

*The Official
Newsletter of*



Show Me Your Curves

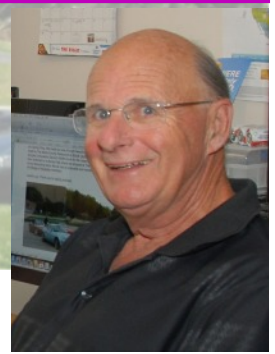
COMING
SOON " " "

TO A CRUISE
NEAR YOU " " "

*Volume 10 No. 2
April 2019*

Editor's message

By Doug Jackson



Here we are at the beginning of April! Most of the severe winter weather is now in the rear-view mirror! We can now look forward to the warm weather, the melting of the snow and the clean-up of the sand and salt mixture that has been used on our roads for the past few months. Hopefully, all of you are making plans to get your Miatas out on the roads in the near future.!

The Miataville Council has met over the winter time period and has developed some preliminary plans for our upcoming "cruising season". There have been some initial discussion about destinations for some single-day and multiple-day trips. A few activities and dates have already been selected, while some others will require club members to make some decisions. To that end, we are requesting that everyone

bring their personal planning calendars with them to the AGM on Sunday, April 14th in Bracebridge. Many of us have already made some plans for the spring and summer months, so bring that list of previous commitments with you to the meeting so that you are able to make informed decisions about whether you are available for the proposed trips!

Thanks go out to Cal for his valued assistance in the preparation of the newsletter. His publishing and printing skills are deeply appreciated!

See you at the AGM, I hope!



News . . .

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

MOFFATT'S MAZDA

offers a discount to Miatas of Muskoka members.

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

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

Contact Council of Miataville

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Show Me Your Curves

*We are proud to
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Mazda Canada*



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

Visit our Website at

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

Or

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

Special Thanks to



For their ongoing support of our group

Miataville Planning

MoM Councillor's Meeting

Saturday, January 12, 2019

by Doug Jackson, the “fly on the wall”!

It was my pleasure to be invited to the Councillor's Meeting and act as a “fly on the wall”, because I had a chance to witness and eavesdrop on the huge amount of planning that goes on

“behind the scenes” in our club. The day began with a luncheon at a local establishment in Orillia, the Brewery Bay Pub and Restaurant, which was arranged by Gail Lander. After the delicious lunch, the group went in two directions, the Councillors to Cal Lander's house, and the spouses to local shopping places. Gail had thoughtfully left a plate of Christmas goodies that we all enjoyed as the meeting unfolded.

Bob had prepared an agenda in advance and had circulated it to the other councillors and that aided the smooth flow of dialogue for the afternoon. The secretary, Diane, was aided in her note keeping by the Lander's dog, Shanti.

Much of the afternoon was spent discussing possible cruise destinations and potential cruise leaders for the season's activities. This list will be emailed beforehand and then discussed and voted upon at the Annual General Meeting on Sunday, April 14th at 1:30 pm. There will be reminders sent out in advance reminding members to bring their personal planning calendars so that informed choices can be made.



Events Calendar. . .

2019

Miatas of Muskoka 2019 Cruise Event Schedule

Cruise Event	Date(s)	Event Type	Cruise Director(s)
Winter Blahs Gathering 	Thurs. Jan. 31	Dinner	Dianne Phillips/Gail Lander
AGM –	Sunday April 14	Planning	Diane Phillips
Spring Fling Cruise	Sunday May 5th	Day-trip	Mike and Cathy Fedorowich
Cobourg Mazda Miata Open House	Sun June 2	Day-trip	Non MoM event
Port Carling Butter Tart Festival	Sat July 13	Day-trip	TBD
King's Wharf Theatre "Beauty and the Beast"	Sat. July 20th,	Matinee and dinner	Doug & Sheila Jackson
Moffatt's Mazda "Rally for Kids"	Sat. Aug-17	Day-trip	Non MoM event
Fall Colours (Muskoka) Cruise (& lunch)	Sat. Oct 5	Day-trip	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.

ICE CREAM RUNS: See letter on Page 8 for information on proposed runs.

Upcoming Events . .

Sunday, April 14th

Bracebridge Arena

1:30 p.m.



AGM

Annual General Meeting

***Please come prepared to
participate in the
planning, be willing to
volunteer, and renew your
membership.***



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



SPRING 2019 ANNUAL GENERAL MEETING

Who's Invited: All members and their guests, as well as any other Miata owners potentially interested in joining

When: **Sunday, April 14th at 1:30 PM** (please arrive on time or even a bit early, so we can start the meeting promptly at 1:30 PM)

NOTE: Please reply by April 10th at the latest, via e-mail to Bob Macaulay, to confirm whether or not you will be attending, in order to help us plan for appropriate meeting set-up and refreshments.

Location and Other Details:

- **Bracebridge Memorial Arena, 168 James St.**, corner of James St. & Ann St., 1 short block east of Manitoba Street (Bracebridge's main downtown street)
- Parking is available either south of the arena or west across James Street, opposite the main entrance
- All attendees should bring and wear their MoM name tags
- Refreshments will be available
- Since annual memberships technically expired March 1st, we would appreciate you renewing as soon as you can, with reference to the renewal package recently distributed to the membership by Cal Lander. If your membership for 2019 hasn't been renewed by April 14th, you will be able to renew at the AGM.
- **Please bring your personal calendars and come prepared to discuss the list of Council's suggestions for 2019 cruise ideas/destinations and other club events (see attachment with cover email); additional suggestions are most welcome at the meeting.**

**Your Miataville (Miatas of Muskoka)
Councillors hope to see most of you
there!**

Preliminary List of Suggested 2019 *Miatas of Muskoka* Cruises:

1. **Spring Fling** – Sunday May 5th, at *Crossroads* in Rosseau (CDs - Fedorowichs)
2. **Cdn. Auto Museum** in Oshawa – day TBD, suggest late May betwn. 21 & 25 (CDs - Landers)
3. **Cobourg Mazda Miata Open House** – Sun June 2 (CDs To Be Determined [TBD])
4. **Women's Cruise** – Tues June 25 (CDs - Lynda Gigg & Judy Gigg)
5. **Sudbury/Science North*** – Mon-Tues July 8-9 (CD TBD)
6. **Port Carling Butter Tart Festival** – Sat July 13 (CD TBD)
7. **King's Wharf/Beauty & the Beast (Penetang)** – Sat July 20 (CDs - Jacksons)
8. **Lk Erie Shore/Stratford area**** – Weds-Fri Aug 7-9, *OR*, Fri-Sun Aug 9-11 (CDs - Macaulays)
9. **Moffatt's Mazda "Rally for Kids" (Barrie)** – Sat Aug 17 (no CD req'd)
10. **Kawarthas/Bobcaygeon** – Tues Aug 27 (CD TBD)
OR
Snug Harbour (Georgian Bay north of KillBear Pk/Parry Sound) – Tues Aug 27 (CD TBD)
11. **Grey County/Walters' Falls*** – Sat Sept 14 (CD TBD), *OR*, earlier in Sept.
12. **Picnic Cruise through Haliburton to Kinmount** – Weds Sept 25 (CDs - Macaulays)
13. **Fall Colours** – Sat Oct 5 (CD TBD)

