

Show me Your Curves
Official Picnic Edition

Volume 11 No. 4
October 2020

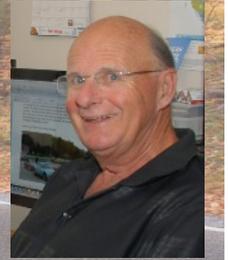
The Official
Newsletter of





Editor's message

By Doug Jackson



When I wrote my last “Editor’s Message”, we had participated in ZERO Club Activities! The COVID-19 restrictions had put the entire cruising season in jeopardy. The MoM Council decided that only ICR’s and single-day Picnic Cruises would be offered, and that decision was obviously welcomed by our members. To date, we have held ELEVEN events, and we still have the Fall Colours Tour awaiting us. Written summaries of our activities are contained in this edition.

As editor of the newsletter, and as an occasional Cruise Director, I appreciate the positive feedback from my efforts. Many of you have written congratulatory messages to me shortly after receiving your digital newsletter. Many of you write thank-you messages to the cruise directors and the leaders of ice cream runs after our outings. Receiving these messages is gratifying, and I encourage all of you to continue to express appreciation for the efforts that our leaders make for the good of all of us.

What should we do, however, if something happens that is less than perfect? Unexpected construction, repaving projects, slow-moving farm equipment, closed washrooms etc. etc. can certainly produce negative thoughts and make us drive under a “black cloud” of annoyance. Should we blame the cruise director for the movement of a farm tractor or the actions of a flagman? Of course not. But it’s still annoying. My advice ... don’t let the minor upsets spoil an otherwise enjoyable outing. If, however, there are constructive suggestions that the Activities Co-ordinator can add to the document, “Guidelines for

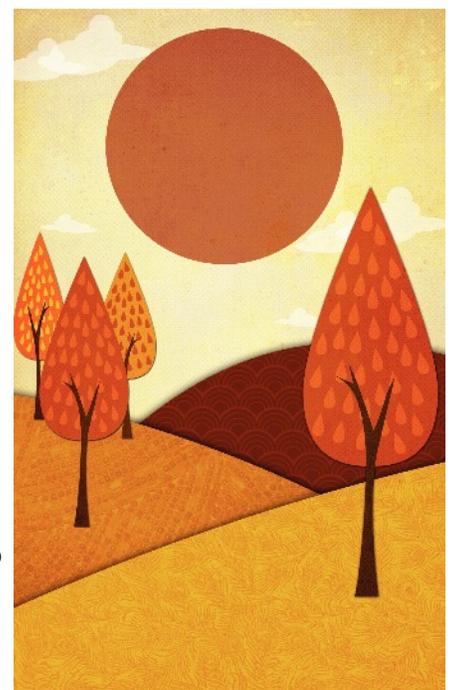
Cruise Directors”, please speak to Bob Macaulay.

Sincere “Thanks” to all of our members who volunteered to lead and co-ordinate the ICR’s and the picnic cruises this summer. The expression, “Many hands make light work”, certainly was in evidence. The strength of our club is dependent on the volunteers within our group. Please consider stepping forward to assist with the cruise schedule for next year.

Cal Lander, once again, has done a superb job in taking my rather ordinary MS Word documents and photos, adding interesting items found on-line and then wriggling and juggling the contents into a very professional newsletter. I admire his patience and skill with his publishing program! Thanks so much, Cal!

Autumn has arrived in Muskoka!

This can be a wonderful time of the year to enjoy our Miatas ... cool, crisp days, colourful scenery, fewer tourists on our back roads and no pesky bugs! Happy cruising this autumn season! Let’s hope for some great weather to enjoy our cars before ‘old man winter’ returns!





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Show Me Your Curves

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

Visit our Website at

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

Or

Check us out on Facebook: [miatasofmuskoka](#).



Sponsors:

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



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And dont forget . . . Jack's Auto

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

Please show your support to our most northern Sponsor.

Jack's Auto Repair
17 Bickley Country Dr,
Huntsville, ON P1H 1Y4





In Memory

Thanks for the Great Memories, Carol



We were all alarmed when Phil Holdsworth told us that he and Carol would be unable to join us on our first Picnic Cruise this season because Carol was very ill. It was





gratifying, though, that he and Andrew and Selina kept us informed about the seriousness and the progress of her diagnosis of pancreatic cancer. You may remember the sequence of email updates in late July and early August. Phil remembers the kind words of support in response to those

emails and is very grateful to all of you who commented. We were all saddened when Carol passed away on August 8th. The following is from her obituary:

Those of us in the Miata Club know the last line in her obituary to be very true. We remember her at lunches and dinners with her friendly engaging conversation. She will be truly missed.

Peacefully passed at the Royal Victoria Regional Health Centre with family by her side on Saturday, August 8th, 2020 at the age of 82 years. Beloved wife of Phil for 61 years. Loving mother of Alan (Sandra) and Andy (Selina). Proud grandmother of Jennifer and Peter (Kyleigh) and great grandmother of Owen. Dear sister of the late Joyce (Colin Radley - deceased). Carol will also be missed by her niece Emma & nephew Paul, extended family members, especially her cousin Andre (Wendy) and family who also immigrated from Cardiff and many dear friends.



Carol was born in Cardiff, Wales and immigrated to Canada in 1967 with Phil and her two boys. Besides being a great mom, Carol worked in the cafeteria of a high school & later in life she volunteered at RVH at the Cafe Royale.

Carol was always referred to as the sweet, friendly & caring lady. She was a joy to be around.



Meet the New members . . .

Terry & Lindsey Day

Hi! We are Terry and Lindsey Day, from Midland. We have two '99 NB Brilliant Black Miatas, one at 1/24th scale and one at 1/1 scale - LOL. We are excited to join the club, and although we are new members, we are not new to Miatas, nor to Miata Clubs.

We both grew up in S.E. England, where we met and married. I grew up in a family that had old cars that were a mode of transport, nothing else. From an early age, however, I was always fascinated by cars and had an extensive collection of Matchbox (the forerunner of Hot Wheels), Dinky and Corgi Toys (and I still do!). I was never



involved in the mechanical side of cars but developed a keen sense of their style and performance. Our first cars (actually they were Lindsey's

as she worked, and I was still at school) were an Isetta Bubble car (the UK version had three wheels which classed

it as a motorcycle and sidecar) and a couple of Morris Minors. We also rode double decker buses! I loved all of the traditional 'British Sports Cars', the likes of MGs, Triumph TRs, Jags and Big Healeys, but my heart was stolen by the AH Sprite - the 'Bug-Eye', or 'Frog-Eye' as it was in



England. I was never able to get one, but always yearned to have that sense of fun and freedom that the car, and its name, portrayed.

We came to Canada in 1975 with one child and proceeded to grow our family to four. Despite owning a VW Rabbit, Renault 5 'Le Car' and a VW Jetta, our automotive acquisitions were mainly used, BIG station wagons, as the family demanded. The small cars were really "commuter cars". We also had a few "family hacks" which the kids learned to drive in - all of them having manual transmissions (or as we called them 'standard'). When we learned to drive in England virtually all cars were 'standards' and if you 'passed your test' in an automatic, you could only drive an automatic; you would have to take a retest if you wanted to drive a 'standard'. If you passed on a 'standard' you could





drive an automatic. Racing ace Jackie Stewart said, “Always learn on a manual transmission”, and our kids did. Also, it was called a Hand Brake, not a ‘parking brake’, and its use was part of the test; and if you left the car in gear when you turned the engine off you would fail the test! Also, as you can

tell by our first and commuter cars, we grew up with small cars that would fit in the trunk (the ‘boot’ in the UK) of most contemporary North American cars.

