



Show

Me

Your Curves

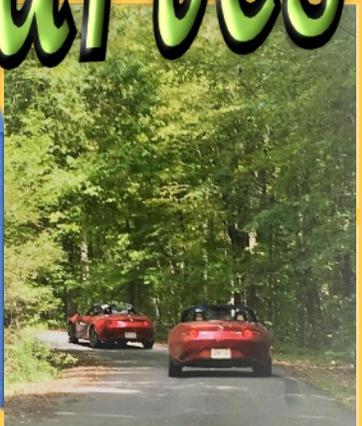


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HAPPY NEW YEAR



The Official Newsletter of

Volume 10 No. 1
January 2019



Editor's message

By Doug Jackson



Happy New Year, everyone! I hope that all of you have an enjoyable year ahead with family and friends. Sharing life's experiences with those who are close to us makes those experiences even more memorable. I hope that you include participation in the various "Miatas of Muskoka" activities as part of your planning for 2019!

In preparation for this edition of the newsletter, I re-read the previous January, April, July and October newsletters. As a group, we have done a lot of things together! I want to say a sincere "Thank You" to all of those folks who organized and led the trips, to all of you who acted as sweeps on the cruises, to those who are on the executive and spend hours quietly working on behalf of the membership and to those who strongly support our club through their enthusiastic participation. Congratulations for doing such an outstanding job! On pages 5 and 6, Bob Macaulay has summarized the participation throughout the year and has issued a challenge. As you read his article, I hope that you will be inspired to engage in club activities to an even greater extent in 2019.

The compilation of the newsletter is certainly easier when folks write up summary articles, take photographs, find interesting articles online or in magazines and newspapers, discover funny jokes ... and

then send them to me!

Throughout the year, Cal and I have amassed some very interesting and informative material, and we try to share it with you. In our newsletter, we attempt to include all of the activities of our club during the current quarter, plus some other articles/photos/links/jokes that some (hopefully all) will find interesting. We encourage all of you to send any of the above to us ... we would rather have too much than too little for future newsletters!

Most of us put our cars away for the winter, but just because your Miata may be 'sleeping for the winter' doesn't mean that our club is also asleep. There is an executive meeting scheduled for mid-January and a "Mid-Winter Blahs" lunch gathering in the planning stages. If you have any suggestions for cruises for next year, please contact any of the Miataville Council. They would welcome any input and would particularly welcome volunteers to organize some club outings and cruises. Don't be shy ... let them know that you are willing to take on a leadership role!

Have a healthy and happy new year!

Doug Jackson



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Show Me Your Curves

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



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For their ongoing support of our group

Events Calendar. . .

Miatas of Muskoka 2019 Cruise Event Schedule 2019

Cruise Event	Date(s)	Event Type	Cruise Director(s)
Winter Blahs Gathering	Thurs. Jan. 31 2019	Dinner	Dianne Phillips
Spring Fling Cruise	TBA	Day-trip	TBA
King's Wharf Theatre "Beauty and the Beast"	Sat Aug. 18th	Matinee and dinner	Doug & Sheila Jackson
Fall Colours (Muskoka) Cruise (& lunch)	TBA	Day-trip	TBA
AGM	TBA	Planning	TBA

Cruise 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 now has 2 portable (hand-held) CB units available for temporary use on a one-time only loan basis, pending acquisition of your own CB unit.]

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

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2018...Another Great MoM Cruising Season!

2018 EVENT PARTICIPATION SUMMARY, BY BOB MACAULAY



Time for a little “rear-view mirror” perspective on our most recent Miatas of Muskoka cruising season. And what a great season it was, no doubt helped along somewhat by Mother Nature’s long, mid-season string of hot, dry summer weather.

Resulting from the input before and discussions at our April 2018 AGM, our official Cruise Event Schedule for this year included a total of 14 events. Of that total, 4 were originally planned to be overnight trips – 3 of those to be a single overnight, and one was to be 2 nights. However, 2 of the overnight trips were subsequently cancelled as our cruising season progressed – the Caledon Area cruise due to insufficient members signing up, and the Niagara Area cruise because no one volunteered to take on the Cruise Director’s responsibilities for organizing and running this trip.

As a result, our final cruise tally for the year was 12 events – 2 overnight trips (Lake Huron Shore and Calabogie), and 10 day cruises. Two of the day trips were actually not official MoM events, but rather, were cruises organized by others to which MoM members were also invited – these included the annual “Miata Open House” hosted by Angevaare Mazda in Peterborough (NOTE: this dealership was apparently sold recently,

so it is unknown if this annual event will be continued by the new ownership), and the “Rally for Kids”, hosted by Moffatt’s Mazda dealership in Barrie (Note: the future of this event is also uncertain at this point.)

A total of 8 different members/member couples agreed to act as Cruise Directors for one (or more) of our 2018 MoM events, and of those 8, 4 of them were MoM councillors. Thus, your MoM Council is very much hoping that some “new blood” from among the general membership are willing to give Cruise Director duties a try on one of our 2019 events. Although there is some work involved, it can be a lot of fun, and also quite rewarding, in terms of both broadening your knowledge of some great “Miata roads” in the broader region, and enabling you to better know more club members in the process. So please give it serious consideration and come to our April 2019 AGM with an open mind about the possibility of volunteering to organize a cruise in 2019.

Attendance and participation in our various cruise events was generally pretty healthy this year, ranging from a minimum of 3 cars to a maximum of 17 cars at any one event. All but 3 events attracted 10 cars or more, and the overall average for all cruises was 11 cars per event.

Apart from our cruise events, we also had our usual ice cream runs (“ICRs”) on the second and fourth Tuesday evening of every month, unless pre-empted by poor weather, which happened 3 times over the course of the season. We had planned for 5 regular ICRs (2 of which were cancelled for wet weather reasons); average participation in the regular ICRs was 6 cars. We also alternated the regular runs with 4 planned

“special” ICRs, involving social activities beyond just cruising somewhere for an ice cream treat. This year, those special ICRs included mini-golf & dinner, a potluck dinner hosted by Bob & Carol Macaulay, bowling & dinner, and our annual corn roast hosted by Maureen Newton; unfortunately, the corn roast had to be cancelled due to poor weather in early September. Average participation in the special ICRs was 10 cars.

Since we had several new cars/members join the club during the season, some of you may be wondering where our total membership numbers ended up by the end of our cruising year, which wrapped-up with the Fall Colours cruise in early October. By that time, Miatas of Muskoka had grown to a total membership in good standing of some 33 cars (58 people.) This also provides

a bit of perspective on the event participation numbers provided above.

The current distribution of club memberships (cars) is as follows:

Muskoka – 15 (Bracebridge area 6, Gravenhurst area 2, Huntsville area 7)

Simcoe Cty. – 16 (Orillia area 7, Barrie 3, Horseshoe Valley 1, Midland/Penetang 3, Washago 1, Wasaga Beach 1)

Other – 2 (Peterborough, McKellar/Parry Sound)

I’m sure we all look forward to another successful cruising season in 2019.



Upcoming Events . . .