NOTES:

- 1) * means overnight cruise [either 1* or 2** nights]
- 2) items in red have dates already confirmed (both *MoM* and *non-MoM* events)
- 3) proposed cruises # 3, 6 and 9 are planned/arranged by other (*non-MoM*) parties, on dates chosen by them

List of proposed 2019 "special" ice cream runs (one per month, from June to September, order to be determined):

- a) mini-putt & dinner (Washago)
- b) pot-luck dinner & charades (Macaulays, or ??)
- c) bocce "tournament" (and picnic??) in Couchiching Park (Orillia)
- d) "Hot August Nights" classic car show & dinner/ice cream at *Webers* (most Weds. In August)

Upcoming events

Beauty and the Beast Theatre Cruise

Saturday, July 20, 2019



Thanks to all of you who responded so promptly to my email message in February. The very positive response is gratifying! At this point, we have twelve cars and twenty-two people attending. There may be some additional folks who have forgotten to respond or who have possible conflicts with the chosen date in July and are waiting to make a decision. I'm putting this reminder in the newsletter to reach out to those folks! Here's a brief summary of the story line from Drayton Entertainment:



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.

The animated Disney movie from 1991, the animated re-release in 2010 and the recent live-action movie from 2017 are likely remembered by many of us. The stage production is coming to "The King's Wharf Theatre" this summer, and our club has reserved a block of tickets for the Saturday, July 20th afternoon performance. We will have a Miata cruise in the morning, a picnic lunch stop, a theatrical performance and then a light dinner before returning home. MoMers have gone to productions of *Mamma Mia!*, *Joseph and the Technicolor Dreamcoat* and *Hairspray*, so this show will be our fourth summer cruise and theatre event!

If you have not done so already, please respond to the Jackson's at: sjackson@csolve.net to let us know your intentions, whether you are able to attend or not. Ticket prices are \$39.00 + HST each, which becomes \$44.07 each, or \$88.14 per couple. Doug and Sheila will collect money at the AGM on Sunday, April 14th in Bracebridge. Please reserve soon, because now that tickets have been released to the general public, they go quickly! Lots of people want seats in our reserved block in the centre!



Events Previously Enjoyed

Winter Blahs Lunch

Planning a luncheon for mid-winter is perhaps not always the best idea.

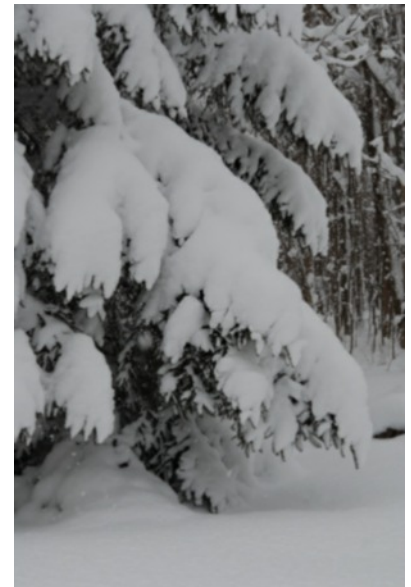
Nevertheless, 13 members out of 24 planned attendees braved the bad weather and road conditions to meet for lunch at Theo's in Orillia on Thursday January 31, 2019.

Although the driving was far from ideal, our group enjoyed the wonderful hospitality of the restaurant and, as always, the awesome company of club members. It was wonderful catching up with everyone and it makes all of us more anxious for the 2019 Miata season to begin! Members who didn't make it due to illness or driving conditions were sadly missed.

A special thank you goes out to Gail Lander for her help in planning this event.

Looking forward to seeing everyone at the AGM in Bracebridge on Sunday April 14, 2019 – perhaps driving our Miatas!

Social Convener
Diane Phillips



Editor's Note:

There were no photos taken of this lunch meeting, so here are some pictures to remind you of snowflakes and the huge amount of snow that fell on that day, making driving treacherous!



zoom-zoom MAGAZINE

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



Watch for it at: Click the link below.

<https://www.zoomzoommag.ca>

**zoom
zoom**
MAGAZINE / WINTER 2018



Members' Winter Activities

Miatas of Muskoka Club Members Meet in Portugal!

In an effort to avoid the snowy winter conditions in the latter months of the winter, some of our membership planned to visit the sunny climate of southern Portugal, in the Algarve region. Clarence and Donna Pardy traveled to Portimao



us met up on a walk around the “Fortress of Sagres”. This famous landmark is perched on the steep cliffs near the most south-western part of continental Europe. The pounding waves of the Atlantic Ocean constantly smash against the cliffs. The chance meeting of the six of us just had to be photographed!



with new MoM members Don and Sharon Penrose. Doug and Sheila Jackson were also in Portimao, staying in a condo not far away. The photo shows the six members enjoying a cool beverage in the 20C weather on the balcony of the Pardy's apartment. We also enjoyed a restaurant outing together at a place where we all used a “Hot Stone”. Ask one of us about this experience when we all get together at the AGM!

A couple of weeks later, without any advance planning, the six of



Meet the New Members:

Don and Sharon Penrose



Don and I are very excited to join the Miatas of Muskoka. Apparently, he had been talking to Clarence Pardy quite a bit last year. Last Thanksgiving, we were visiting our daughter and her family in BC and Don was very busy on the iPad. I asked what was taking so much of his time? He said, "I think we should buy a Miata". I laughed and said, "OOoooh No! Enough with the toys. You have a trailer, a motorcycle and now you want a Miata...when are you going to use it? Well! That was the beginning of some negotiations. Don offered to sell his motorcycle. Where are we going to go? He says we can take it to go hiking or just out for a nice Sunday drive. What are we going to do with the dog? It was a long conversation! We came home from lovely warmish October weather in BC to some chilly weather here and he has me out in 5-degree weather taking a ride in Clarence and Donna Pardy's Miata. The rest is history. We are now the proud owners of a 1999 red Miata. The funny thing is that the Miata ended up in my name. I must admit I am looking forward to making new friends and seeing new places and of course the ice cream that I hear is a must. Don is very excited too. We attended the Christmas dinner, and everyone was so welcoming. We

met Sheila and Doug Jackson in Portugal this winter so our association with the club is already providing dividends. Don has talked another friend into purchasing a Miata and a friend who was in Portugal with us is pondering. The circle just grows wider!! It is Awesome.