In 1999, when our kids were more or less grown and leaving the family nest, I needed a new commuter car. As the majority of time I was the only person in the car, I thought, “Why waste space on more than two seats!” I started looking at Mazda

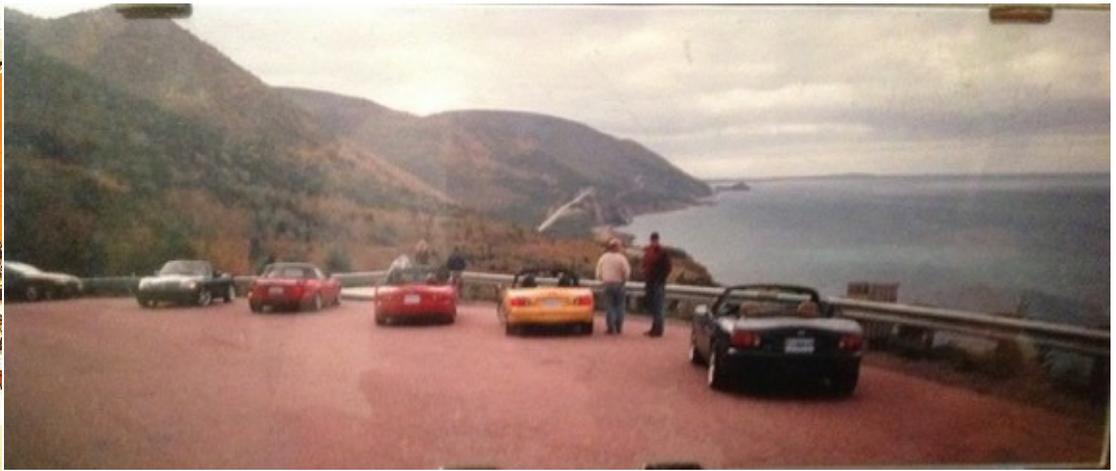


Miatas - the MGB that works (Q: Why do Englishmen drink warm beer? A: Because they have Lucas ‘fridges!). I found a nearly new ’99 Miata that needed someone to take over a lease - the young guy was newly married and expecting a family! It was an NB, Twilight Blue Mica, with a Hardtop and the Leather Package (incl. Bose stereo, A/C, Cruise Control, 15-inch wheels and a

Limited Slip Differential). It also had the optional Nardi Wooden Shift Knob! Lindsey thought it was my “mid-life crisis”! A warm summer evening drive though the countryside, with the top down, won her over. We joined the Trillium Club and participated in tours, including one to Stowe, Vermont. We drove down the Skyline and Blue Ridge Pkways to see our daughter in South Carolina. I also took it to Nova Scotia where I did some contract work. It was my ‘daily driver’, in all four seasons. I mounted Finish Nokian Hakkapellita snow tires on narrower section 14” rims during the winter months; they made the car one of the best I have ever driven in snow and ice. As long as the snow wasn’t over 3 inches deep!!! We also got a personalized plate to mark the exodus of our family - “KDSRGRWN”.

In 2003 we moved to Nova Scotia and joined the Maritime Miata Club, touring Cape Breton, Southern New Brunswick and up through the White Mountains back into Upper Canada. In about 2008 our circumstances changed, and a costly brake overhaul put ‘the Little Car’ on blocks, where it remained for 12 years! In the interim we moved to Calgary for a year and left her in storage, hoping to restore her once we settled back in Ontario, where we planned to go after the stint in Alberta. Sadly, storage had caused her to require more TLC than we had time for when we arrived in Midland, and so she sat on the driveway.

Then in early summer, 2019, driving down Vindin Street in Midland, I spied a ’99 NB Miata for sale. I stopped for a look, and after discussions with Lindsey, and our family, we bought our reentry into the world of top down “zoom-zooming”. It turns out the chassis numbers of our original blue car and the ‘new’ black one were only hundreds apart, and the models were exactly the same. The mechanicals of the new car, as well as the body, were in good shape, but the interior was ‘care worn’. The Black car didn’t have a Hard Top, but it did have the



factory Aero Sport Kit and the Leather Package. It also had somewhat 'glitzy' 17" Chrome wheels which I didn't care for and gave an uncomfortable ride. Our original car's interior was in much better shape, and so I set about 'moving' most of the interior of our old car to the new one, including door panels, Bose audio set, leather covers on seats, steering wheel and air bag (which has a neat blue Nardi logo), and a few small aesthetic additions I had installed on the 'old' car. I also moved the fittings for the



hardtop and kept it. Finally, I swapped the wheels. The old car had lost its OEM 15" wheels to a thief in Nova Scotia. I had replaced them with

16" ASA wheels that were made under license to BBS, and I really liked them. The final touches were Fiamm Air Horns (which I had bought in 2001 but never fitted - it requires considerable contortions!) and a resprayed front grill from the old car. I still have to get a new front plate (in the intervening years I lost the original front KDSRGRWN) and a relocation bracket from Moss. I hate to have a front plate, you don't need them in Nova Scotia or Alberta, but I guess I'll have to succumb ☹

What happened to our blue car? Well after years of disuse and abuse, preceded by much love, we are happy to report it is now with a young mechanic friend of our eldest grandson, who has the time, inclination and skill to put 'her' back on the road, and have fun with her.

Much as we would have loved to restore our 'little car' it was beyond my

capabilities, and at least her spirit lives on in the parts of the car which have made it to our new love. We look forward to many more (s)miles in her, and look forward to new experiences and fun with our new club.





Orillia Picnic Cruise

Tuesday July 14th 2020.

***Cds - Cal and Gail Lander
With assistance by
Larry and Barb Dickson
Thanks also to:
Sweeps, Doug and Sheila Jackson
And Gord and Laurel Bauldry***

This has been an interesting cruise from the start. With Covid 19 restrictions in place our club council has been struggling with even getting started this summer. We made the decision to suspend membership but are having monthly meetings to decide what we

can do to keep enthusiasm high. We had decided for the month of July to have two ice cream runs and two picnic cruises. I offered to act as a mentor to anybody interested in being cruise director for the picnic cruise.

Unfortunately, no one picked up the challenge to learn the ropes of planning a cruise... It fell to yours truly to find a cruising route and picnic location. With covid restrictions in place it was difficult to find somewhere that would allow us to enjoy our picnic lunches and also have access to public washrooms as needed. Thankfully, the provincial parks opened up for day trips and on the morning of July 14th 15 cars from our group showed fantastic enthusiasm as they showed up and we were able to meet at the parking lot of Bass Lake Provincial Park outside Orillia where we





purchased a day pass per car ensuring our entry to the park to be able to use their facilities.

Once our passes were secured we scouted out our lunch location and divided our group into two and



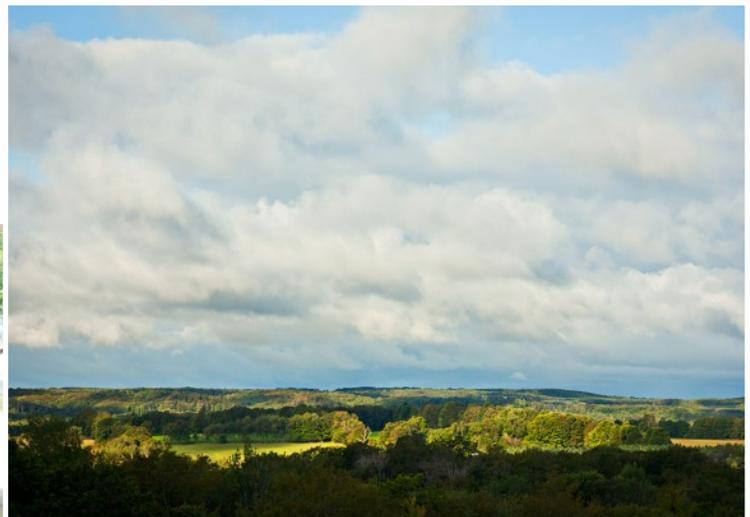
moved out from the park into Oro Medonte Township. We followed the shoreline of Lake Simcoe enjoying the views of the lake shore and admiring the lovely water side homes that line the shore. Moving away from the lake we entered the beautiful woodland and farm country of the township.