Date, time and location

To be announced

AGM

Annual General Meeting

Upcoming events



*is Coming to King's Wharf Theatre!
and YOU are INVITED to ATTEND!*

Disney's most popular musical is a true international sensation, captivating 35 million people worldwide with its entertaining blend of romance and magic. A terrible hex has transformed a handsome prince into a monstrous Beast, and the spell can only be broken if he finds his one true love before the last petal falls off an enchanted rose. He meets his match in a strong-willed young woman named Belle, the daughter of an eccentric

local inventor. But can the Beauty tame the Beast and see the truth beneath his physical appearance before time runs out? With stirring musical numbers like "Be Our Guest," "Something There," and "Beauty and the Beast," this lavish production radiates with sweetness and light. Discover the redemptive power of love with a charming story that will warm your heart and affirm your faith in miracles.



Again this year, Doug and Sheila were able to obtain a block of tickets for a musical theatre production at King's Wharf Theatre in Penetang. Three years ago, we saw "Mamma Mia!", two years ago we saw "Joseph" and last year we attended "Hairspray". This year's production of "Beauty and the Beast" should be equally entertaining! Please circle the date

Saturday, July 20, 2019

on your calendar. Doug and Sheila will be organizing a Miatas of Muskoka cruise, a lunchtime event, the theatrical production (with the same outstanding seats we had last year!) and a suppertime experience for the enjoyment of all participants. A separate email will be coming early in the New Year where we will be asking for a commitment from our members to attend this fourth-annual event!

Special Report

By Bob Macaulay

A Miata Adventure... Blue Ridge Parkway & “Tail of the Dragon” June 11-19th, 2018

In mid-June of this year, we set out on a “bucket list” Miata trip, travelling much of the central Appalachians, focused on the Blue Ridge Mountains & Smoky Mountains of Virginia, North Carolina and Tennessee. The trip took 9 days, and totalled just over 4,000 kms. Although not an official Miatas of Muskoka cruise event, we did enjoy the company of Mike & Cathy Fedorowich for the whole trip. In addition, we were also joined for several days in the middle of the sojourn by the Bauldrys (Gord & Laurel) and Walkers (Garry & Patty)...including our 4th and most entertaining day, when we all got to run the infamous sports car/motorcycle road at the Tennessee/North Carolina border called “Tail of the Dragon” – more about that later.

Our first day comprised a nice “cross-country” route – with tops down, of course -- from Muskoka down to Hwy. 401 at Belleville (our lunch stop), then a quick run east across 401 past Gananoque to the 1000 Islands (Ivy Lea) bridge, and then south across the St. Lawrence River to the Excited States of America. After the obligatory stop at the Duty Free Shop, we painlessly cleared U.S. customs, and began our trek south via Interstate 81, toward our day’s destination southwest of Syracuse near Ithaca, for an overnight visit with some old friends of ours whom we had first met 20+ years ago on one of our Quebec snowmobiling trips. They put both us and the Fedorowichs up for the night, and

treated us to a wonderful home-cooked dinner. We arrived there late afternoon, after an uneventful drive of about 650 kms.

On Day 2, after a tasty breakfast and saying our goodbyes, our little group of 2 Miatas continued our southward trek on this warm and sunny June 12th, down through Ithaca (home of Cornell University), then west over to Corning, and from there, straight south on a scenic secondary highway (Rte. 15) through central Pennsylvania to our lunch stop just north of Harrisburg. There we got onto Interstate 81, which is apparently a very well-travelled north/south truck route through the eastern U.S. We certainly saw lots of evidence of that – many large convoys of heavy trucks, rather reminiscent of Hwy. 401 in much of southern Ontario, and every rest area/service centre loaded with many trucks. However, there is one prime difference from 401...the scenery is much more interesting, as 81 essentially follows the Appalachians, with many lovely vistas on either side, especially the Blue Ridge Mountains to our left as we headed south. Our destination late afternoon that day was the Sleep Inn just outside Staunton (west central Virginia), where we connected with Bauldrys and Walkers, who had come that day from western Pennsylvania. A fun buffet dinner for the 8 of us at a nearby restaurant capped off our day – total mileage for Day 2 was about 675 kms.

Day 3 started out quite muggy and warm...we began with tops down, but eventually succumbed to the increasing temperatures and humidity and put tops up mid-day to enjoy our A/C. We continued south on Int. 81 through Virginia, stopping for lunch shortly before entering Tennessee at Bristol, and from there onward toward Knoxville. At the junction of Interstates 81

& 40, we parted company with Bauldrys & Walkers, who were heading farther southwest on Int. 81 then south to Pigeon Forge (birthplace of Dolly Parton) for the night, while we and Fedorowichs headed a short distance down Int. 40 to scenic Rte



321 skirting the edge of the Smoky Mountains (called "Foothills Pkwy.") After a mid-afternoon ice cream stop (see pic), we continued on, through the mountain tourist town of Gatlinburg, onto a wonderful Miata road through the north edge of Great Smoky Mtns

National Park, eventually arriving at our destination in Townsend, TN, at a very nice motel, "Townsend Gateway Inn." After check-in and relaxing a bit, we drove to a recommended restaurant frequented by the locals, and enjoyed some genuine southern cuisine, and then retired early in anticipation of our next day's excitement driving "Tail of the Dragon." Total distance travelled this day was 565 kms.

Day 4 was again very warm and mostly sunny, and after an early and quick continental breakfast, we were re-joined by Bauldrys & Walkers, for our quick trek across Foothills Parkway to the start of "Tail

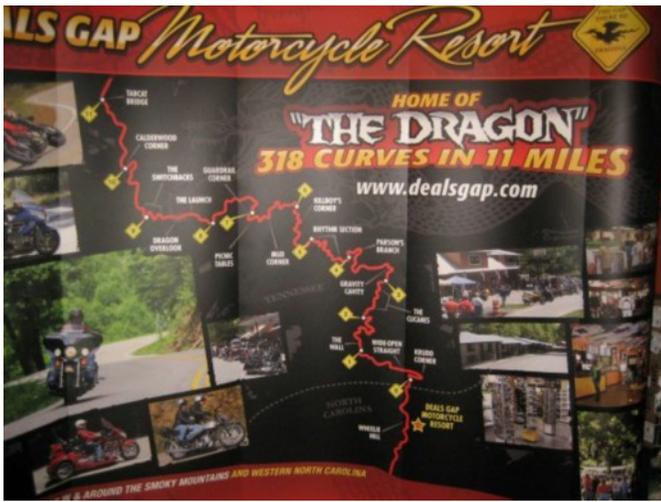


of the Dragon." This famous Smoky Mountains road is part of Tennessee Rte. 129, and comprises 318 curves in only 11 miles (!!!) and finishes at Deal's Gap, NC.

We stopped for a break at a scenic lookout partway through, where there was considerable evidence of "laying rubber" all over the pavement (Garry, you shouldn't have...). We had arrived early on the advice of our innkeeper, and our group of 4 Miatas had the 11 miles almost entirely to ourselves. Some of the corners were very tight hairpins, and posted as 15 mph, but we had an absolute blast doing this route...



truly tailor-made for the superb handling of a car like the Miata. Aside from the driving fun, the scenery was fantastic. We finished at Deal's Gap, NC, at a large motorcycle resort and souvenir shop, as well as a statue of a dragon, and various interesting signs.



back south and onto the south end of the famous Blue Ridge Pkwy. (BRP) at Mile 469. And began our trek north that would take several days. We exited BRP at Mile 455, and headed into the town of Waynesville, NC, home of our night's accommodation at a quaint old restored hotel called Grandview Lodge, arriving there late afternoon. After dinner in town at a local Italian restaurant, followed by a nice neighbourhood walk, we explored the old lodge and said our goodnights. Total distance for the day was 225 kms...not as far as previous days, but with lots of great memories.