A little history about us. We have been married for 48 years. We grew up in Willowdale in the north end of Toronto attending rival high schools. We have 2 daughters; one in Stratford and one in Comox BC. They have 2 children, a boy and a girl each. They are the light of our lives. We look forward to the skypes from out west and the visits from the Ontario kids. They always keep us on our toes. We also have a dog...Todd; a Nova Scotia Duck Tolling Retriever (a Toller). He keeps us on the move for sure with lots of energy and long walks. Don retired from the OPP as a Detective Sergeant and now works casually for Carson's Funeral Home in Midland. I will be retiring from visiting nursing April 26 this year. We were sailors with the Midland Bay Sailing club for 35 years until last summer when we sold our sailboat. Now we have a travel trailer and are looking forward to exploring Canada. We spent a month this winter in Portugal and that was an amazing experience. We look forward to the cruises planned and the fellowship.

Sharon and Don Penrose



How Some of our Miatas Spent the Winter!

In the January newsletter, I included a piece about how some of our cars were going to be spending their winters. The cars belonging to Al Fitkin, Wendy Bazuk, the Jackson's and the Lander's were all displayed in their winter habitats.

Bob and Carol Macaulay sent me some photos of their brand-new Miata, snuggled up with a totally encasing cover, safely away from the harsh winter winds, freezing temperatures and blizzard-like conditions of Huntsville. There are car covers and then there are MX-5 covers ... check out the fit and quality of ZUMERANG's winter clothes!

Mike and Cathy Fedorowich sent a photo, not of their brand-new Miata stored for the winter, but of their previous car, the 2002 Special Edition Sunburst Yellow one that was spending the winter in the heated showroom at Coburg Mazda! What a treat ... not only inside a toasty warm showroom, but available for all eyes to see! I'm sure that many 'ordinary' Mazda owners stopped to admire the car relaxing in the showroom until a new owner has the pleasure of driving it!

Doug



The Israeli Roadster Club

– update from Doug

In the January 2019 issue of the newsletter, I wrote about a chance encounter with a couple from Israel whom we met on the streets of Bobcageon after one of our Miata cruises. I sent them an email informing them that I had put their picture in our newsletter and a short time ago, I received an update from them and a link to the only Miata club in Israel. We just take it for granted that we have the freedom to make choices about the type and style of automobile we own and drive. Read the accompanying article that I copied from the club's website to see Miata ownership from a different angle. Here is a photo from the folks that we met last summer showing their Miata sheltered from the hot sun. They will be returning to the Bobcageon area again this summer, so perhaps we shall try to rendezvous with them at some point.



The story of the Miata in Israel and The Israeli Roadster Club

By Avi Waizel

The Land of Israel is known as the Biblical crest for the three main beliefs. However, as a young state fighting for its daily survival, Motoring in general and Miata owning in particular, are seen here as vague conduct and inappropriate behavior. In such harsh socioeconomic environment, The Israeli Roadster Club flourishes. Like a lone Sabra bush in the Negev Desert, alone with no support whatsoever from our hostile Mazda Importer, some 450 Miata owners are roaming the roads of Israel. The IRC has over 60 paying members and a flourishing site www.roadster.co.il (In Hebrew), with over 150 visitors weekly in the Forum.

My personal Miata story is as boring as any middle aged American transpiring to his motor youth days in his beloved MGB/Triumph Spitfire/Lotus Élan. It is the same old story.



Now, imagine that story evolving in another environment. Not in the 'land of the free', but in a land burdened with security problems, where every day its citizens are glued to News Casts every half an hour, where most of its resources are supporting its Army guarding its borders from hostile neighbors, where cars are taxed 145%, where Motor Sports are illegal, where any mechanical or structural modification to your vehicle is illegal, where the national road system is as bad as in East Europe, where no Motor culture has evolved over the years, where financially hard strained families struggling to get over the

month are buying cars as one would buy an investment in real estate, i.e. a 1600 cc Japanese Automatic sedan with A/C and electric windows, preferably in White or Silver.

The story of my Miata and the evolvement of The Israeli Roadster Club is the story of the Miata in Israel.

Born to a family in the car business, I had my motoring awareness evolving over the years, in which I had my share of driving, even owning, Cabriolets and Roadsters in the Seventies. When the Miata was introduced in 1989, I was in a frenzy. All of my dreams suddenly came true. Alas, in a state where 70% of the cars sold to the public, are sold through rental/leasing channels... In a state where 95% of the imported cars are Automatic... Where the most popular single model is the Mazda 323 (Protégé)... The Mazda Importer in Israel did not even consider importing the Miata.



In 1993, in a Press Conference in Japan, an Israeli reporter asked Mazda's Chairman with a lot of Chutzpa, why the Miata is not imported to Israel. In a fringe of a moment, the order was given. The Miata beached the Port of Eilat in 1995 and was greeted with flowers and a local musician's band by the Israeli AUTO Magazine. That surrealistic picture is still burned in my memory.

Since owning a Roadster in Israel automatically classifies one as crazy, lunatic or a Playboy, few cars were sold, and in 1996 no more cars were imported. The import was resumed in 1997 and ended in 1998 with the last of the NA series. Some 100 cars were sold in those days and the last batch was offered as a prize by a Lingerie firm...



Being a young family man than, with 2 kids, I could not afford the Miata. My needs were different- I needed a large family car... but you are familiar with that story already.



In 2002, as Motor culture evolved, as Israelis prospered, Miata aficionados began pressing Delek Motors, the Mazda Importer in Israel, to resume the import. After a lot of haggle and public pressure, the Miata returned in 2003 in.... an Automatic version! The Motor Forums were screaming to hell, nine months later the Miata, in a Sport Euro spec, came equipped with a 6 speeds manual gearbox. Till the end of the NB

series, 150 cars were sold, half of them with manual gearboxes. The NC has arrived in the Holy Land in the end of 2005 and is selling comparably well, at some 50-100 units a year, all 6 speeds manuals soft top and PRHT.

I fulfilled my personal dream in 2005, as I bought my 2005-year model Miata NB, second hand, from a poor soul that has lost his driving license and cried his heart out as he handed me the keys.

The Israeli Roadster Club was in low gear since 2003. When I joined the club, I inspired my colleagues to resume its activities. We formed a joined 4 member managing committee and started to reorganize the club web site, have organized events, monthly meetings, tours, a new club logo, sold hats etc. We formed a bond with the only Mazda garage in Israel, that has the will and capability to service our cars with the love and attention that they deserve - 'Rechev David' in Tel Aviv. We have participated in rallies in favor of a Motor Sport law and bonded relations with our friends in the UK club and here in the miata.net forums.