The weather co operated wonderfully on that day and it was perfect for cruising. Our route took us back to the park for lunch where the first group was surprised to be greeted by the second group who somehow had managed to pass us without our knowledge. That put them ahead of schedule and Larry and Barb Dixon had enough local knowledge to improvise a detour to add some time to their group's trip

maintain social distancing within the current guidelines. Somehow, following lunch we managed to lose 2 cars and gain one more as some of our group had to leave and another managed to catch up after not being able to make the meeting time in the morning. After taking advantage of the local "Facilities" once more we headed out for another round of Oro Medonte cruising.



This time we headed northwest and found our way to a new estate development known as "Braestone". Braestone is of interest because it is a large development of mainly large estate homes in the hills of Medonte.



All enjoyed their picnic lunches in one of the available pavilions where we were able to

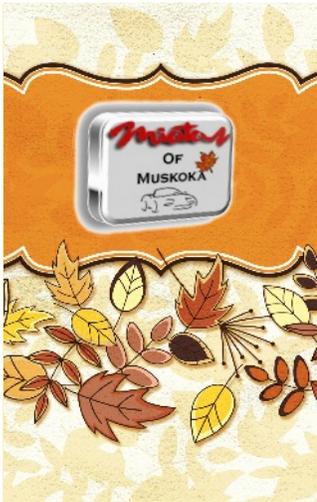
Some of the homes sit on the very top of the ridge and overlook miles of countryside. The views from those buildings must be something to wake up to in the morning. After more exploring of the local back roads we found ourselves at Hewitt's Farm Market outside of the village of Warminster where of



all things they sold Kawartha Dairy ice cream.

What a way to end our cruising day as most of our little cars made their respective ways home on their own. A very encouraging start to a very unusual season.





Day Cruises

Bracebridge Picnic Cruise

July 30, 2020
by Bill and Cathy Gilbert



We had a lovely day for our picnic cruise and it was very well attended.

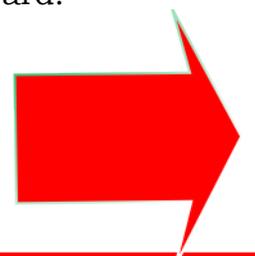
Leaving from Bracebridge, we went out of town to Gravenhurst parkway and travelled past the airport to Doe Lake Road. We followed that to Houseys Rapids Rd, along Cooper's Falls road to the north end of Washago.

Going over Hwy. 11 we headed back towards Bracebridge along Southwood Road, up Beiers Drive and ended our journey by coming back up beautiful Muskoka Beach Road and back to Kelvin Grove Park for a picnic.

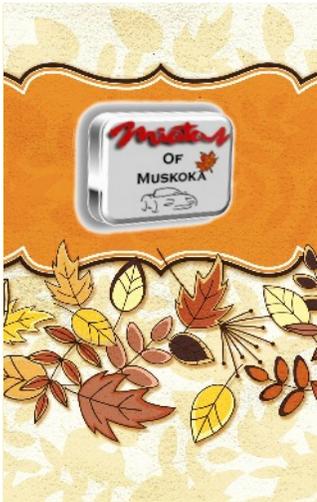
It's a great location on the river, with clean washrooms and no charge for parking.

We socially distanced for our picnic lunch and enjoyed the lovely river views.

Our final destination was to "Tastebuds" in Gravenhurst for our traditional ice cream treat before heading homeward.







Day Cruises

**“Radical Richard’s Ridiculous Rural Romp”
Destination: Orangeville-
August 20, 2020**

Radical Richard (& Lynda Gigg)

For the August 20th fun run and picnic, we tried something a little different. We gathered at the Zehr’s parking lot in Barrie’s



south end, had a brief ‘driver’s meeting’ and then departed. From Barrie, we wandered the backroads down to Orangeville. The winding roads and beautiful countryside made for an interesting drive. We even passed the motel where the series “Schitt’s Creek” is filmed. The management at the Loretto Inn graciously allowed us to stop for a bathroom break, which was much appreciated.

For our major stop, we visited the lovely Island Lake Conservation Area in Orangeville





and had a large picnic site all to ourselves, complete with large shade trees and nearby restrooms. As the breeze picked up, most of us donned

jackets or sweaters. Just to be a little different, after lunch we had a Miata quiz session, followed by a charades contest. This diversion went very well and added a little something to the trip. As we were about to leave, the sun began to shine again.

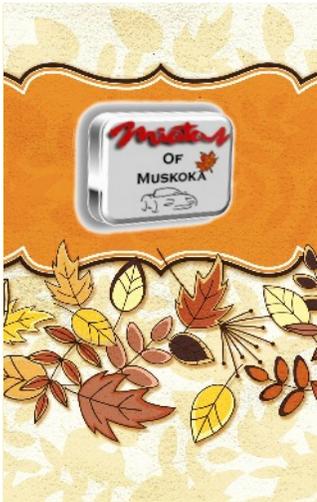
Of course, no trip is complete without a Kawartha ice cream cone, so we stopped in



Thornton after taking different backroads on the way back. After this, we all went our merry way. The weather was perfect and thankfully not too hot, allowing for a comfortable top down run. The 10 Miatas and 20 participants had a great time.

Radical Richard (& Lynda Gigg)





Day Cruises

Haliburton Picnic Cruise September 3, 2020



by Mary Anne Love and John Dunn

The picnic run on September 3rd was more serendipity and luck than planning or effort. Despite Bob Macaulay's best efforts to get someone to take on the picnic well in advance, we accepted the job with just enough time to send out the sign up information for the run - so John picked a destination and we went with our usual style of travel - with little to no planning at all.



As often happens when you trust that all will be well, we ended up with a solid number of people wanting to attend the ride (12 cars in total) and then we all lucked out with perfect late summer weather and relatively quiet roads that allowed us all to easily stay together. Those ideal circumstances combined with some enjoyably twisty roads, beautiful vistas and a lovely spot for a picnic lunch, ended up being a recipe for a good run.



I want to say a big thank you to the couple who lent us a radio antenna for our car - I'm sorry I didn't catch your names. With the antenna magnetically mounted on the back of our car, we were able to hear Carol clearly and communicate effectively with our handheld radio. Our delay in communicating upcoming roads and turns was due only to the fact that we weren't entirely sure where they were! We had not driven the route prior to the run, so there were times we were simply guessing and going on memory, hoping we were going the right way - with 11 cars following along!

Skyline Lookout, overlooking the town of Haliburton, was our first stop, with just enough room to park all of our cars. The lookout was



an ideal spot to get out and walk around, gather for a group photo - masks and all - and look out at the best view for miles.

For lunch, we headed down to the Head Lake Government Dock where we managed to work around the construction barriers in the parking lot to enjoy our picnic lunch on the waterfront. The washrooms were a bit of a hike over to the Head Lake Rotary Park, but at least they were open and available. Considering we were working around social distancing rules, we were lucky to get the lakeside gazebo all to ourselves for lunch.



After lunch, we headed to Minden for ice cream. Unsure of where the correct turn was, we finally turned on our GPS so we didn't end the day with a wrong turn. Our GPS listed Hwy. 35 as Bobcaygeon Road, but fortunately Carol corrected that to Hwy. 35 to avoid confusion - Thank you Carol!

Once we were on Hwy. 35, it was a short drive north to Kawartha Dairy where we enjoyed relatively short lines for ice cream. We've seen



lineups there a hundred people deep, so once again we got lucky and were able to physically distance with few others around.

We would like to thank everyone who participated in the run - I'm not sure how keen you all would have been had you known how serendipitously we were travelling, but it all worked out nicely.

Thank you to Carol and Bob, Laurel and Gord for all of your help. You helped ease our nerves over leading everyone astray. It ended up being a great day.