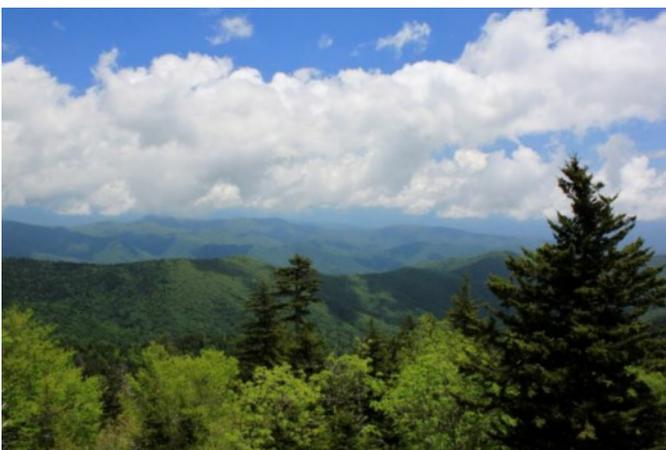
On Day 5 (June 15th) , we were treated to a wonderful "country breakfast", and departed Waynesville under sun & cloud with tops



We then headed east on another great Smoky Mtns sports car road called "Moonshiner 28", then north into Great Smoky Mountains National Park, to the scenic lookout at "Clingmans Dome", which sits right on the TN/NC border, and at elevation 6643 ft., is the highest point in Tennessee. Once again, we were favoured with a beautiful sunny vista. We headed



down. We backtracked south onto BRP, entering it at Mile 443, and continued northeast. Traffic was reasonably light and we kept a steady pace (the speed limit on BRP is 45 mph) which allowed us to enjoy the scenery, with frequent photo ops, including a stop at Mile 433, which is the highest point on the Parkway, at elevation 6053 ft.



We took a morning break at Mt. Pisgah Inn (Mile 408) where more spectacular views were to be had. We detoured into Asheville for lunch, then re-entered BRP about Mile 385 and continued north, under hot, sunny skies, stopping briefly at Mile 340 to take in Crabtree Falls.



We continued north, stopping at Mile 316 for a little hike to another scenic spot, Linville Falls.



At about Mile 305, we parted company again with Bauldrys & Walkers, as they

continued north to their hotel in Boone, and we headed (with Fedorowichs) off BRP to the resort village of Banner Elk NC, and then ascended Sugar Mountain to spend the night with some more American friends at their condo atop the mountain. Their place is near the top of a high-rise building, so the views are truly spectacular.

Next morning, after a light breakfast and some pictures with our friends, we headed out for Boone to re-join the Bauldrys & Walkers at their hotel. Damn, another hot and sunny day! The 4 Miatas then headed east and re-entered BRP at about Mile 285...several more fantastic views at scenic spots along the way, which never gets old. After crossing into Virginia, our lunch stop was a popular tourist spot called "Mabry Mill" (at Mile 176). We then continued north on the BRP, skirting the east edge of Roanoke VA; we exited at about Mile 105, and headed west to our accommodations in adjacent motels in Troutville VA, back near Int. 81. After check-in and some funny moments washing our cars using a motel waste basket (sorry, no pics), we had a casual dinner at the adjacent (and very busy!) Cracker Barrel restaurant. The day's total mileage was 320 kms.

We all went out for a local tour and a nice dinner at a roadhouse in Banner Elk, and sampled some more local cuisine of the south. Back to the condo for a nice catch-up visit, then off to bed. Total distance for the day 240 kms.



We had yet another hot, sunny start on Day 7, and headed back east to BRP, entering at about Mile 100, and continuing



north to yet more scenic views. We finally reached Mile 0 on the BRP near Waynesboro VA, where we detoured for lunch, then backtracked to the south end (Mile 101) of

Skyline Drive, which is the continuation of BRP through Shenandoah National Park in the top end of the Blue Ridge Mountains, and offers more beautiful scenery.

At Mile 41, we stopped at Skyland Resort, and said our final goodbyes to Bauldrys and Walkers, who were continuing on to New Market VA for their night's stay, and onward home after that, while we (and Fedorowichs) had booked into Skyland Resort, at an elevation of 3680 ft., the highest point on Skyline Drive. This is an "old-fashioned"



resort, quaint but well-kept. Our rooms were in a multi-unit cottage with a beautiful view overlooking the Shenandoah Valley.

Our day's mileage was 300 kms. We enjoyed a very nice dinner (and desserts!) in the lodge dining room, and after, a spectacular sunset right from our cottage porch.



On Day 8 (more sunshine!), we completed our trek north on Skyline Drive, exiting at Mile 0 at Front Royal VA (almost due west of Washington DC), then after a short leg on Interstates 66 and 81, we headed straight north "across country", mostly via secondary highways, through some scenic countryside in West Virginia (briefly), and central Pennsylvania. Our route largely followed Rte. 219, which goes more or less directly north from Johnstown PA to Int. 86 across the New York border. We reached our booked accommodations late in the

afternoon, in Salamanca NY, at the Holiday Inn & Suites, just as it began to rain for the first time in many days. After settling in, we drove to a nearby pub for a nice casual dinner, and turned in early for the last leg home the next day. Total distance for the day was 550 kms.

Our 9th and final day on this trip again dawned bright and sunny, and took us straight north through the scenic ski country in western NY, through Buffalo to Lewiston NY, where we made a brief stop again at Duty Free, then proceeded across the Niagara River bridge and a very quick, uneventful passage through Canada Customs, and then onto the QEW through Niagara Region. Fedorowichs said their goodbyes over the CB and exited to visit family at St. Catharines, while Carol and I continued on home via QEW, Hwy. 407, Hwy. 400 and 11 to Huntsville, arriving mid-afternoon. Total road distance for that last day was about 375 kms.

All-in-all, it was a wonderful trip...almost entirely great weather, great company, spectacular scenery, and of course, some wonderful "Miata" roads and experiences. "Tail of the Dragon" is not, by any means, the only scenic "Miata" road in the Smoky Mountains of Tennessee and North Carolina...it's just one of many routes to enjoy in that area which make a trip down to that region in your Miata well worth it. And the Blue Ridge Parkway/Skyline Drive combo makes for a wonderfully relaxed and scenic way to get there, or back. We would do it again in a heartbeat, and in fact, may very well do so. For those who are interested, here's a link to one of the several "Tail of the Dragon" websites, which shows some good on-road pics to give you a real sense of what the experience is like:



<https://maps.roadtrippers.com/stories/tail-of-the-dragon>

“Drone Photo” Follow-up



Many of our members attended the production of “Hairspray” last August and went to the Langman Farm near Elmvale before travelling to Penetang. A large number of folks wanted to express appreciation to Ross and his sons, Adam, Drew and Curtis, for their very informative tour of the dairy barn and their ultra-modern and highly technical dairy operation.



When Ross commented that some of the milk from the farm was shipped to Kawartha Dairies, there was an “Ahh Haa” moment. We presented them with a gift certificate to “Kawartha Dairies”, so that the entire Langman family can enjoy the finished product from their own farm! It was a small token of our appreciation for their assistance to our club. The photos taken by the drone are outstanding!