The local importer does not offer to sell us any accessories, he bans any contact with the club, Miata parts prices are sky high and no technical information regarding TSB-s is offered. In such a hostile Mazda environment, I had to plea for help from abroad.

No official Mazda official has responded to my letters. Not from the US, not from Europe, none from Japan. They have all forwarded me to our local Importer. A dead end.

It is in miata.net forums that I have revealed what differs Roadster owners in general and Miata owners in particular.

Since Delek Motors in Israel has alienated themselves from us, I turned for help in acquiring banners and various Mazda promo stuff from our friends in miata.net . There is a special bond between Miata lovers that is international and interracial; my plea for help was responded whole heartedly by miata.net Forum members and their affiliated clubs, and our dear friend Erica from Massachusetts brought it all over to Israel to our grateful hands.





I have a dream- I envision 250 MX-5 Miatas parked in a formation on a huge green pasture, flags with Mazda, Mx-5 and our club logo waving in the wind all around, a huge white tent where all members of the club and their families seat round tables and all having a good time together. My friend Gerry Nichols, from the British MX-5 Owners club, once wrote to me- "If everyone in the world had a Roadster, (and the money to buy one), we wouldn't have half the problems that the world endures. Maybe some less 'road rage' too". All I have add to this is- Amen!

I thank my friends and colleague from the Israeli Roadster Club- Yair, Avi, Gil and Yoav. I thank all our friends and supporters from USA- Skip Cannon (Peak to Peak Miata club), Joe (Miata KnobMeister), Jeff J. (Del-Val Miata Club), Steven Hess and a warm hug and kisses to the lovely Erica. I also thank our friends and supporters from UK- Gerry and Clive (MX5OC) and from Israel- The Dauba family- David, Gil, Rami and Danny Hollander from 'Rechev David' Mazda-Ford Garage.



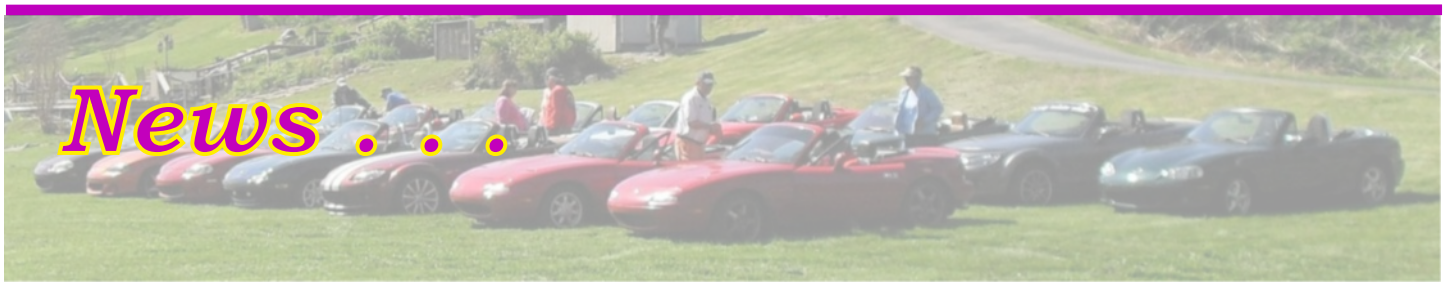
The Horror - Are Half Of Mazda Miatas Sold Automatics?!



A new recall may have accidentally shed some light on how many Mazda Miatas sold are automatics.

A new NHTSA recall on the Mazda Miata may have accidentally let the cat out of the bag regarding how many Miatas sold in America are automatics. If we are reading the tea leaves correctly, it is - we hope you are sitting down - HALF!

Yes, the recall affects only those Miata's with automatic transmissions. From 2016 through 2019, so the entire current ND generation, Mazda says that 14,370 vehicles are included in this NHTSA recall. We did the math and tallied up how many Miatas in total Mazda sold in America (which is the only place that NHTSA recalls are valid) and found to our shock and dismay that Mazda sold 30,077 Miatas in total, so 48% of the cars sold by Mazda were included in this AUTOMATIC transmission only recall.



30TH ANNIVERSARY MAZDA MX-5 MIATA SELLS OUT IN 4 HOURS

*Well, there's still the
31st Anniversary
Edition next year,
right?*

FEBRUARY 8, 2019

Mazda is probably wishing now that they had planned a more generous run of 30th Anniversary Edition Mazda MX-5 Miatas, because it took four hours for all 500 examples allocated to the U.S. to find homes, out of a global run of 3,000 cars.

What can only be described as an online stampede for the 30th Anniversary Edition took place shortly after Mazda started accepting orders following the car's debut at the Chicago Auto Show this week.

The bad news? They're all sold out. The slightly less bad news? There is a waiting list on Mazda's site that you can join in case someone backs out of their \$500 refundable deposit. But these things work like waiting lists during the college application process, so don't get too emotionally invested in it.

How will you be able to spot the 30th Anniversary Miata on the street once they are delivered to buyers?

"An entirely new paint color, racing orange, was developed for the MX-5 Miata 30th Anniversary," Mazda says. "The inspiration for this color was the yellow MX-5 Miata Club Racer shown at the 1989 Chicago Auto Show. Yellow is good match for sports cars, but



Mazda will produce 3,000 examples of the 30th Anniversary model, but only 500 are headed to the U.S.
PHOTO BY AUTOWEEK



Mazda will offer the 30th Anniversary model in four flavors: soft top with automatic transmission, retractable fastback with automatic transmission, soft top with manual transmission, and retractable fastback with manual transmission.
PHOTO BY AUTOWEEK



rather than simply reusing this color, this new orange evokes sunrise and anticipation to celebrate the future of MX-5."

2019 MAZDA MX-5 MIATA ESSENTIALS: BONUS PONIES

Mazda has also fitted the 30th Anniversary cars with a unique wheel design, manufactured by RAYS Co., finished in a dark gunmetal color and styled after the wheels worn by Global MX-5 Cup race cars. In addition, the 30th Anniversary cars feature orange-painted calipers to match the exterior color, Recaro seats with orange contrast stitching and piping, and Bilstein dampers for the manual transmission versions. Mazda offered this model in four basic configurations: soft top with automatic transmission, retractable fastback with automatic transmission, soft top with manual transmission and retractable fastback with manual transmission.

This trim is unique to the 30th Anniversary cars, so these aren't options that you can pick out by yourself from the regular ordering system to build one yourself.

We know what you're thinking: I'll be quicker next year in snapping up the 31st Anniversary Edition. We regret to inform you that Mazda appears to do these things in five-year increments, having created the 25th Anniversary Miata back in 2014, just 100 of which were allocated to the U.S. The upside, if any, is that you now have five years to save up for the 35th Anniversary Miata due in 2024. Or you can (probably) find one of the 25th Anniversary editions on the used market.