Mary Anne Love
John Dunn





**Day
Cruises**

**Craigleith
Picnic Cruise**

September 17, 2020

by Terry & Lindsey Day

morning of September 17th, for breakfast. The establishment had agreed for the Club members on the cruise to use their washrooms, so we thought having breakfast there was, in a way, saying thanks to them. By 9:50 on the appointed day 10 cars were lined up and ready to 'Zoom Zoom' through the countryside on the way to Craigleith Provincial Park, at the foot of Blue Mountain. The weather was sunny, but crisp, but after final washroom visits, and with the 'top down Joie de Vivre' of Miata crews and their guests, we set off.

Initially driving south past Carriage Hills on Oro-Medonte Line 3 N, we arrived at the newly restored and historic African Church at the intersection with the Old Barrie Road. Turning west we hadn't gone too far before, as modern 'Sat-Navs' would say, a 'route recalculation' was called for.

I must start this report of the September Picnic Cruise with a big THANK YOU to Rick and Shaun Fox, our erstwhile Sweep and trip planning "buddies". Without them the cruise wouldn't have been arranged at all and would have been much more chaotic in execution! Also, our thanks to veteran trip planners Doug and Sheila Jackson for their support, advice and the loan of a magnetic aerial (lol).

Some members of the Club, insomniacs I wouldn't mind betting, met at the Crazy Horse Restaurant early on the



For some reason the road was newly blocked and a southerly, but pretty detour was called for. We rejoined our intended route at the Country Hardware Store in Dalston and proceeded through the treed thoroughfares of Midhurst on our way to Snow Valley. Turning back north we zoomed up the hill to Minesing and, with luck at the lights, made it safely and unflappably onto Hwy 26. A turn onto Horseshoe Valley Road, and a 'jog' onto Crossland took us to Flos Rd 4 W, the only 'backroad' crossing the Nottawasaga River



and leading us Westward Ho. Just as we were through the hamlet of Hamilville we were accosted, and escorted for a short way, by two large, black, but friendly, dogs, who came from their yards to ensure we drove safely, and slowly, through their neighbourhood. Their 'laid back' attitude

(there was no barking that I heard, and no jumping up at cars) might have been due to the large and secure installation just up the road, which we think was an 'industrial' and legal marijuana "grow-op" - lol.

After dog-legging to maintain our westward direction we eventually turned north onto County Road 124 and passed through Nottawa, with its Clear Valley Hop Yard and South Bay Field Lavender Farm. After the detour

'behind time' - we had to be at the Provincial Park before the staff took their lunch break at noon! Still, once we were on Poplar Sideroad the run to the Park, up through Blue Mountain Village should have been smooth sailing. But alas, turning onto County Road 19 we came up behind a Road Painting crew, whose trucks were going far below our desired speed. Fortunately, they were painting the curbside white line, not the centre double yellow ones, and once the hilly road ahead was clear of oncoming traffic, we passed the slow moving pair, motored through Blue Mountain Village and



made it to the Park by 'the skin of our teeth'. The picnic was lovely. The company was jovial and relaxed, the wind off the lake was 'brisk' but the sun was out (most of the time) and the washrooms had hot running water!!! The water was high and the waves crashing onto the shore precluded any possibility of running a "Stone Skimming





perfect for 'schooning'). My shoulder is probably grateful - lol.

Leaving the Park, we headed west then southerly past orchards and the Georgian Hills Winery up to Revenna, home of the Country Store with a fabulous Soup 'n Sandwich menu. Turning onto 119, we were led to the top of Blue Mountain where we partook of a gentle stroll and the splendid view across Collingwood and Nottawasaga Bay. Down past the Scenic Caves we journeyed, back over roads we had driven, and turning further south and west we travelled the



Pretty River Road; 'twisties' for 8 kms over not bad roads! Ending on Road 31 we made our way easterly through Duntroon, Stayner, onto Hwy 26 and eventually Horseshoe Valley Road. The Cruise formally ended at Nicholyn's Farm for much deserved KD Ice-cream.



We hope the participants enjoyed the run which for many revived memories of journeys past, and for some exploring roads never travelled before. We really enjoyed planning and leading this cruise and encourage members to lead a run down their favourite roads.

Terry & Lindsey Day





First ICR:

July 7, 2020



Destination: North of Orillia (Weber's)
Doug and Sheila Jackson

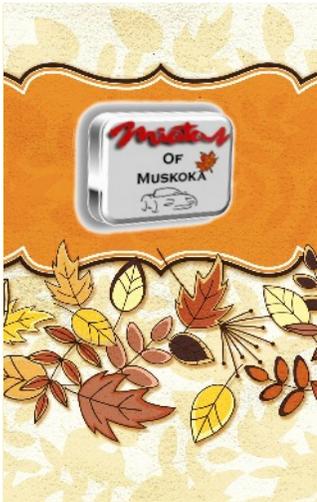


The uncertainty of the COVID-19 pandemic delayed the start of our cruising season this year. After the Council decided to try to ease back into cruises by holding ICR's, the first one was scheduled for Tuesday July 7th, in Orillia. Since this date was only announced in a mass email from the Activities Coordinator, Bob, and repeated in the July 1st Newsletter, it was uncertain if people would attend. We were delighted that fourteen cars drove onto the parking lot at the West Orillia Sports Complex, ready for a "cruise and a cone". Even



though we do not normally use our CB radios for ICR's, the Bauldry's in the middle and the Lander's at the end kept everyone together by communicating with the Jackson's in the lead. We drove on some local back roads, followed a very slow-moving tractor for a couple of kilometres, then got on the limited-access highway #11 to get to Weber's, our ice cream stop. The large parking lot, the availability of washrooms and the grass picnic area enabled us to practice physical distancing. Stage Two of the provincial reopening plan made many of us nervous about socializing, but chatting with one another, with our masks in place, allowed us to reconnect with each other after a very long period of self-isolation and limited contact with people not in our immediate family. We did learn, however, that masks and cones don't mix!





ICRs

Second ICR:

July 23, 2020

First Car: Bill and Cathy Gilbert

Destination: Port Carling (Scoops)

On the beautiful, warm and sunny Thursday afternoon of July 23, a group of eight cars, (and their passengers), gathered on the parking lot of YIG in Bracebridge. After the customary mixing and mingling, although at a distance from one another, Bill and Cathy Gilbert led the



group through some nice Miata backroads to Port Carling. The group enjoyed ice cream treats at “Scoops”, a popular spot located near the lock. Social distancing continued as the group enjoyed the evening near the waterway.



Certainly glad that Marina’s car has an automatic transmission. Shifting gears with one arm in a sling would be a challenge! Glad, though, that the sling will soon be coming off.

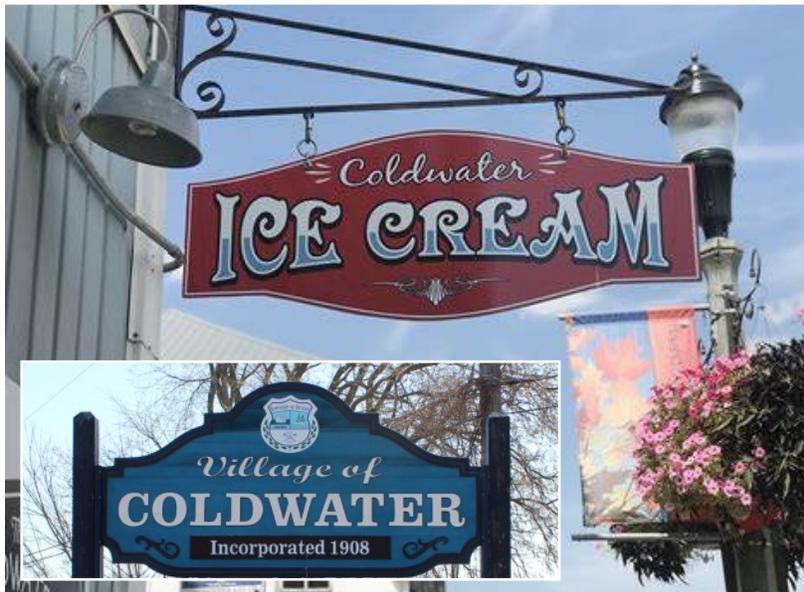




Tuesday, August 11th

Submitted by Cal Lander

Meeting at Rotary place in Orillia four intrepid Miatas met for an evening of leisurely driving and ice cream. Although our turnout was small it turned out to be very enjoyable as we unhurriedly cruised the back roads of Oro Medonte for about half an hour admiring the architecture and grounds of the local homes and the old Marchmont Mill with its millpond which has become a very attractive private home.