Moffats Rally for Kids

Saturday, August 18, 2018
by Bob Macaulay

Members will likely recall that one of the items on our 2018 Cruise Event Schedule was the fourth annual “Moffatt’s Rally for Kids”, a charitable cruise in which some of you have participated in the past. The benefiting charities are Easter Seals Kids, and Shriners’ Children’s Hospital. This is not a Miatas of Muskoka event per se, but rather one which Moffatt’s Mazda in Barrie has hosted, and members of our club (among other participants...not just Miatas) have been invited to participate right from the outset 3 years ago.

However, this year the date of this Moffatt’s event conflicted with MoM’s very popular King’s Wharf Theatre cruise; thus, with so many of our members already committed to that MoM event on the same day, none of our members chose to participate in the Rally for Kids in 2018. Nonetheless, I thought you might be interested in the results of this year’s rally, so I called the organizer (Tim Sample of Jackson Events) to obtain that information.

Tim reported to me that it was a very successful event, with 49 cars participating, and the total funds collectively

raised by participants and sponsors came to \$30,000. Similar to the previous couple of years, the full day’s itinerary started with continental breakfast and registration at the dealership in Barrie first thing in the morning, followed by an all-day cruise, departing from the dealership around 9:30 AM, cruising back roads in northern Simcoe County for the morning, a lunch in Washago, more cruising in the afternoon, ending up back at the dealership around 4:30 PM, followed by cocktails, a BBQ dinner and musical entertainment.

Tim also advised me that Moffatt’s has yet to decide whether they will be doing this event again in future; if they do so in 2019, the date will be Saturday August 17th. Because Tim retired from Jackson Events some months ago, he has asked Brenda Moffatt to keep MoM posted by letting me know what they decide in 2019. If they do go forward with the Rally for Kids next year, that event will be included on MoM’s prospective list of 2019 suggested cruises for discussion at the AGM next April.



Calabogie/Renfrew County Cruise

Sept. 19th-20th, 2018
by Bob and Carol Macaulay
(with photos from Carol and Doug)

On September 19th-20th, 9 cars (17 members + 1 guest) from Miatas of Muskoka set off on a 2-day, 1-night cruise into eastern Ontario, focused on the scenic roads of Renfrew and Hastings Counties, with an overnight stop in Calabogie, about an hour west of Ottawa.

Our rendezvous spot to start the cruise was in the Staples/LCBO parking lot in the north end of Huntsville, on Wednesday the 19th, and after a brief drivers' meeting to get the group organized, we



all departed promptly at 9:45 AM with our tops down, under sun-and-cloud skies. After the usual scenic drive through Algonquin Park on Hwy. 60 with a comfort stop at the east park gate, then onward on Hwy.



60 through Barry's Bay and Wilno. We stopped for a group photo at a very picturesque church and then journeyed to our lunch destination, the Sands on Golden Lake in the hamlet of Deacon, just east of Killaloe. Our group was seated at a long table in a separate area of the restaurant, with a nice view overlooking the lake. A very tasty lunch from a special group menu was enjoyed by all.



Following lunch, we backtracked a short distance on Hwy. 60 to the village of Killaloe, then followed some beautiful secondary roads southeast through the hamlets of Brudenell and Foymount, eventually arriving at Hwy. 41 just west of Dacre. Ongoing construction on 41 to the east dictated that we should take the alternate route west Griffith, where we turned off 41 and headed back southeast on a couple of awesome "Miata roads" (which Al Fitkin declared to be "the most fun I've ever had driving my Miata"), even-



ually arriving at our overnight accommodation at the Calabogie Peaks Resort, overlooking Calabogie Lake just west of the village of Calabogie. Total distance for the day was about 360 kms. After check-in around 4 PM, everyone then did their own thing for a while, with most doing a quick drive through the village in search of a gas top-up, and several of us then went for a hike on a designated trail up to a scenic overlook spot on the same ridge as the ski hills behind the resort. Unfortunately, the weather had clouded over heavily in the afternoon, foreshadowing the forthcoming rain.



Back at the resort, after an impromptu “attitude adjustment hour” with some adult beverages on the deck off the Bazuks’ room, we all headed down to the resort’s in-house pub/restaurant and enjoyed another nice group meal at reserved tables in a separate area at the back.



The next morning, everyone found their way down for a tasty breakfast and check-out in time for departure from the resort around 9 AM, for the second day of our cruise. It had rained in the early morning and was still trying to drizzle a bit as we headed out, which necessitated tops being up. We headed northwest on the same great Miata roads to Griffith, then west on Hwy. 41 to Denbigh, and onward on Hwy. 28 to Hardwood Lake, where major road construction on 28 diverted us northwesterly on some more scenic secondary roads through the hamlets of Schutt and Palmer Rapids to Hwy. 62 at Combermere. We then turned southwest on 62, going through Maynooth and Bird’s Creek to our lunch stop in Bancroft at the Bancroft Brew Pub.



After another very enjoyable meal, we headed west toward Haliburton County, stopping first at the Kawartha Dairy just on the west edge of Bancroft to partake in an ice cream treat for dessert...some of the largest ice cream servings we’ve ever seen were enjoyed by the group.



A few in the group then put their tops down (it had stopped raining), and the final leg of our cruise as a single group continued west on Hwy 28 and then 118 into Haliburton County, where we stopped at Tory Hill to say our goodbyes. Quite a few in the group continued west across 503 toward Orillia and Simcoe County, while the rest of us headed north-west through Haliburton village and Carnarvon, and eventually back to Muskoka by late afternoon. Total distance for the day was about 300 kms.



It was another great overnight cruise, exploring some of the back roads in Renfrew and Hastings Counties which some in the group had never experienced. Although the weather wasn't ideal for much of the trip, that didn't seem to deter our enjoyment of the cruise in the least.

Bob & Carol Macaulay
Cruise Directors



Miata Owners

Everywhere by Doug, (with encouragement for others to add comments)

I'm sure that all of us have had folks come up to us when we are out in our Miatas, perhaps stopped at a restaurant or at an attraction, and begin a conversation about cars in general or Miatas in particular. It seems like many people have Miata stories! When we were returning from the Calabogie trip this fall, we stopped in the town of Bobcageon. While we were in Bigley's, we noticed a couple walking around our 1990 Miata. We went out to chat, and then spent a lovely half-hour talking with a couple from Israel. They have an identical car! We exchanged emails, and sometime later, we got a photo of his car in one of the deserts of Israel. They spend some time each year in the Muskoka area, enjoying the lakes and forests, before returning to the Israeli countryside.



Perhaps you, too, have made contact with a Miata owner from far, far away (or close by) which turned out to be a very positive experience. If so, please give me a brief write-up or photo, or both, and I'll get it in the next issue of the newsletter. Our Miata enthusiast's community extends well beyond Muskoka! Let's share some of the enthusiasm!



Fall Colours Cruise 2018



**By Cathy & Mike Fedorowich,
Cruise Directors**

The glory of the fall colors were here, so once again a large group of we “MoMer’s (Miatas of Muskoka) gathered together for a full day of



After the welcoming hugs and smiles from the members, we began our travels from Port Sydney through “Muskoka twister” roads of Huntsville, Baysville and Dorset stopping near Carnarvon to check out the historic logging chute on Big Hawk Lake Road. One never knows what you can find on these backroads. It was the perfect

cruising about in search of the prettiest spots. We were 15 cars in total. Our starting point was in the picturesque village of Port Sydney. This last cruise of the season is a popular one and for some members it meant a one to two-hour drive to our meeting spot before the cruise began; a testament to what the club and the cruises mean to them.





autumn scene. A short walk from a parking lot led us to a historic wooden logging chute and gorgeous setting complete with meandering stream. All enjoyed this new discovery.