JAY RAMEY - Jay Ramey is an Associate Editor with Autoweek, and has been with the magazine since 2013. Jay also likes to kayak and bike.

Each car will be individually numbered, and reservation holders will be able to select their number out of 3,000, unless it's already taken. PHOTO BY AUTOWEEK

Quirky Stuff. . .

The Joy of Driving Miata



This Driver Takes down the Top of His Miata to Let His Beard Flow in the Breeze.

You don't know what true freedom feels like until you're cruising down a road with the top of your Miata down, beard flowing in the wind. Just ask Lewis Snyder, a mechanical engineer who lives in Rochester, New York. He bought his first Miata in 2012 and immediately fell in love.

"I've had the same salesperson at Mazda since the first Miata," Snyder said. "Judy Luksic at Mazda of West Ridge has become a true friend, every now and then I'll stop in for a cup of coffee when I'm driving by and we'll talk about cars, family, or life in general. It's been a fun and enjoyable dealership experience; how many people can say that?"

Snyder now drives a 2016 MX-5 Miata dressed in fluorescent-yellow wheels.

"I love driving it," Snyder said. "It's organic, like an extension of yourself. You don't have

to think about it. The second I get in the car I have a smile on my face.”

As a child, Snyder and his family vacationed often in the Adirondack mountains. He dreamed about driving the twisting mountain roads in his own sports car. After buying his first Miata, he, and his husband Dave, grabbed the opportunity to take the car for a spin through the Adirondacks when they were on the hunt for a good vacation spot. “As soon as we entered the mountain range for the first time and the roads got a little more exciting, I knew the MX-5 was in its element,” Snyder said. Driving his MX-5 Miata isn’t all about winding mountain roads, though. He once took his MX-5 for a spin at the



Watkins Glen International track with the Midstate Miata Club of New York. The weekend the track opened, it held an event that brought thousands of people from all over the Rochester area—all automotive enthusiasts who came to share their love of their cars.

“The day was especially fun because every single person there loved their car and loved to drive,” Snyder said. “No matter if you were in a pickup, exotic car, or minivan, you were there to have fun in your car and hang out with people who had the same passion.”

Lewis drives his MX-5 Miata nearly all year long, with the exception for the snow-heavy winter months in upstate New when the snow can get too deep on the roads. But as soon as the snow dissipates, the Miata is back on the road for the rest of the year.

“It’s all about the reliability,” Snyder said. “My Mazdas have never had any issues; they just keep on going.”



Mazda Roadster Coupe -



Yes, That's Right - For Sale

For just one year, Mazda put a fixed roof on the Miata.

Maybe Mazda's MX-5 isn't exactly a rare car. After all, the roadster has a Guinness World Record for being the best-selling two-seat sports car of all time. They've topped more than a million of the lightweight driver's car. But that doesn't mean that there aren't some extremely unusual versions of the Miata out there.

We don't mean rare in the way that classic muscle cars so often do, where it was the only one in green with a yellow interior built on a Friday by a guy named Steve, but really rare. Fewer than 200 of these cars were ever built. Ever.

It's the MX-5 that's not a roadster. A coupe. That's right, for just one year, Mazda put a

fixed roof on the Miata, or the Roadster as it was called in Japan. The only place this car was sold new.

The Mazda Roadster Coupe, which is an incredibly incongruous name, was built working with the company's Engineering and Technology division. The addition of a fixed roof to the Miata made for a stunning car. It also increased the rigidity of the car which probably made the go-kart handling even sharper. Yes, there was a weight penalty, but it was said to be only around 10 kg, or the same as a just a few litres of gas.

Only 179 of the cars are said to have been built. The cars started with 2004's base engine, a 125 hp 1.6L four. But this one is a Type S. That means the bigger 1.8L engine and 158 hp. The car also boasts a six-speed stick.



At just 63 built, the Type S was definitely a rare car. It's also one of the most normal versions. Mazda also built a Type A that got fender flares, headlight covers, and a ducktail. And the Type E that had a gaping front grille with giant and oddly-placed driving lights.

The seller says that this one has recently had a complete restoration. That's despite having less than 48,000 km on the

odometer. The refresh includes new paint and other new parts to make it look as close to new as possible. It has a full service history as well.

The car is for sale in Hong Kong, but hey, it's 2019 which means that this 2004 model year car is either already eligible for import here or soon will be. It's up for just under 300,000 Hong Kong dollars, or about \$50,000 Canadian.



News. . .

Ford's Miata Fighter Used Mazda Engineering But Still Couldn't Win

Despite its Mazda origins, the Mercury Capri that arrived in 1991 was no match for the first-generation Mazda MX-5 Miata.

MERCURY

In the early 1980s, the Mercury Capri was a rear-drive sports car—basically, a rebadged Mustang hatchback. And how could we forget that the [1983 Capri RS](#) got a whopping 175 horsepower out of a 5.0-liter V8 with a four-barrel carburetor? But at the very same time, Ford's executives were keen to create a compact two-seat sports car for the future, based on the European Ford Fiesta.

By 1983, designers at Ghia had come up



with a fully functional concept, built on the Fiesta XR2 platform, powered by an 86 horsepower version of Ford's 1.6-liter overhead valve four-cylinder. The Ghia Barchetta took full advantage of the front-engine layout, featuring minimal overhangs and a fairly spacious interior. It also had matte dark grey bumpers, a fully functional cloth soft top, 13" cast alloy wheels with 185/60HR-13 Goodyear NCT tires, and small extractor vents behind the front wheels to hint at Ghia's *barchetta* heritage.

FLICKRFORD VIA JOHN LLOYD

After the prototype debuted at the 1983 Geneva Motor Show, people got so enthusiastic that, allegedly, German Ford fans started a "Barchetta Club" that counted as many as 10,000 members. More importantly, Ford told its dealers that the

car might hit the market by as early as 1988, priced at \$8500. Production was supposed to commence in Europe, at a rate of 15,000-20,000 cars per year.

THE ORIGINS OF THE MIATA

FWD? Thanks, But No Thanks!

Yet something happened along the way, and Ford's heads decided to turn their attention towards Australia—and Mazda—instead.



MERCURY

Production ended in 1994, after a total of 66,279 Capris had been built in Australia. Of those, 10,347 were right-hand-drive.

Ghia's fully working, but slightly worn Barchetta Concept was sold [by Christie's in 2002](#), for \$35,250. It remains the nicest Fiesta ever made.