Such was the enjoyment of the beautiful scenery on a beautiful evening. We eventually ended up in the village of Coldwater, Ontario and after cruising the quaint main street stopped for ice cream at Coldwater Ice Cream on the banks of the Coldwater River. Great conversation was had by all and thoughts of returning to this venue were entertained. Despite the low attendance it was an extremely enjoyable evening.





ICRs

**Aug 25 ICR to
Baysville -**

**First Car:
Bob and Carol Macaulay**

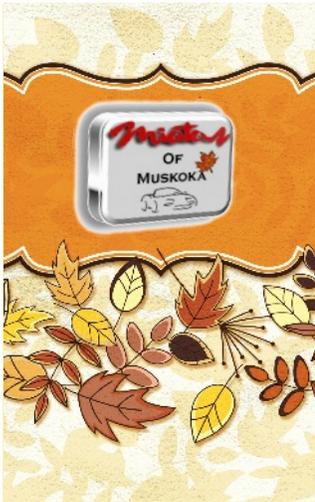


The unimaginable happened on this fourth ice cream run of the season. The guy that ALWAYS brings his camera to EVERY event FORGOT to put the camera in the trunk. Doug was so focused on getting his Moose Tracks ice cream that nothing else mattered. Oh well, he is forgiven, but, as readers, you are just going to have to paint your own images from the following word description of our trip to Baysville.

On a sunny but coolish evening, nine cars congregated on the parking lot at “Your Independent Grocer” in Bracebridge. We took a nice leisurely drive north from Bracebridge

on Manitoba St. to High Falls Road, then east to Hwy. 11, where we jogged the short distance south to Muskoka Rd. 117, then continued east all the way over to Baysville, enjoying the hills and curves of 117 along the way. The group enjoyed a Kawartha Dairies Ice Cream treat at Mrs. Nelles on Bay St., and sat chatting outside in the adjacent garden, socially-distanced at the various picnic tables and around the fire pit. Afterwards, everyone headed off in various directions for home. All-in-all, it was an enjoyable run.





ICRs

Sept. 9, 2020
First Car:
Cal and Gail Lander

Destination: Carthew Bay Pub and Scoops

Many of our previous Ice Cream Runs this summer have been held in balmy, warm weather, allowing the participants to cruise with tops down and caps to shield us from the blazing sun. September 9th was NOT such a day! It was very chilly outside the cars, so most folks elected to keep the tops up and the heaters on. The only brave ones were the Baulry's! The five cars followed Cal and Gail as they drove through some scenic roads on the outskirts of Orillia. Two roads are often featured on Orillia runs – the tenth concession road north of the Old Barrie Road and Moon Point Drive. We drove both of them! Our eventual destination was the “Carthew Bay Pub and Scoops”. Cal phoned ahead and arranged for the proprietor to stay open until we arrived – and she obligingly did so! Since there was just our group in the store, Teddy, the only staff member, served us our ice cream first, with a view to collecting our money afterwards. Imagine our surprise when Tony Reid picked up the tab for all of us! THANK YOU,



TONY! We posed for photos afterwards outside the pub, then made our way back towards Orillia. When we reached Memorial Avenue, we split off into several different directions to head home. It was a great evening, in spite of the chilly temperature.





ICRs

Sept. 22, 2020

**First Car:
Gord and Laurel Bauldry**

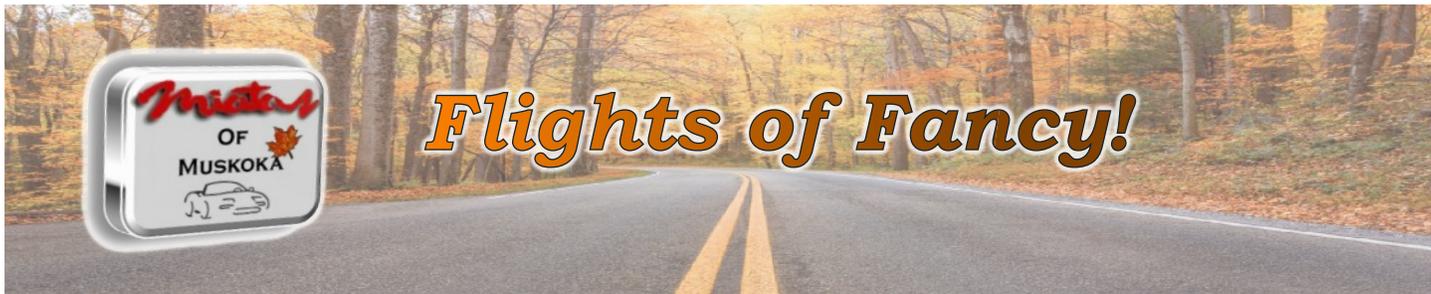


Destination: Gravenhurst at “Tastebuds”

We had five cars turn out for the *Miatas of Muskoka* final ICR of the season, on a beautiful balmy fall evening. With Gord & Laurel Bauldry leading the way, the group had a nice run up Manitoba St. to High Falls Rd, east across to Hwy. 11, down to Cedar Lane, then followed it south through the Muskoka Falls area (east of the highway), then across Hwy. 118 and down the always enjoyable Muskoka Beach Road (despite the bumps) and ended up at **Tastebuds** in Gravenhurst for our ice cream treat. We arrived right on the dot of their 7 PM closing time, but they relented and served us anyway. After the usual socializing over our ice cream, everyone headed their own direction home. Bob and Carol took a break from the stresses and strains of preparing for their upcoming move and joined this cruise. Bob wrote and explained, “Sorry to say that I have no pics of this ICR cruise...Carol didn’t take her camera, and it totally slipped my mind to

take any pics with my phone. My mind is mush lately anyway, with all the myriad details of our move preparations rattling around in my brain, but I do apologize.” Almost certainly, we have all been to Tastebuds in Gravenhurst with other past cruises, so we do remember what it looks like! The accompanying photo may help to refresh your memory!





Chevy Corvair Borrows V8 From Corvette C8

CARBUZZ

BY KARL FURLONG



It's not a bad way to banish memories of the ill-fated original Corvair.

The infamous Chevrolet Corvair was not one of Chevrolet's finest moments. Although the second generation remains a pretty design, and despite the car's novel rear-mounted,

air-cooled engine, the original's swing axle suspension resulted in some undesirable handling characteristics that led to several lawsuits.

The Corvair couldn't shake off its image as an unsafe car after that. Now, Abimelec Design has resurrected our memory of the Corvair in an altogether more positive way. The designer calls it the Corv8, a visualization of





what a 1965 Corvair would look like with the engine and transaxle of today's Corvette C8.

Not many would have made the link between these two totally different Chevrolets, but with the latest C8 being a mid-engined design, it's possibly not the craziest idea ever. In Abimelec's concept, the V8/dual-clutch transaxle rests on a custom cradle design partially based on the structure of a Porsche 550 Spyder. For the pushrod suspension, the designer drew inspiration from the Koenigsegg One:1. Not much about the Corvair's body was changed, although wider fenders were required for the monster powertrain. There's also a lower front lip in carbon fiber, and at the back, an auto-deploying "air brake" activates under hard braking.

