle engine, were ultimately discontinued in 2002, a resurgence occurred in 2008 with the introduction of a smaller version of the Miller-cycle four-cylinder engine for use in

its Demio. In regards to Wankel technology, Mazda is the only automaker to utilize Miller-cycle engines in their vehicles.

During the 1990s, Ford increased its stake in the company to 33.4%. In June 1996, Henry Wallace was appointed as president of the company and began to restructure Mazda. He introduced new plans to integrate closer with Ford and launched Mazda's digital innovation program in a bid to hasten the development of new products. Wallace also took control of overseas distributors, manufacturing facilities and dealerships, which resulted in reduced cost reductions in Mazda's overall production. Following Wallace, James Miller took over in 1997 and Ford executive Mark Fields was head of the company in 1999

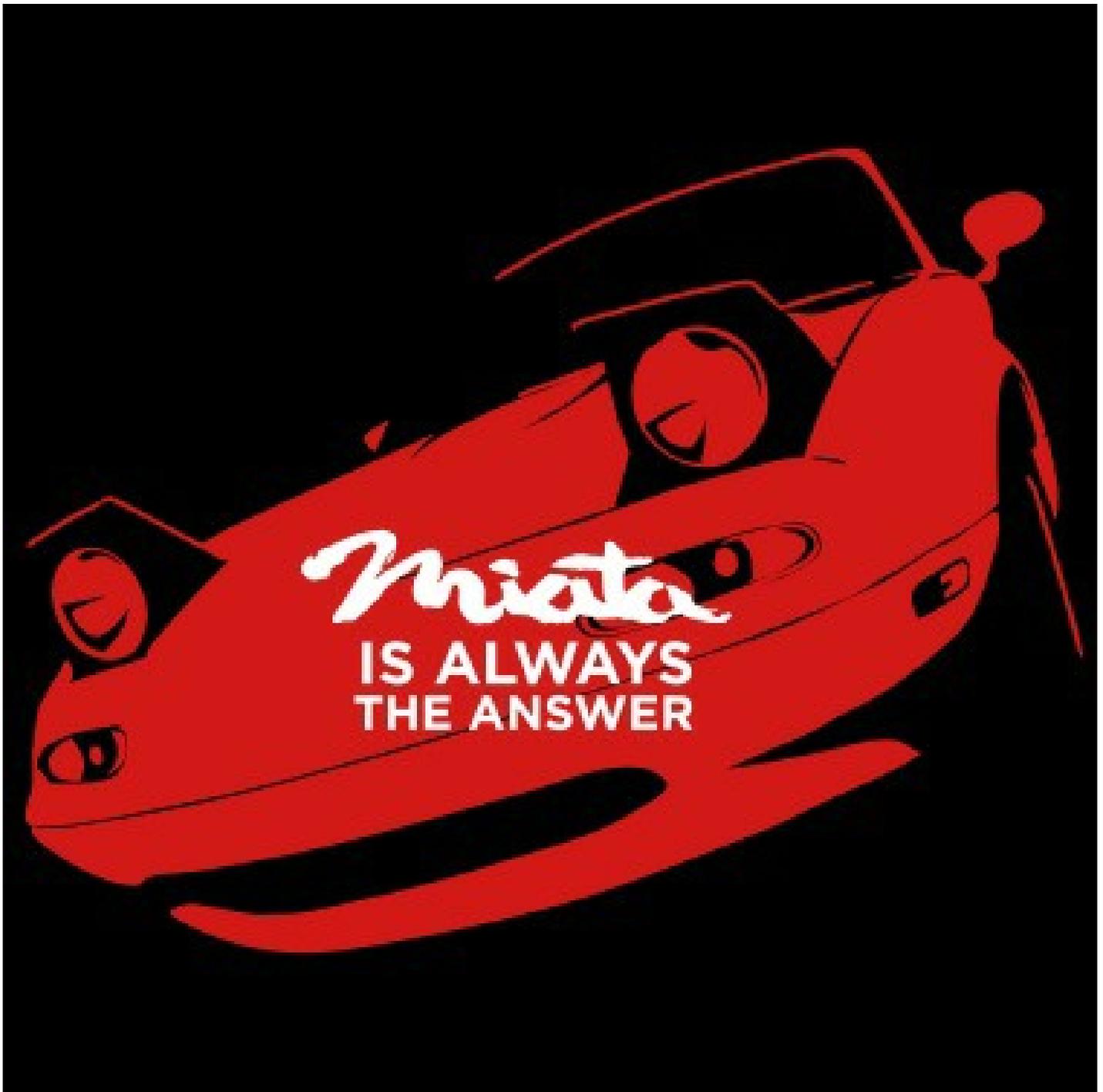
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Due to the financial crisis of 2008, Ford revealed that they would be selling 20% of their shares, thus reducing their stake in the Japanese car company to 13.4% and surrendering total control of the company. The following day, Mazda made announced that it would buy back 6.8% of shares for around \$185 million USD. The rest would be purchased by various business partners. Furthermore, Takashi Yamanouchi would replace Hisakazu Imaki as the chief executive. Ford eventually reduced their stake to only 3% on November 18, 2010, claiming that they wished to explore new emerging markets. After that, it is believed that the Sumitomo Mitsui Financial Group

became the largest shareholder. Finally, Ford sold their remaining shares to Mazda in September 2015. Fortunately, both companies have remained strategic partners and continue to engage in joint ventures. After parting ways with Ford, Mazda suffered its biggest annual loss in 11 years and raised more than 150 billion yen (\$1.9 billion USD) in a record-breaking share sale to replenish their depleted capital. A portion of the raised capital was used to build an

auto plant in Mexico, which was built in a joint venture with Sumitomo Corporation. Mazda's most recent endeavors include its partnership with Toyota in May 2015. Mazda supplies Toyota with SkyActiv gasoline and diesel engine technology for Toyota's exchange of hydrogen fuel cell systems.





*Where do we
go next?*

*Have a
great
Miata
summer!!*