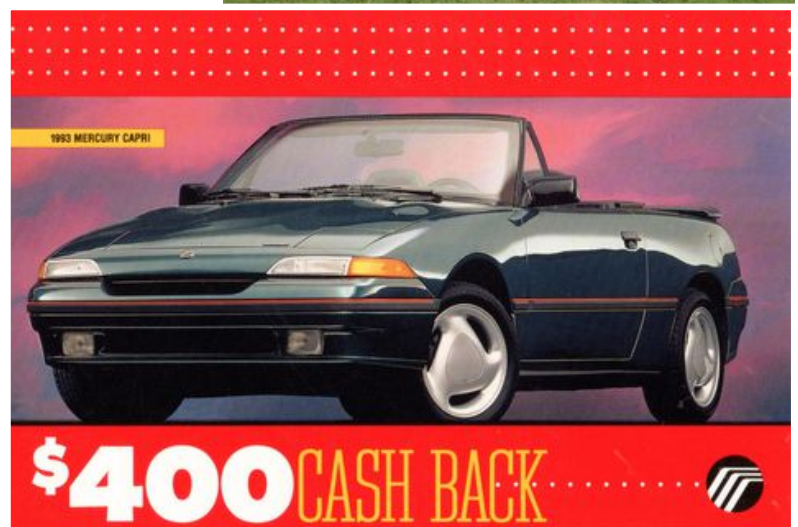
Interestingly, this must have been right before Mazda settled for its U.S. team's front-engined, rear-wheel drive design for the 1989 MX-5 Miata, over the Japanese crew's mid-engined, rear-wheel drive proposal, and a third concept, a front-engined, front-wheel drive alternative.

The design was set by 1986.

MAZDA

After the Ghia Barchetta concept car retired from the show car circuit, Ford decided to simply ditch the idea in favor of a somewhat bigger roadster, based on the front-engine, front-wheel drive Mazda 323.

Given that Ford's Australian division used the same tech to produce the Ford Laser, it wasn't rocket science to build the front-drive Capri. The car was always intended to be an export model first and foremost, yet it went on sale in the US in 1991, badged as a Mercury—two years after its Australian debut and the premiere of the Mazda Miata. But regardless of the timing, the Mazda-based Mercury could never give the Miata a run for its money. It was too heavy, with mediocre handling and sluggish straight-line performance, even with the optional turbocharger.



News and Trivia

Miata is always the answer.



by Jack Baruth

When it comes to affordable track day cars, everyone knows Miata Is Always the Answer. But what if it isn't? Fans of computer-geek recursive acronyms like GNU (GNU's Not Unix) will appreciate how "Miata is always the answer" becomes MIATA. There's more than a little truth to the saying. Novices quickly come to

appreciate just how much fun the little car that could is on a road course. More importantly, the Miata serves as a sort of club-racing lingua franca, meaning you can get everything from a spare clutch to a World Challenge-spec 2.5-liter "monster motor" simply by opening a Web browser. Yet some people consider that ubiquity a bug, not a feature. I was once among them. I vowed to forge my own path when I started racing, and campaigned a series of Mustangs, Porsches, Hondas, Thunderbirds, and even a baby-blue 1994 Ford Tempo out of sheer stubbornness. It proved pointless. My wife hopped on the Miata bandwagon almost immediately, and we now own three of them. The first time I drove her MX-5 Cup in an endurance race, I saw the folly of my ways. Short of running something unattainable like a 997 GT3 Cup or a full-bore NASA American Iron Xtreme



Mustang, you won't experience anything so fun as a Miata dancing at the edge of its limits.

And yet doubters remain. Take for example Christopher, who seems determined to resist assimilation into the Hiroshima hivemind. He pinged me last week with an email to say he is considering a 2006 E90 325i and a 2006 NC Miata. "The E90 is \$4500, ~110k miles, looks clean, and with a potentially good maintenance history but a rear-aspect accident a few years ago," he wrote. "The NC is \$6400, ~100k miles, looks clean, but I don't know about maintenance and accidents."

Then he started crunching numbers, spinning out "what-ifs." I respect him for being logical in noting, for example, that "even if both cars were perfect and had track appropriate tires and brakes on them right now, I'd have to install a roll bar on the

Miata to get it on track—the roll bar by itself is ~\$500. So the Miata starting off is ~\$2400 more expensive.”

He continued down that rhetorical path, saying he'd have to replace all the fluids and his experience wrenching on his 325i give him an advantage in such areas. He notes, correctly, that the E90 is far heavier than the NC, but then, so are most cars lapping a



“arrive and drive” events with a Spec Focus came down to the simple, yet essential, fact that I could wear an impossibly cool NASCAR-style Impact carbon-fiber helmet in the Ford and not the Mazda. But I wanted to spare him the time, trouble, and, frankly, money that I'd so foolishly wasted on my journey to enlightenment. And so I almost responded with, Listen, friendo, you are setting yourself up for heartbreak if you think you can

track these days. Just when I thought he'd reached a decision, he decided he ... hadn't.

“I'm fine with any of the three, NC, E46 or E90,” he wrote. “I just want to maximize my dollars. Also, I'm not really all that caught up in the competition aspect of the SCCA Time Trials. I like being out there. I like learning.”

Clearly Christopher spent far more time than I did pondering something so important. My decision to start running in

beat on a late-model BMW the same way you can beat on an NC-generation Miata. Get the Miata, because it's better to track a Miata than fix a BMW.

That's the soundest advice I can offer anyone. Not that it matters. No one pursuing this hobby wants sound advice. They want fun. It's not for nothing that the SCCA Time Trials chose the hashtag #FunWithCars. So if Christopher thinks he'll get more grins in an E90, he should buy an E90.



Yes, the Bimmer will cause more hassle and heartbreak, and he's lying to himself if he believes otherwise. It will break, and parts will be harder to find. (Good luck tracking down a lower control arm or a VANOS solenoid in the small towns around Summit Point or Watkins Glen or Buttonwillow.) It'll cost more to run, too, and the difference won't be trivial. Does your local AutoZone have \$19 rear rotors for an E90 325i? How about a clutch master cylinder for \$29?



Such things make perfect sense when choosing a commuter car. But Christopher is buying a track rat, and the normal rules do not apply. A popular show on Netflix encourages people to consider whether the things in their lives spark joy. That's the only rule that applies here. If an E90 325i sparks joy, Christopher, go for it. Although it is far better to track a Miata than fix a BMW, it's also better to fix a BMW than park a Miata you can't muster the excitement to flog.



BMW 2009 BMW 3-Series

As I said last week, we want to save the art and joy of driving. Doing that means sparking joy. And if an E90 does that for you, Christopher, godspeed. But let me say this: The first time you get passed by a Miata or you're fixing your Bimmer while my wife is lapping her NC, don't blame me. It's not my fault if you can't remember Miata is always the answer.