The sight of the V8 through the back window within the surrounds of the Corvair's classic lines is bizarre but undeniably cool. There seems to be little separation between the engine and passenger compartments, which should be wonderful for acoustics but not so wonderful when it comes to cabin heat build-up.

Overall, though, it's a thoroughly inventive and technical render that goes well beyond the usual one or two sketches of the body. To drive, it'd probably be a handful, but it doesn't hurt to imagine what the Corvair coupe could have become if its reputation wasn't so badly tarnished by the original's handling woes, not to mention the rapid rise of the Ford Mustang around about the same period.



Should Mazda Build This Stylish MX-5 Shooting Brake?

JUN 27, 2020 BY MARTIN BIGG [DESIGN](#)

It looks a lot like the BMW Z3 M Coupe. The Mazda MX-5 Miata is one of the most popular roadsters on the market, but Mazda refuses to put a fixed-roof variant into mass production. Back in 1996, Mazda teased the idea with the one-off Miata M Coupe based on the first-generation MX-5. It featured a fixed double-bubble roof, but never entered production. This was followed by the extremely rare Mazda MX-5 Coupe. Launched in 2003, the Mazda MX-5 Coupe was limited to just 179 units and was only sold in Japan. While the current-generation MX-5 is offered with either a soft-top or a retractable metal roof, Mazda still won't sell you a fixed-roof version. It's a shame because these renders designed by artist Jose Antonio Aranda show that a fixed-roof Mazda MX-5 could look stunning.

Rather than simply turning the Mazda MX-5 into a fixed-roof coupe, the artist has gone a stage further, adding a rear window, extending the wheelbase, and adding a sloping roofline, transforming the iconic Japanese sports car into a stylish shooting brake. Thanks to its clown shoe-esque design, this fantasy Mazda MX-5 wagon bears more than a passing resemblance to the BMW Z3 M Coupe. A shooting brake version of the MX-5 would improve the car's rigidity while also offering additional practicality, but





the added weight could affect the car's driving dynamics. Mazda MX-5 is renowned for being a lightweight, simple sports car that's extremely fun and satisfying to drive thanks to its 50:50 weight distribution, so adding a heavier, less agile shooting brake version to the lineup

could ruin the winning formula and upset some purists.

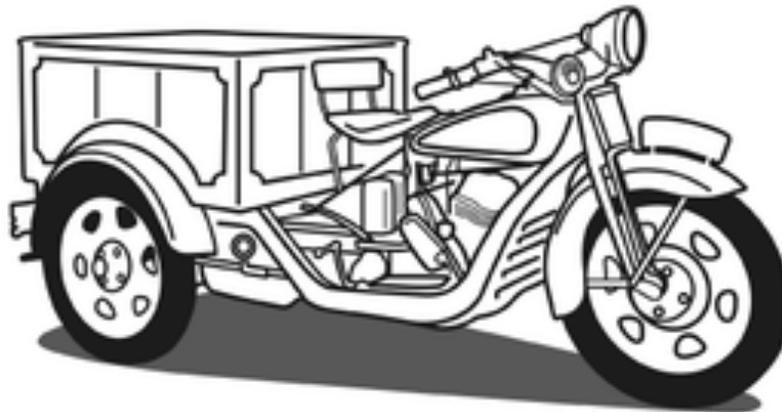


The chances of Mazda selling a shooting brake version of the MX-5 are practically zero, but it's still fun to see what a more practical MX-5 could look like if it was given the green light. Would you like to see Mazda build an MX-5 shooting brake?



100 YEARS

ESTD.1920 HIROSHIMA



1931 TYPE-DA THREE-WHEELED TRUCK

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Mazda History Trivia

Reprinted from:
Automotive News February 11, 2020

DAVID PHILLIPS

Mazda drops the cover on MX-5 Miata in 1989

Mazda introduces the MX-5 Miata at the Chicago Auto Show on Feb. 9, 1989, giving new life to the classic roadster.

The MX-5 Miata went on sale in May 1989 with a starting price of \$13,800 and a 1.6-liter four-cylinder engine with 116 hp and 100 pound-feet of torque. A five-speed manual transmission was standard but a four-speed automatic transmission was available as an option. It featured a four-wheel, independent double wishbone suspension and four wheel-disc brakes with the front ventilated.

Mazda engineers created a lightweight, threefold, easy-to-operate soft top with simple one-hand operation.

The MX-5 Miata weighed just 2,116 pounds and could reach 60 mph in less than nine seconds.

Late 1970s roots

The Miata's development roots went all the way back to 1979, when Mazda Managing Director Kenichi Yamamoto hosted Bob Hall, the West Coast editor of Automotive News.

According to the 1989 book *Mazda MX-5 Miata — The Rebirth of the Sports Car in the New Mazda MX-5 with a History of the World's Affordable Sports Cars*, Yamamoto asked Hall what kind of cars Mazda should build.

Hall had a father who championed British open-top cars from the '50s and '60s and suggested a "low-priced, opened-bodied sports car." Hall even sketched his vision of



a roadster on a blackboard and suggested Yamamoto drive a Triumph Spitfire.

FROM OUR ARCHIVES:

A century of Mazda milestones

U.S. sales peaked in 1990, the car's second year on the market, at 35,944.

The MX-5 has acquired more horsepower, technology, advanced engineering and — to the dismay of some enthusiasts — heft and weight. Those changes were made after federal regulators required new frontal and side crash standards in the early '90s. Still, more than three decades after its debut, the Miata remains a few-frills, grin-inspiring roadster with open-air flair.

And in a testament to its standing, it has become a bona fide prize in the eyes of many collectors.



Mazda MX-5 Miata 100th Anniversary Edition Confirmed For The US

But it will only be offered in limited numbers. Mazda has recently introduced a slew of special edition models, none of which were confirmed for the US market. The 2020 Mazda MX-5 Miata, for example, recently received a new MX-5 R-Sport model that is limited to just 150 units in the UK. Now though, Mazda has announced that the 100th



Anniversary Special Edition of the MX-5, which was previously for foreign markets only, will be made available in the United States.

Mazda North American Operations has announced that the 100th Anniversary Special Edition will be offered in limited numbers here in the US. This special edition will be available on the standard soft-top Miata as well as the 2020 Mazda MX-5 Miata RF (retractable fastback).

No specific build numbers have been





mentioned for the limited run but all examples will be finished in Snowflake White Pearl Mica premium paint with red styling accents. The front fender is adorned with a small "100 Years 1920 - 2020" badge while the center caps on the wheels feature a subtle red and black logo. Inside, red leather seats and red carpets give a nod to Mazda's first-ever passenger car, the R360 Coupe. The interior is also

automatic transmission. In case you needed any additional incentive to ignore the automatic, the manual models include a limited-slip differential, Bilstein dampers, front shock tower brace, and a sport-tuned suspension. RF models receive a black roof while the soft-top gets a red fabric roof. Pricing for the MX-5 100th Anniversary Special Edition starts at \$32,670 for a manual soft-top or \$33,195 with the automatic. The RF starts at \$35,425 with the manual or \$35,750 with the automatic. Both are set to arrive later this year in 2020, each powered by a 2.0-liter four-cylinder SkyActiv engine producing 181 horsepower and 151 lb-ft of torque.

If you want one, we recommend acting quickly because the last MX-5 special edition sold out less than four hours after being made available.



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differentiated by a 100th Anniversary logo on the headrests and badge on the carpets that matches the fenders. Even the key fob is embossed with special logo

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and will be delivered to customers in a special edition box.