Afterwards, it was back on the road to our lunch stop at McKeck's Tap & Grill where we exchanged plenty of conversation and enjoyed Haliburton hospitality.

Following lunch was a nearby stop on Skyline Park Road to a lookout point boasting a vast view of rolling hills and colorful trees as far as the eye could see; a great spot to have our traditional group photo taken.

Loving these lookout points and all their color, we made one more stop at Panorama Park



for a wonderful view of the town of Minden. The close of the cruise was at Kawartha Dairy in Minden for ice-cream. The weather was perfect, fall colors were very nice, cruise route enjoyable and the people the best! Grateful for the little cars that bring the people together.



Year-End Banquet

by Doug and Diane (with photos from Doug)

Our annual Year-End Banquet was held on Friday, November 9th this year. We chose a Friday date this year for two reasons. Firstly, a few of our members had commitments for some of the Saturdays in November and, secondly, the restaurant management told us that Saturdays were always booked to capacity. We thought we would have the entire establishment to ourselves. NOT SO! There were two other groups, plus some regulars, who took advantage of the great food and atmosphere of the Pine Lodge Inn in Port Sydney. Since we were there to socialize and reminisce about the previous “MoM cruising year”, we mixed and mingled while other patrons were attended. Doug had prepared a slideshow of the events of the past year. The 119 photos in the show reminded all of us about the wide range of activities that our club ran in 2018.

After the slideshow, Diane welcomed us to the banquet, Doug announced the production of “Beauty and the Beast” at King’s Wharf Theatre on July 20th, Cal led us in grace and then the delicious meal began! We lingered over coffee and tea and continued our socializing well after the other patrons had left the restaurant. Our group certainly enjoys socializing! The sign saying “Happy Hour” should have said “Happy Four Hours”!



What Do Our Miatas Do in the Winter?

Our newsletters feature stories and photos of our cars enjoying lots of interesting and exciting things during the three seasons that our group is most active. What do they do in the “off season”? Well, we know what a few of them do!



While many of us put our cars in storage, Al Fitkin takes his Miata on a VERY LONG TRIP to Mission, Texas. He takes it behind his motorhome and then lets it bask in the warm sunshine. This story will make a lot of members (and their cars) very jealous!



After 29 winters of being stored in the freezing cold garage at the Jackson's house, MIATA5 has joined the newest addition to our family of cars in a HEATED STORAGE FACILITY in Penetang! The “old red curmudgeon” is enjoying the benefits of associating with the “new silver princess”! Notice that the old boy is wearing his optional hard top (sort of like a snowmobile helmet) for the winter!



Unfortunately not all of our little friends enjoy the “Princess treatment” but have to rely on their warm winter coats for the duration of Old Man Winter's reign.

Wendy' Bazuk (right) and Cal and Gail Lander's cars (below) snuggle under cozy blankets in their respective garages.



Do you have any stories or photos to share that would help to explain how your special summer car spends its winter? If so, please send a write-up or photo, or both, to Doug and he will get it into the April edition of the newsletter!



News and Trivia

Mitsuoka Is Back With the Miata-Based Corvette Sting Ray You Didn't Realize You Needed

Reprinted from

JALOPNIK

By Jason Torchinsky



Mitsuoka, one of the last bastions of actual raw joy left in the automotive world and the leading transformer of boring Nissan econoboxes into hilariously cartoon-like vintage Jaguars, has announced a new triumph: they've used their powerful Mitsuoka Magic to transform a new Miata into a dead ringer for a 1963-1967 C2 Corvette Sting Ray. They call it the Rock Star.

The Rock Star is a special commemorative model for Mitsuoka's 50th anniversary, and as such they're only planning to build 50—at least at first. The Rock Star is the third 50th anniversary special edition car Mitsuoka has launched this year, along with a version of their also ND Miata-based Himiko Jag-like roadster, and the “Devilman” edition of their strange, mollusk-like Orochi supercar. The Rock Star will be the first entirely new design of the anniversary editions.



The Rock Star will be available in six very American-named colors:

Los Angeles Blue, Chicago Red, New York Black, Cisco Orange, Washington White,

and Arizona Yellow. It's

interesting how appropriate those colors seem for the cities they're named for.

Good work, Mitsuoka.

The basic specs all seem to be right from the current Mazda MX-5, and it looks like only the doors and windshield remain from the original car's body.

Mitsuoka has done a remarkably good job getting the look of the classic C2 Sting Ray on the Miata's platform. The proportions are quite close, and while it's not an exact copy, most of the fundamental design detailing has been translated over, with some clever adaptations, like replacing the pop-up headlamps with small, round projector units set just below the trademark frontal crease.



The twin L-shaped bumper blades are there, as are smaller versions of the side heat-extraction "gills" and even the silver lower side sills



It's perfect Mitsuoka—modern guts, classic look, very silly, but a hell of a lot of fun.

The Rock Star starts at 4,688,200 (yen), which comes to around \$41,000 U.S. That's about twice as much as a new Miata in Japan, but, seeing as how you're getting an entirely new, limited run body, it doesn't seem like too bad a deal.

I mean, \$41,000 to make your Boomer dad lose his cool? That's worth it, right?

Never change, Mitsuoka.



カラードアアッパートリム
カラー：ボディカラーから選択。カラー30は税込み118,800円。
81,648円（税込）



レザーシート
カラー：スカイブルー、ダークレッド、ブラック、オレンジ、オフホワイト、ネオンイエロー
318,600円（税込）



インテリアレザーセット
本革巻きステアリング&インパネレザー&ドアトリムレザー&シフトブーツ&Pブレーキブーツのセット
486,000円（税込）

News and Trivia

Mazda to Revive Rotary Engine as Part of Electrification Strategy

Reprinted from:

AUTOWEEK



Jay Ramey is an Associate Editor with Autoweek, and has been with the magazine since 2013.

Mazda says that it will bring back rotary engines as part of an electrification strategy, aiming to first pair it with a range-extended hybrid; the plan is part of an effort to electrify the entire lineup by the year 2030. As a part of this plan, the Japanese automaker plans to develop both a battery-electric vehicle and a range-extended hybrid, using a rotary engine to recharge the battery to give the hybrid a longer range. Mazda indicated that a rotary engine would

be well suited for this task due to its compact dimensions, power and low noise output.

"The rotary engine's small size and high power output make multiple electrification technology solutions possible via a shared packaging layout," the automaker said in a statement. "Taking advantage of the rotary engine's compatibility with gaseous fuels, the rotary-powered range extender is designed to also burn liquefied petroleum gas and provide a source of electricity in emergencies."

The announcement comes during the 40th anniversary year of the RX-7, while the last production Mazda to use a rotary engine, the RX-8, exited production in 2011. Mazda estimates that by 2030, 95 percent of its range will be composed of hybrids while the remaining 5 percent will be EVs. The automaker calls this long-term vision "Sustainable Zoom-Zoom 2030," coupling this powertrain strategy with environmental goals.

