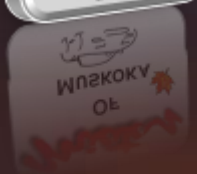


NEWSLETTER OF



Show Me Your Curves

VOLUME 3, NO. 11

The Sun Sets on Another Season

Plus...
Miatas in Moab V
The M2 Miatas
Modeller Extraordinaire
And more....



Who said Miatas don't fly?

Geri Amani. A photographer, Creative director, Racing Instructor and Miata race car driver took a very nasty spill in November 2011. There is an extensive personal report with pics and video [here](#).

On the Cover



This month's cover is an Australian sunset photographed by "Sasso" from Sydney, Australia.

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We want to hear from you about this newsletter. Please use the Feedback Link to submit any comments, concerns or questions.

Thank you



Feedback Link

You Gotta Read This!

One man's view of the miniature world.



See Page 6

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Lookin' Down the Road

Here's a look at a few of the events we are looking at *Down the Road*.

Annual General Meeting & Dinner - Nov 18

Our upcoming meeting on November 18th at R&L Bistro will have an agenda with two basic mandates; review & plan cruises for next year and discuss a basic operating structure for the club moving forward. The meeting portion will be followed by a dinner with a guest speaker from Mazda Canada.

Winter Blahs Bash

Our friends at Trillium have an annual dinner/fun night to cure those winter blahs and this too could become a future event. This topic will also be discussed at our meeting.

Miscellaneous - Halloween

Some clubs make the most of the Halloween spirit by holding events that feature spooky drives, interesting costumes and of course pumpkin carvings, here a few I've come across.



An optional pumpkin carving contest for folks who didn't want to dress up yielded this pumpkin.



A couple of years ago our friends in Victoria, B.C. enjoyed a Halloween ride in their Miata with a pumpkin carving of a Miata! Talk about creative.



Of course your car needs a costume too, right?

Miatas around the World

A look at what's happening in the world of Miata

For the past five years the Utah Miata Club has hosted ***Miatas in Moab***, their Signature Event. This past May saw nearly 300 attendees make the trek to Moab, Utah located on the scenic Colorado River to enjoy the State & National Parks and scenery in beautiful red rock country. From the opening Social on Thursday evening right through to the Saturday evening "Cowboy Dinner" participants enjoyed scenic drives, a Photo Shoot, Car Show and Games.

The club provided multiple guided drives, at several different drive times, throughout the lower Utah and Colorado area in addition to publishing a huge list of suggested drives for those Miata enthusiasts that like to head out on their own. All in all a very enjoyable time.





Closer to Home

Canadian Sites with a Miata flavour

In past issues we have run (and will continue to run) a column entitled *Miatas Around the World* outlining various events from different countries. In this issue we will be adding our newest feature called "Closer to Home" where we will feature interesting sites throughout our marvellous country displayed with Miata overtones.

This month's picture is from Caribou Island, Nova Scotia specifically the Caribou Point Lighthouse. The car, a 2007 Copper Red GT PRHT, is owned by an old coot who lives in woods fronting on the water near the lighthouse and has always had a thing for top down driving, even in winter.

(Note: *His words, not ours...Ed*) He is also a member of the Maritime Miata Club .(Thanks, Woo)



Did you Know ?

The Incredible World of Michael Paul Smith

In an effort you keep you guys entertained and ensure you come back for more it's sometimes necessary to veer off from the Miata world and explore some other equally interesting somewhat related interests. I accidentally stumbled across this and found his work fascinating....Ed)

Some people are extremely talented, sometimes in fields of expertise one can't imagine. Take Michael Paul Smith for example, he likes to build models of just about everything and he's very, very good. Yet he is also a photographer and again, he's very, very good. However the talent that sets him apart is his ability to combine these two skills in his mind's eye that when you look at a photograph he has created it transports you back into time.



For example, in this shot you can almost feel the cold winter day these cars seem to be enduring and perhaps reminding you of more youthful times. Yet when you look at the pictures below....



Michael's face provides perspective



Actual layout of modeller's table

In another example in this old photo (left) taken circa 1954, the milkman has just pulled up to the market to drop off a delivery but wait, this isn't an old photograph. In the picture on the right we can actually see the models set up for the shoot in a rather casual 21st Century setting.