Maintenance tips

Your Miata Could Be Rusting

Your Miata is made fairly well, encompassing the latest in materials, and design techniques to produce a strong unibody convertible. Mazda kept the weight down for optimum handling, and performance, but this requires a little extra care on behalf of the owner to keep the car looking good for many years to come. With very thin paint, and sheet metal, the body of the Miata is susceptible to damage.

Millie is a 1991 model that currently has 126,700 km on it, and is in exceptional condition. I have gone over this car's undercarriage very carefully, and it is free of corrosion even though it was never undercoated or rustproofed. This is testimony to the fact that Mazda used galvanized steel. However, there is a major design flaw that could be hiding rust on your beloved Miata. Fortunately, this is easy to check, and to repair if caught in the early stages.

The area in question is the lower rear part of the front fenders. I read about this on the Internet (I belong to the Miata Listserv), and decided to check out our car. At the bottom of each fender, there are two 10mm bolts that hold the fender to the rocker panel. It's a tight fit to get the socket over the bolt heads due to the factory gravel guard, but just push it on, and remove these two bolts. You will also want to remove your front mudflaps if you have them by using an 8mm socket or wrench. Also remove enough of the plastic fender liner so that you can

get your hand in between the fender and body.

With the mudflaps removed, and the fender liner moved out of the way, you can gently pull the fender away from the body of the car. You will be amazed as to the collection of dirt, mud, and gravel that has collected at the very bottom of the fender. I used an old toothbrush to scrub the dirt away from the bottom of the fender, and the rocker panel. I then washed the lower part of the fender from the body crease where the gravel guard starts to the very bottom edge with an old wet chamois. I had to do this about three times to get the area clean. I then thoroughly dried the area. With all the dirt accumulating in this area, corrosion can easily start as the dirt will retain moisture. I highly recommend that this area be cleaned and inspected on an annual basis for corrosion. Now, if your car looks good after cleaning, you can spray in some rustproofing material, put on some anti-seize compound on the bolts that hold the fenders on, and reassemble everything. In our case, we needed to do some rust repair.

With the fender dry, I could see all these little bumps on the inside of the fender. Upon closer inspection, I noticed that the bumps were rust blisters. The paint had not yet broken away from the rust. Oh, oh! Out comes my emery cloth. These blisters were distributed throughout the horizontal part of the fender where the bolts attach to the rocker panel, and a bit on the curved part of the panel. Basically, the area of sheet metal that was infected was below the black paint on the fender. I sanded this entire area down to bare steel, but there were many dark spots present. This is from rust that

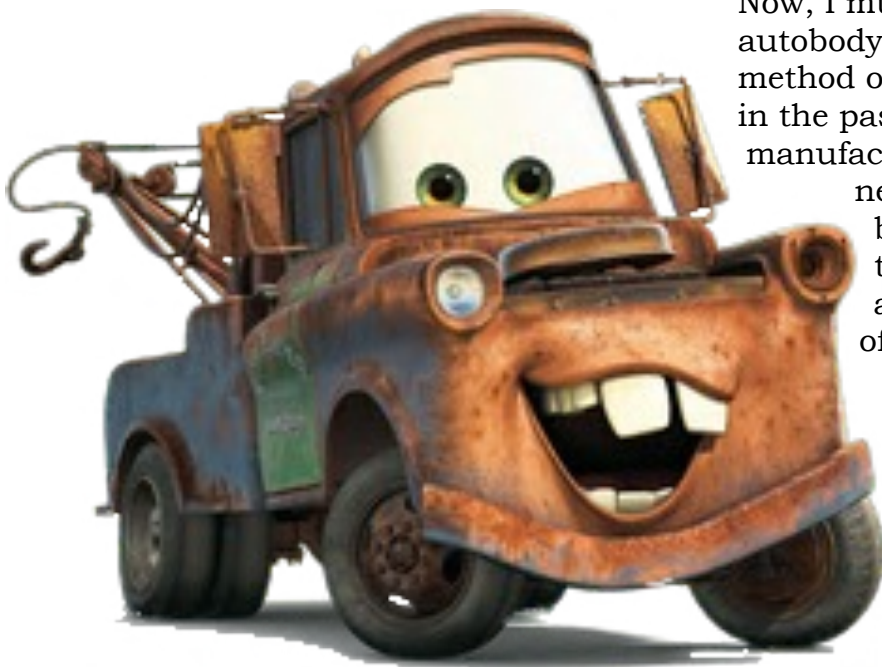
has taken a deeper hold on the steel. This was bad news as these dark spots will cause the rust to come through the steel in time.

There are a few products available that will penetrate the rust, and arrest it. I used a product called Rust-Mort. These products are available at automobile paint suppliers as they are very specialized products. I bought a litre jug of this stuff, but try and get a smaller jug if you can. You don't use much. Rust-Mort is made by SEM. It converts rust to a black or grayish, hard, insoluble coating. This is powerful stuff. It contains 75% phosphoric acid, chromic acetate, isopropanol, and water. You MUST wear gloves with this stuff, and use in a well ventilated area. This product is very easy to use. I poured about an ounce of this stuff into a glass jar, and used a one inch paintbrush to apply it. You give the effected area four thin coats of this stuff, waiting a few minutes for it to dry before reapplying. After the fourth coat, you leave it on for 24 hours. After 24 hours, you just rinse the treated area off with water, and wipe it with a damp chamois to properly clean. The metal that has no rust will be shiny and clean. The areas that Rust-Mort converted will have black spots. After rinsing, and cleaning, dry well. This is imperative. I let

the car stand overnight before I did more work.

The next day I used a self etching primer to prime all the bare steel. I tried to spray it into a cup and use a small paintbrush, but I wasn't getting an even coat of primer this way. I ended up covering all surrounding areas with newspaper, and masking tape, and spraying the insides of the fender. I sprayed in three coats of primer, and three coats of black acrylic enamel, then two coats of rubberized undercoating as a rustproofing layer. I used Mar-Hyde primer and undercoating. The four bolts that hold on the fenders where hiding quite a bit of rust under the gravel guard layer. After removing all the paint and gravel guard, I treated these bolts with Rust-Mort as well, and then after bolting the fender on, I etch primed, painted, gravel guarded, and painted over the bolts.

Due to the fact that corrosion was present on our car, this added many more hours of work. Our car was out of service for an entire weekend. For regular cleaning, this would be a job that would take about two hours or so. I would certainly recommend spraying in some rustproofing while the fender is unbolted, and use an anti-seize compound on the bolts before reusing them. Now, I must say that I am not a specialist in autobody repair. I've done this repair method on other vehicles that I have owned in the past, and have had success. Read all manufacturer instructions, and take the necessary precautions as outlined by them. Having said that, I hope that this procedure can help you and your Miata endure many years of happy ownership.