"With a view to achieving a 90-percent reduction versus 2010 levels in its corporate average "well-to-wheel" carbon dioxide emissions by 2050, Mazda will deploy some form of electrification in all production vehicles by 2030," the automaker noted.

Mazda's debut of the rotary-powered RX Vision concept car at this year's Tokyo Motor Show was surprising for a number of reasons, chief among them that the concept appeared two years after ...



One curious aspect of this powertrain strategy is the focus on alternative fuels: Mazda says that its range-extender rotary will be the ability to use liquefied petroleum gas.

"For the future, internal combustion engines are still projected to stay as majority powertrains around the world, therefore we think it is an imperative and fundamental job for us to pursue ideal internal combustion engines thoroughly," Kiyoshi Fujiwara, Director and Senior Managing Executive Officer, said in Aug. 2017, announcing the automaker's long-term vision for technology development.

"Of course electrification including systems such as mild hybrid is necessary, but a pursuit for ideal internal combustion engine should come first, then we combine electrification technologies with such engines. That is our unwavering, basic strategy," Fujiwara added.

The same month Mazda announced a breakthrough in homogeneous charge compression ignition (HCCI), which had been described as the holy grail of internal combustion engines, achieving internal combustion through compression alone without the use of sparkplugs.

CLASSIC CARS

Happy 40th birthday, Mazda RX-7! There are few 40-year-old cars that you can buy today that look as modern at 40 as the Mazda RX-7 -- this could easily be a 25-year-old design. And it's difficult to picture now, but the RX-7 ...

Mazda has been mulling bringing back the rotary engine for the better part of this decade. In 2015 the automaker debuted the RX-Vision concept at the Tokyo auto show, envisioned as part of a powertrain plan called SkyActiv-R.

"People think rotary can not meet modern eco demands. The SkyActiv engineers worked on rotary and have it cutting-edge tech," Fujiwara said in 2015. "It is an essential part of our DNA, and it must be passed onto future engineers. It is synonymous with the brand. Sometime in the future it will return and be called SkyActiv-R."

Rotary engines, it seems, are on their way back, but not in the way that some enthusiasts may have envisioned them -- as the sole internal combustion powerplants for cars. Given the automaker's plan to electrify the lineup, it should come as no surprise that given its compact nature a rotary engine would be a prime candidate for range-extender hybrids.



Mazda

News and Trivia

Mazda MX-5 Miata Design Proposals Reveal What Could Have Been

Reprinted from :

MOTOR AUTHORITY
The Luxury and Performance Leader

Sean Szymkowski

Everyone's favorite example of slow car that begs to be driven fast almost looked a little different from the production Mazda MX-5 Miata on the road today. The brand itself recently released a slew of images that show a handful of design proposals for what would become the fourth-generation—or ND as it's known to enthusiasts—MX-5 Miata.



When every final sketch was looked over, Mazda decided on two designs to choose from: one from Japan and one from the United States. The Japanese proposal featured retro-style lines and channeled the original MX-5 Miata. The American proposal was slightly more forward thinking and took the design in a new direction, but retained much of what made the MX-5 Miata a sports car icon.

Mazda MX-5 Miata Japanese design proposal



American designers felt there was too much of the original MX-5 Miata in the Japanese proposal and that the design didn't capture a new identity that fell in line with Mazda's Kodo design language. On the other hand, the Japanese designers felt the American proposal didn't capture enough emotional excitement. Ultimately, the body of the car remained truer to the Japanese design proposal, while the American offering provided more of the final details.

Mazda MX-5 Miata American design proposal

Mazda MX-5 Miata American design proposal



Mazda MX-5 Miata American design proposal



From design proposal to production car, much of what the Japanese originally penned is present. However, the Americans shaped the headlights, providing a link to the rest of Mazda's portfolio of vehicles—the MX-5 Miata is the halo atop the brand, after all. The collaboration led to a striking design that isn't so retro yet hardly dilutes its character and is easily recognizable as a Miata. Have a gander at the additional images up above.



News and Trivia

Double Podium for Mazda at Petit Le Mans



October 15, 2018

Mazda Team Joest Never Stops Challenging En Route to Best Result of the Season

BRASELTON, Ga. (October 14, 2018) – The pair of Soul Red Crystal Mazda RT24-P prototypes finished second and third in the grueling Petit Le Mans at Road Atlanta on Saturday night, securing their podium positions right as the checkered flag fell. After qualifying in second and third, both Mazdas factored into the battle for the Prototype race lead throughout the ten-hour

race. However, the two cars took different paths to the podium in the final IMSA race of the season.

The No. 77 Castrol/ModSpace Mazda RT24-P driven by Lucas di Grassi, Oliver Jarvis and Tristan Nunez had a relatively trouble-free run, leading multiple times throughout the race. The No. 55 Mazda RT24-P, started by Jonathan Bomarito and also driven by Marino Franchitti and Spencer Pigot, led the early stages of the race. Contact forced the team to change both the nose and tail of the Mazda RT24-P, and the drivers had to recover after going a lap down while making repairs.



Bomarito was able to regain the lead lap in the seventh hour of the race, allowing Pigot, who took the Mazda over with two hours to go, to battle for the win with Jarvis in the No. 77 Castrol/ModSpace Mazda RT24-P just ahead on track. As the Prototype teams began to take their final pit stops, the team opted to give up track position to ensure both cars had enough fuel to make it to the finish. In the closing stages, the two went

from sixth and seventh to third and fourth positions and then, on the final lap as both cars approached the checkered flag, they passed the second-placed car in the final corner.

The 2019 IMSA WeatherTech SportsCar Championship will begin with the traditional Rolex 24 at Daytona on January 27-28, 2019 at Daytona International Speedway.

News and Trivia

Reprinted from



TG's guide to concepts: Mazda RX-500

*This is what happens when the
Japanese stare into a crystal ball
for too long*

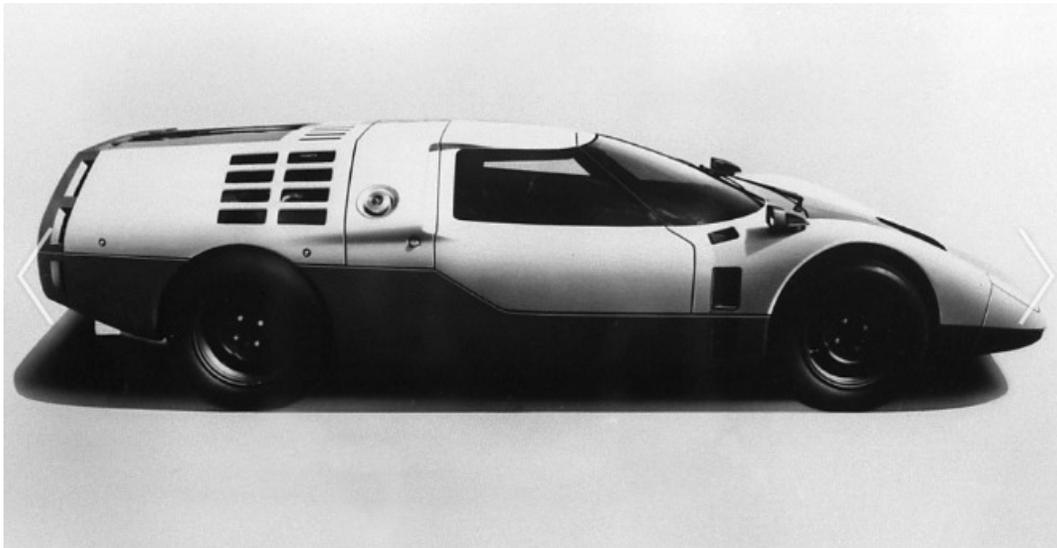


What is THAT?!