Mazda says the 100th Anniversary Special Edition is based on the luxurious Grand Touring trim level and can be equipped with either a six-speed manual or



100 YEARS

ESTD.1920 HIROSHIMA



1960 R360 COUPE

この車は、お家の方が個人で楽しむための、趣味の車として登録・使用されることを前提としています。また、公道での走行はできません。また、公道での走行はできません。また、公道での走行はできません。

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It Turns Out That Convertibles Are Just As Safe As Hardtops

CAR BUZZ

**JUN 26, 2020
BY MICHAEL BUTLER
INDUSTRY NEWS**

According to the IIHS. Drop-tops such as the venerable Mazda Miata and Ford Mustang Convertible are universally loved machines that offer that wind-in your hair driving experience that can only be truly replicated by riding a motorbike. What do both of these forms of transportation have in common? The general consensus is that they're not safe, but a newly released report by the Insurance Institute for Highway Safety (IIHS) proves otherwise. In fact, convertible cars are actually just as safe as their hardtop siblings, and cars such as the Mercedes-Benz C-Class, which is one of the safest on the road, shares that sentiment with its convertible version performing well in safety testing. This also comes soon after the IIHS reported that self-driving cars aren't as safe as we think they are.

The report states that despite their flimsy appearance, convertible cars are no riskier to drive than hardtops, and in fact, showed that crash rates and death rates were lower for convertibles than non-convertibles. The IIHS did however state that the differences in driver death rates weren't statistically significant.

Eric Teoh, IIHS director of statistical services says that these findings prove that there are no statistical basis for worrying about the level of safety provided by these cars. "These findings don't suggest that convertibles offer better protection for their occupants than other cars, but they do indicate there's no statistical basis for



concerns that the lack of a permanent roof makes them more dangerous," he said.

The IIHS compared rates of driver deaths and police-reported crashes per miles traveled for convertible and nonconvertible versions of 1-5-year-old models during 2014-18. It also looked at driver behavior such as point of impact and whether the driver was ejected from the vehicle or wearing a seatbelt. The IIHS found that convertibles were involved in six percent fewer police-reported crashes per mile traveled than their conventional counterparts.

The study did however find that 21 percent of the convertible drivers killed in crashes were ejected from the vehicle, compared with 17 percent for conventional cars, but that convertible drivers were more likely to be wearing seat belts and less likely to be speeding. "Based on this study, convertibles don't appear to pose a particular safety risk," Teoh said. "If you're shopping for a convertible, you should consider crash test ratings and safety features, just as you would if you were shopping for any other car," Teoh concluded.



Mazda Future Trivia

Mazda RX-Vision With Porsche 918 Spyder Styling Looks Sublime

JUL 7, 2020
BY MICHAEL BUTLER

It is truly glorious when a rendering is done well, it becomes near impossible to tell the difference between let's say a regular Mazda MX-5 and a shooting brake version. The latest creation to come out of the realm of Photoshop is a stunning creation that seamlessly blends the Mazda RX-Vision concept with a Porsche 918 Spyder.

carlifestyle/instagram
When pushed for an answer on whether the RX-Vision would



see the light of day, Mazda design boss Ikuo Maeda simply stated that it was his dream to make this project come to life, and confirmed that he had completed a design for a sports car that could possibly become



a production model. With the Mazda MX-5 heading Mazda's sports car push, there most certainly is space for a more upmarket car from the Japanese automaker. To make things even more interesting, Mazda revealed a more hardcore version of the RX-Vision, named the RX-Vision GT3 for Grand Turismo Sport which takes on a more serious race-car stance.





The car you see in front of you was posted by Instagram account carlifestyle, and shows the perfect blend of

Mazda and Porsche coming together to celebrate all things beautiful in the automotive world. At first glance it is easy to overlook the Porsche influence, seeing as the RX-Vision's front end is so in-your-face, but upon closer inspection, it is clear



that there has been some German flavor sprinkled in. The end result is nothing short of spectacular, and we could totally see ourselves in one of these. All it needs is a rotary engine strapped to a massive turbocharger.

News / Sports Cars



VIKNESH VIJAYENTHIRAN

Next MX-5 Miata to adopt electrification? Maybe, says Mazda

The Mazda MX-5 Miata is into its fourth generation, with the current ND generation having arrived for 2016. Mazda has started plotting what comes next for the spritely sports car and given the push for stricter emissions regulations around the globe, electrification is not out of the question for the fifth-generation MX-5. There's just one stipulation, Mazda R&D chief Ichiro Hirose told Autocar in an

interview published recently, the car's lightweight ethos needs to remain. "The lightweighting and compact size are essential elements of MX-5, so even if we apply electrification, we have to make sure it really helps to achieve the lightweighting of the vehicle," he said. Also speaking with Autocar, Mazda design chief Ikuo Maeda said it isn't necessarily emissions regulations alone that has Mazda considering electrifying the MX-5. Rather, changing consumer trends also has a part. "I don't have the answer now but we need to make a vehicle that people can own without worrying that they are not being eco-friendly," he said. The MX-5 nameplate turned 30 this year and Mazda also introduced an updated model boasting a more potent engine. In Mazda tradition, the fifth-generation "NE" should arrive close to the middle of the next decade.



Miatas around the world . . .

Reprinted from

Driving

.ca
by NICK TRAGIANIS
APRIL, 2020

Getting lost in Portugal with the Mazda Miata we can't buy

We learned two key lessons that day — listen to your co-driver, and take the long way home

“You will be spending time outdoors, in the mountains, near water,” is what the fortune cookie promised. It was right — a few months later, we found ourselves discovering hidden waterfalls and slicing through the jagged landscape of northern Portugal. But it missed one thing: the butt-puckeringly serpentine road leading up to the peak.

Putting you at 829 metres into the sky — that’s about 2,720 feet — Miradouro da Pedra Bela is a lookout nestled in the southern fringes of the Peneda-Gerês National Park. The view is absolutely breathtaking, overlooking the Cavado River and the rolling hills (and small-town tourist traps) surrounding it.



Accessing it is simple enough; a six-kilometre climb up the N308, followed by a secondary access road, should take just under 20 minutes from the village of Gerês. The collection of hairpins, kinks, and switchbacks leading up to the sweet spot should’ve been the icing on the cake — an enthusiast’s dream, especially when you’re armed with a Mazda MX-5 Miata.

RELATED

At least, that’s what my phone promised. My better half, who is no stranger to Portugal and its roads, warned me about this the night before. I was blinded by the idea of tearing up twisty, European mountain roads. We don’t have much in terms of “fun” roads at home in southern Ontario. “You’re going to regret it,” she cautioned, no doubt quietly questioning my sanity — and likely her own, having accepted a certain piece of jewellery for her left ring finger a few days prior. Bless her heart. The journey to Gerês started off innocently enough. We kept the top stowed for the



morning and stayed off major highways, partly to take in more sights through small towns and villages, but mostly to save on road tolls. The little sports car didn't skip a beat on the occasional mountain pass we encountered slicing-and-dicing through various small towns and villages.



There's a waterfall somewhere around here...

After trekking down to Cascata Tahiti, a gorgeous little waterfall accessed via a hike that tests your sanity and stamina, and a frankly underwhelming lunch in Gerês, we set off for Pedra Bela. This is it, I foolishly thought as we turned off the N308 and began our ascent up the access road. Time for the little Miata to shine! Boy, was I wrong.

This should've been a piece of cake. Mazda's bite-sized two-seater cemented a reputation over 30 years for carving roads like these. It wants you to go on a drive with no particular destination in mind — and if there is a destination, it wants you to take the long way. It wants you to push yourself, to challenge your limits, to make you a better driver. And if you've pushed too hard, its forgiving nature means you can easily bring the car back in line. But all of that goes out the window when the road, while paved and technically allows for two-way traffic, is barely wide enough for one car. And you're crawling up a 25, maybe 30-degree incline in first gear, blind corner after blind corner. And there's dense brush on your left, and unforgiving rock on your right. Talk about being between a rock and a hard place.



Knowing what to expect, the drive down was far less sketchy. One section was even wide enough to (barely) pull over!