Tech, Tools, Parts, and Products

Hemmings Daily

Skills 101 – How to detail your car's interior



This early 1960s Volkswagen Type 1 convertible shows what a clean interior should look like. Photo by Mark McCourt.

For most car owners, cleaning the interior of their daily driver consists of little more than the occasional 75-cent vacuum rental at the drive-through car wash. Worse yet, others feel the need to douse the interior with shiny and sticky plastic and vinyl preservatives, advertised as beneficial in the back of car magazines and on car-themed television shows. As with properly washing a car, the correct care of a car's interior takes a bit of work, but the long-term payback in maintaining a car's value is worth it.

Step one is identifying the materials needed, including both tools and cleaning products. Microfiber towels are a must-have item, and dirty interiors will require quite a few.

Dedicated microfiber towels should be used to clean glass (and clean glass only, to avoid picking up grit that can potentially scratch the inside of a windshield), and it's best to use a microfiber towel designed specifically for glass cleaning (usually with a finer nap than an all-purpose microfiber towel). Bristle brushes are needed to dust vents and scrub things like leather seats, door panels and steering wheels; it's best to have one "dry brush" dedicated to dusting only, with a second brush that

can be used for wet scrubbing. A vacuum is a must-have item, and while a plug-in vacuum will provide the most suction, a rechargeable or 12v outlet-powered vacuum is better than no vacuum at all.

As for chemicals, an auto glass cleaner and an interior cleaner are must-have items, while a rubber preservative is highly recommended. For vehicles with leather seats, a leather cleaner and a separate leather conditioner are needed, while cloth upholstery can generally be cleaned with the same spray used for interiors (though specially-formulated upholstery cleaners are available). Spray-on plastic and vinyl

preservatives for the dashboard are a matter of individual tastes; if you believe them to be beneficial, just remember that a little goes a long way. In fact, the “glossy” preservatives generally contain silicone oil, and instead of protecting surfaces can actually do more damage by accelerating heat transfer in vinyl dash material. A better option is to simply keep the dash clean and avoid parking in direct sunlight (if possible); for those desiring a sheen on their dash top, some detailers recommend using Pledge furniture polish.

Step one is cleaning interior glass. Follow the directions on the automotive glass cleaner of your choice, using the previously mentioned glass-specific microfiber towels to wipe the glass surfaces dry. If there's heavy film (generally caused by the outgassing of plastics in a vehicle's interior) built up on the inside of the windshield, it may be necessary to repeat this process two or even three times. To verify that a streak is on the inside of the glass and not the outside, vary the direction used to wipe the glass; wipe interior glass in a side-to-side motion, while using an up-and-down motion to wipe exterior glass surfaces. Never use abrasives or harsh chemicals to clean the inside of a windshield, as many use a layer of plastic film on the inside that can be susceptible to scratching. When cleaning the rear window, be particularly gentle with defroster elements on the glass, as these can be damaged by harsh scrubbing.

Next comes a thorough vacuuming of the car's interior. Start by removing and vacuuming the floor mats first, paying attention to stains and ground-in dirt; if vacuuming doesn't get the mats clean, carpet cleaner with stain remover is your next step (but be sure to test for colorfastness first). If you have access to a carpet steam cleaner, this can often be the best way to get heavy soil out of floor mats, but it's probably not worth renting a steamer just for this purpose. When vacuuming the interior, don't forget to get

between the seat cushion and seat back, and don't neglect the area under the seats (the realm of the errant french fry). Use the dry bristle brush to sweep dust from vents and controls before vacuuming, and the same technique applies to other interior nooks and crannies (like shifter boots, handbrake boots, instrument pods and such).

Once the full interior is vacuumed, take a moment to assess the next steps. If the seats are stained and dirty (regardless of material), scrubbing with a cleaner and a bristle brush will be necessary. For minor cleaning, spraying leather or vinyl seats with the cleaner of your choice, then wiping with a microfiber cloth, may be all that's necessary. Generally speaking, always follow the cleaning product manufacturer's directions, and when scrubbing use as little pressure as you can to obtain the desired results.

The wet soft-bristle brush is an excellent way to clean the leather of steering wheels and shift knobs. Spray the brush with cleaner, then use it to work up a lather on the leather surface, working one small area at a time. Use a microfiber cloth to wipe away the lather, making sure the foam (which carries the lifted particles of dirt in it) isn't allowed to dry.

Leather upholstery requires one more step for proper care, and that's the use of a leather preservative. Dry or neglected leather surfaces may require more than one application (buffing with a dry microfiber towel in between coats), but in general, always use the minimal amount of product necessary. As with paint, more light applications are far better than a single heavy application. Avoid using leather preservative on leather-wrapped steering wheels, as it can make the surface slippery, particularly for those with sweaty hands. When treating leather shift or handbrake boots, spray a bit of preservative on a microfiber towel, then gently work this into

the leather surfaces. This avoids getting leather preservative into places it shouldn't be.

Next, use the interior cleaner and microfiber towels to wipe down door panels, door arm rests and the center console arm rest. Lotion, bug spray and sunscreen has a habit of accumulating wherever driver and passengers rest their arms, so a more vigorous scrubbing with the wet bristle brush and interior cleaner may be necessary. Even if only a light cleaning is called for, it's best to spray the cleaner on a (clean) microfiber towel instead of the door panel, as this minimizes the possibility of liquid getting into areas it doesn't belong (like electric window controls). Tackle the dash in much the same way, using cleaner sprayed on a microfiber towel (which should also pick up any dust missed during vacuuming). Use care in cleaning the center stack, and use as little cleaner as possible around switches and electronics.

Shoe scuffs on plastic door sills plates can generally be erased using the bristle brush and spray cleaner method, though this may take a bit more elbow

grease that scrubbing suntan lotion out of a door panel. The same applies to any shoe scuffs in the footwells, another common area of abuse.

Those wishing to use a preservative on dash top, plastics and vinyls (even after our warning above) should spray it on a clean microfiber towel instead of spraying directly on the surface to be treated. The same can be said of vinyl upholstery; when using a vinyl upholstery conditioner, use as little as necessary, sprayed on a microfiber towel and not on the surface itself.

Finally, the last step is to use a dedicated rubber preservative on door and window seals. The best products are expensive, but they will likely allow the original rubber seals to last the life of the car, while eliminating things like wind noise and water intrusion caused by shrinking rubber seals.

As with proper exterior washing, careful interior detailing takes time and effort, but will extend the life of your car considerably. When (or if) the time comes to sell it, proper upkeep should also pay dividends by enhancing the car's value.



The annual meeting
of the Summer Tires Club.