Distilled awesome. Otherwise known as the Mazda RX-500; a concept car that was first shown in 1970 at the 17th Tokyo Motor Show to an audience that thought they were looking at the actual future. And quite futuristic it was.

Hmm. Looks familiar but I can't quite put my finger on it.

A Ferrari 250 Breadvan, perhaps? Mercedes C111? Dr. Emmett Brown's family wagon? Whatever it reminds you of this thing is cool as you like. Childishly proportioned with Miura like front slats, gaping vents and a rear end with holes for days. And it needs all that airiness out back to keep what's running it cool.



What is powering it?

The future! Only joking. There's a 982cc twin-rotor 10A Wankel engine (the crazy high revving engines with triangles thrumming around) that was mounted behind the two front seats but forward of the rear axles. It revved round to a screaming 15,000rpm (that's superbike

territory) and produced 247 hp. Which is monstrous for that kind of capacity. God bless rotary, eh? And only weighing 850kg thanks to extensive use of lightweight plastics, it was good for 150mph.

As it's a concept, it must have some wacky features, right?

Course it does. No concept car is complete without funky doors. Especially one from the seventies. So, entry into the RX-50 is via forward-swinging butterfly-wing doors while the engine is accessed via gullwing doors. But the pièce de résistance is the innovative taillights at the back



Innovative taillights? Tell me more...

Developed by the research and design staff at the Toyo Kogyo Company, the RX-500 was a 'mobile test bed for high-speed safety'. However, the only feature that justifies this claim are the rear taillights. Unlike traditional, boring taillights. These are funky disco taillights. It's like an upside-down traffic light, with green at the top, amber below and red at the bottom. When the car is accelerating, the green lights will illuminate. When cruising, the amber ones would flash. And while braking the – you guessed – red ones would light up. Neato.



Looks in good shape for a car from 1970

Well, following the 1970 motor show the RX-500 was packed away and forgotten about at the back of the Mazda facility. Until July of 2008, thirty years later, where a full restoration was completed so it could be displayed permanently at the Hiroshima City Transport Museum.



Wasn't it at Goodwood the other year?

It was. In 2014 where the good folks at Goodwood flew it over to sit on Lord March's lawn for the Cartier Style et Luxe – where hundreds of sunburnt Brits dropped their ice creams on the floor and gawped at it relentlessly. Probably because of the doors and those taillights.



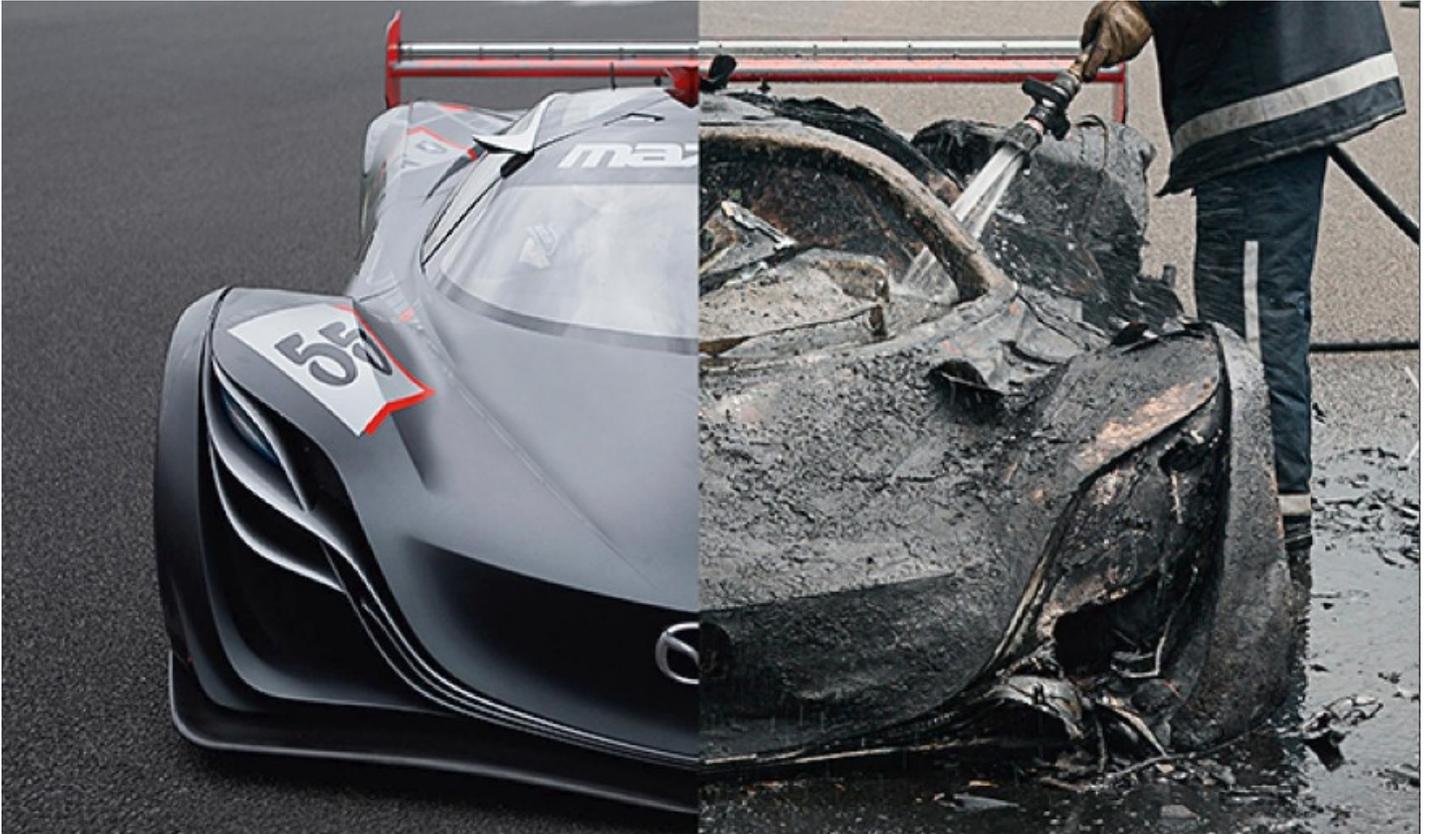
Wait a minute. Why is it now green and parked in a forest?

Ah! We forgot to mention that the original concept car was green before being resprayed silver to make it look like Mazda produced twice as many RX-500s than they actually did. As to why it's parked in the undergrowth? We have no idea. Because Japan, we guess.



News and Trivia

Exclusive: how the Mazda Furai burned to death



Charlie Turner

19 Feb 2015

Pictures: Lee Brimble

In early 2008, Mazda revealed its Furai concept car, a carbon-composite, race-bred masterpiece. Later that year, Top Gear magazine ran the world's only drive of the Furai. And then the car mysteriously disappeared, never to be seen again. Was it spirited away into some secret collection? Walled into a glass display

case? Not... quite. But first, a bit of background.