The Mercedes-Benz Sprinter a few cars up ahead — once a bright red work van, now a sun-kissed converted camper carrying a twenty-something German couple, their puppy, and loaded to the brim with their belongings — with its rear wheels fighting for traction, struggling to round the corner and ultimately stalling, certainly didn't help matters much. At this point, I'd pretty much given up trying to salvage this rip up the mountain, but I certainly wasn't expecting a bumper-to-bumper traffic jam in the sky. My palms were sweaty as I gripped the leather steering wheel and shift knob. I pictured the Sprinter rolling back because the driver couldn't catch the clutch on time, creating a chain of smacks that'd eventually



meet the MX-5's nose and push us into the Renault Megane behind us. My girlfriend — oops, fiancée — broke the silence.

“Told you.” She was right.

Mercifully, we reached the peak unscathed. My elevated heartbeat, sweaty palms, and splitting headache from the heat were extremely worth it.



Miata justice. So, evidently having not learned my lesson, I mapped out the route to our home-away-from-home: we could take the more direct route and save 20 minutes, or we could take the fun, twisty route. Five minutes later, we're chasing the sunset and giving the MX-5 a proper workout on the long way home along the properly wide and serpentine N304 and N307 b-roads, before merging onto the wider but still respectably fun N205-3. Everyone loves to fawn over the N222 along the Douro near Porto as one of the most, if not the most



The ascent up the mountain road was extremely worth it.

Knowing what to expect, the trip down was far less sketchy. Our nerves were considerably less frazzled after a brief stop in Seara, walking through an absolute mammoth of a church, then an outdoor bazaar — or feira, as the Portuguese call it — across the street. But I just couldn't shake the feeling that, until now, our adventure simply didn't do the little



beautiful drive in the contry — and, to their credit, they're right. The views are breathtaking, but the 304 and 307 outside of Gerês are underrated — and, given the lack of traffic, a relatively hidden gem.





Fully making up for the sweaty-palmed, white-knuckled climb earlier in the day, the Miata comes alive on roads like these. After somewhat losing the plot with the previous-generation NC, the latest, fourth-generation ND is a return to form with a smaller footprint and less weight. Corner after corner, the Miata's sprightly reflexes, quick steering, and tight shifter make easy work of roads like these, making you want to pull a U-turn and lather, rinse, and repeat. And to think, all this character is from a modern car with an infotainment system and nannies like anti-lock brakes and stability control.

Ah, but this wasn't just any ND Miata. While the interior and ergonomics are virtually identical, right down to the hilariously impractical cupholders and infotainment controller your elbow always bumps into, this one's a bit different. See, while North Americans are spoiled by big displacement and equally big horsepower — our NDs put out 181 horsepower across the

board from a revvy 2.0-litre SkyActiv four-cylinder — the entry-level engine in markets like Europe and Japan is a tiny-by-comparison 1.5L four-pot.

Putting out "only" 129 horsepower and 110 pound-feet of torque, I'll fully admit the 1.5 carries a not-insignificant deficiency in straight-line acceleration relative to our revised (and now thoroughly excellent) 2.0. But I wouldn't call it underpowered — it's actually not that far off the NA Miata, which put out 116 horsepower and 100 lb.-ft. of torque in its heyday. With less weight up front and a higher redline than the 2.0 in the 2016-18 models, the lowly base engine is an absolute treat. Consider it a modern-day NA, minus the pop-ups.

Quite frankly, the Miata lives for moments like these — discovering hidden gems, exploring the road less travelled, and yes, even anchoring the occasional hair-raising climb up a mountain. Weth the top down and no particular destination in mind, and chasing sunrises and sunsets in the two-seater. There are faster, more practical cars out there, but few are as magical as Mazda's little convertible.

MAZDA
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Please make this happen, Mazda.

Mazda Needs to Make This Stunning Miata Speedster

**MAY 1, 2020
BY MARTIN BIGG DESIGN**

Retro-inspired speedsters have been making a comeback. It started in 2018 with the limited-edition Ferrari Monza SP1 and SP2 inspired by 1950s Ferrari racecars. Production is capped at just 499 units, each costing \$1.8 million. Then McLaren introduced the Elva last year, a new speedster inspired by the M1A race car designed by Bruce McLaren back in the 1960s. Aston Martin is also building the stunning V12Speedster. But what if Mazda made a retro-inspired speedster? Automotive designer Kasim Tlibekov has also been wondering what such a creation could look like.

Based on the first-generation Mazda MX-5 Miata, the artist has removed the windshield of the Japanese sports car, transforming it into a retro-style speedster.

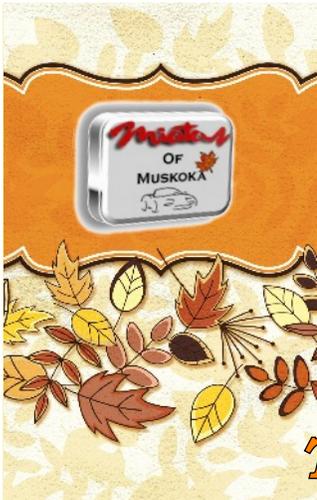
There is, however, a small glass panel positioned above the instrument panel for the driver, but the unprotected passenger will need to wear a racing helmet. In some renders, it even has a red and white Marlboro cigarette sponsor livery that was a common sight in Grand Prix racing during the 1970s.

But the artist didn't simply remove the windshield and call it a day. Other modifications include a new aggressive



front bumper, wide front, and rear fenders, large side sills, and a rear diffuser with a tailpipe on either side.

The ride height has also been lowered and the larger wheels give the Miata Speedster a racier look. Elsewhere, the headlights and taillights are outlined with stylish LED signatures to modernize the original Miata. The artist hasn't said what would power their vision of a Mazda Miata Speedster. The first-generation Miata was powered by a 1.6-liter four-cylinder engine producing 115 horsepower. This would be feeble in a racing-inspired speedster, so the current generation model's more powerful 181-hp, 2.0-liter four-pot seems more suitable. Will Mazda ever make a speedster version of the Miata? Unlikely, but Mazda has experimented with the idea in several concept cars in the past such as the Speedster Evolution that was unveiled at the 2016 SEMA show.



The Miata Just Saved Mazda's Global Production

**JUL 23, 2020
BY AARON BRZOWSKI
SPORTS CARS**



***Not bad for a niche
sports car in a
declining market.***

Mazda has faced something of an uphill battle ever since Ford terminated its longstanding partnership with the small Japanese auto manufacturer, and sold its sizable stake in the company.

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But Mazda's post-Ford turnaround has yielded some impressive results, the company revamping its entire North American product lineup around its advanced, fuel-efficient SkyActiv powertrain and chassis technology. Customers in the US, it seems, have taken notice, because even as much of the auto industry has been left reeling from the effects of the coronavirus pandemic, Mazda's sales actually trended upward in June, with one model seeing massive growth against all market trends. That model was none other than the Mazda MX-5 Miata.

On Wednesday, Mazda revealed in a press release that sales for its North American Operations had jumped 11 percent year-over-year for the month of June, buoyed largely by two models in particular. The



three-row Mazda CX-9, which just received some major updates for 2020, is up by a staggering 50 percent in North America, Mazda says, and the two-seater MX-5 Miata roadster is up by 25 percent.

That's surprisingly strong showroom

performance for such a niche product, in a segment that seems resolved to slip into obscurity, but then, there's little else like it on the market.

All of that strong demand seen by Mazda North America has prompted the small, scrappy Japanese automaker to hash out plans to return to full factory operation worldwide this August, reversing all the "production adjustments" it's made to limit output in response to slow sales during the pandemic's peak. Mazda's been making those adjustments to its factories in Japan, Taiwan, and Mexico since the end of March.

We never thought we'd see the day when a two-seater roadster would help prompt an automaker to bump its global production back up, but here we are.