This feature was originally published in the 20th Anniversary edition of Top Gear magazine (October 2013)

Over a period of three years between 2005 and 2008, Mazda produced some stunning design concepts showcasing its 'Nagare' design language. And although Mazda subsequently evolved Nagare into the 'Kodo' theme in 2011 with the Shinari concept (translated into road-going metal like the CX-5 and Mazda6) the Nagare dynasty remains a glimpse into a world where Mazda designers were set free to push boundaries. There were no limits or restrictions. The Furai? Basically the poster boy of Nagare, the last and most eye-popping vehicle to be born of that philosophy. Created as a concept to show how a racecar for the road might look, it was the brainchild of a design department deeply proud of its motorsport heritage, the most extreme concept of its generation. It won global acclaim, but was more than that: the Furai was possibly the defining concept car of its era. Which makes what happens next all the more tragic.



So what did actually happen that summer?



Bentwaters Parks, 19 August 2008. 11.52am. Time for one last shot. The Mazda Furai growls threateningly on the runway. No trailer-queen concept car, this is a living, fire-breathing breath of fresh air. Under its carbon-fibre bodywork lurks an LMP2 Courage chassis and a 460bhp rotary race engine. Running pure ethanol. The Furai is very noisy. It is very fast. And right now, Top Gear is the only magazine in the world to have driven it. It will remain so.

This morning saw The Stig arrive from nowhere, drive very fast down Bentwaters' 1.3-mile runway, nod with apparent approval to writer Bill Thomas and then disappear in the direction of Great Yarmouth. Following Stig's exit, Thomas has spent the last hour firing the car up and down the tarmac under the watchful eye of the Furai support team, works driver Mark Ticehurst and the local fire crew. With the story in the bag, Bill departs to file his copy, and I'm left with photographer Lee Brimble to ensure we do justice to what surely must be one of the most stunning concept cars ever created.



As we've been shooting, I've spotted the Furai's central exhaust spitting a thin cone of blue flame on downshifts. It's this I want to capture on our last run. Ticehurst, duly instructed, heads off at pace, and Lee and I jump into the tracking vehicle and barrel after him, leaving the fire and support crews at the end of the runway. We catch the Furai over the crest of the runway (the tarmac at Bentwaters rises in the middle, something that's about to take on significance) and track it down towards the far end, Brimble snapping furiously. As Ticehurst begins to slow for the turn and drops down through the gears, things start to go wrong. The Furai is making a noise less Le Mans racer and more... fatally wounded elephant. "That doesn't sound good," mutters Lee, face pressed to camera as we track the Furai around its turn.



Then, as the Mazda straightens, Lee and I spot the same small lick of fire deep within the engine bay at the base of the bulkhead. Priceless concept. Flames. Ah.



"FIRE! OH GOD, IT'S ON FIRE!" I state calmly, resisting the urge to panic. Ticehurst, of course, can't hear me, so I bury the throttle to try to catch him and warn him of the danger. Unsurprisingly, even a wounded, smoking Furai is faster than a people carrier. It takes a few seconds or so of furious gearshifting and horn honking for us to draw alongside the now-smouldering Furai.

"MARK! FIRE! FIRE! GET THE HELL OUT! MARK, IT'S ON FIRE!" I bellow, still entirely keeping my panic under control.

Ticehurst kills the engine and jumps out before the car has even reached a halt. He starts running. He keeps running. The lick of flame has taken hold, and now the engine bay is engulfed. Where are the fire crew? I realise that, because of the natural rise in the middle of the runway, we're out of sight. As Brimble scrambles from the tracking car, I thrash towards the horizon with horn blaring and lights flashing, desperate to draw the fire crew's attention to the unfolding situation, which, though shrinking in my mirror, is clearly worsening by the second.



Eventually alerted, Suffolk's finest leap into their truck and set off towards the plume of smoke, siren and lights blaring. I turn back to the Furai, where the scene is even grimmer. Ticehurst is crouched, head in hands, 200 yards from the car, watching

the fire take hold. As the ethanol burns, it's clear the game is up. With the wind blowing from directly behind the Furai (the name aptly translates as sound of wind), the fire is being fanned inexorably towards the nose of the car.



The fire crew arrive with a traffic cone wedged under their truck. Hoses out, they douse the flames, the force of the water blasting the bodywork from the Furai's carcass, revealing the bones of its substructure. One of the fire crew rips at a door to get better access to the bulkhead. Still burning, it comes off

in his hand. At first, I'm annoyed at the disrespect he's showing this priceless, irreplaceable car. Then I realise that's like worrying the Titanic's deckchairs are getting damp. As the crew hose the Furai, its Mazda badge gets blasted off and onto the tarmac, where it comes to rest surrounded by charred carbon fibre.



From spotting the first flame to staring at the soggy, scorched carcass of one of history's most beautiful concept cars has taken less than eight minutes. The Furai is dead. Dead with shocking speed, savagery and finality.

Disposal of the body is swift. The remains of the Furai are gathered up and repatriated to Mazda's Advanced Design Studio in Irvine, California; where it now lies is anyone's guess.



But a piece of charred Furai still sits on my desk, a reminder of how quickly and how badly things can go wrong. I look at it daily. Understandably, Mazda didn't want the Furai's demise made public at the time, but their decision to allow us to publish this story hopefully marks the start of the next chapter in the Furai's history. If ever a concept car deserved to rise from the ashes, surely it is this one.



From delight to disaster in just eight minutes





At least the wing escaped the burn



It did work though. For a bit...



Amazing design flourishes, now lost forever



Stig behind the wheel. Note: car not on fire.

News and Trivia



Reprinted from:

motor **1** .com

SEP 27, 2018
CHRIS BRUCE, Editor

The couple has owned this Miata since 1992. Now, it's factory fresh.

In August 2017, Mazda launched a project in Japan to give first-gen MX-5

Miatas a complete factory restoration, including stripping them down to bare metal. The company finally handed over its first fully restored roadster to a very happy couple in early August.

Nishimoto Keiji and his wife Marimi purchased their Miata in 1992. Yoshitsugu recently retired and had more time to spend with his roadster. However, the car was in need of some work. He read about Mazda's restoration program and applied to be part



of it. The automaker picked his car to be the first official restoration of the program after previously testing out the process on other old Miatas.

Mazda took Nishimoto's' roadster, and the team at the automaker's Engineering & Technology center at the Hiroshima headquarters began the two-month restoration process. The crew first inspected the vehicle to figure out what it needed. They then stripped off all the paint and tore

apart the engine. The same folks who paint Mazda's show cars spray the pigment on these restored vehicles. When the work is done, Mazda gives owners a book that chronicles the restoration, including before-and-after photos and documents listing all of the completed work. TÜV Rheinland Japan certifies the quality of the labor.

"People who like Roadster, please do it, by all means, you may feel that it is relatively high compared to the new car price, but if you can keep on dozens of years from now on, you have to do it. I think that it is worth it," Nishimoto Keiji said, according to a translation of Mazda's blog post interviewing him.

In addition to offering full vehicle restorations, Mazda has also put first-gen Miata parts back into production, including the original Bridgestone SF325 185/60R14 tires, Nardi wood steering wheel, and the soft top.

Source: Mazda



*It's going to be a
rough summer for
you, bud!*