Again, in the picture on the left without the hand for reference you would not believe it was a model at all. To the right is the actual table set up used.



All of his work is this creative and what is so impressive is he builds everything you see in the photograph then situates the diorama in such a way as to include real life backgrounds that makes the final result extraordinarily realistic.

In fact he has created an entire fictional town using his talents and won an award from the Craftsmanship Museum. It is quite an interesting read.

I invite you to check it out at <http://www.craftsmanshipmuseum.com/SmithMP.htm>



SPOTLIGHT ON

M2 Series Cars

Late in 1991 Mazda decided to operate a division of the corporation called M2 a type of research and development wing similar to BMW's M-Technik or "M" division. The purpose was to develop more specifically targeted niche variants derived from some of their volume products. Heading the M2 operation was "Masakatsu Kato", original father of the Miata (Eunos Roadster) in Japan, as well as creator of several Mazda concept vehicles. The M2 project was a scaled-down version of the company's product planning department with minimal in-house engineering and design capability and a workshop where a limited degree of prototyping could take place. The M2 group managed to design and build did about eight Miata MX-5 variants (including a coupe and a V6), but only three were ever produced (in small quantities) for public sale.



M2-1001

The first of these special M2 vehicles available to the public was the M2-1001 "Clubman" Roaster also known as the Café Racer. These vehicle went on sale in Japan in December 1991 as a Limited Edition Roadster variant with an official run of 300 cars. Per Bob Hall, best known as a member of the development team who produced the Miata states "Although the official number of M2 1001s produced is 300, as many as 16 additional 1001s - I've heard of eight to 16 cars, depending upon the source - were built, some as pre-production prototypes, some distributed (un-numbered) to 'friends' of M2."

M2-1001





SPOTLIGHT ON

M2 Series Cars

Externally this vehicle had several distinctive features such as the functional front air dam with integrated fog lamps and rear spoiler. M2-1001 identification appeared as a Data plate located next to the outside passenger mirror as was as the rear facia. Other external features such as the locking quick fill aluminium gas filler cap, 15x6 Panasport aluminium wheels and special chrome vintage aero mirrors topped things off. All M2-1001s were painted Brave Blue Mica, a very dark blue reserved for home market Mazda Sentias.

Roll bar & spoiler evident in this photo



On the inside, the interior was all business sporting a four point roll bar, vintage style gauge cluster, fixed back bucket seats and a polished 3-Spoke steering wheel. There was a new centre panel for the AC/heater controls and audio, with no centre console. The gearshift lever was in a leather boot, with a bright ring securing it right to the carpet and chrome handle emergency brake handle. Other features include manual windows, unique door pulls and racing pedals, (A/C was optional).

Mechanically the 1001 had a stiffer suspension package made to M2 Specs, a polished aluminium strut brace, upgraded exhaust by HKS, a 1.6L motor which were basically blueprinted and these performance changes (including a Special ECU) bumped the horsepower to 130hp @ 6500rpm, and 109ft/lb of torque @ 5500rpm for a little more Zoom Zoom.

An interesting note, power steering was not fitted to early M2 1001s but was made a no charge option from about car 60 due to a large number of owner complaints about the slow steering ratio.

Special alloy wheels



chrome aero mirrors



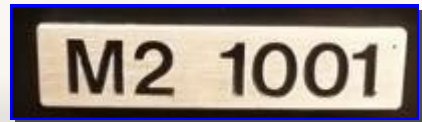
ID Plate on rear panel, HKS exhaust



ID Plate on door



M2 1001



Vintage Gauge panel





SPOTLIGHT ON

M2 Series Cars

M2-1002

The M2 1002 which went on sale November 1992 with an official run of 100 cars was the leather-lined 'prestige' model. Externally the 1002 appeared similar to a regular production model losing the distinctive front facia and rear spoiler of the 1001 model. The locking gas cap was now body coloured but the remaining features such as mirrors wheels and labelling remained.

Inside however was a whole new ball game with an Ivory cream leather everywhere, even the dash pod was leather although that was blue leather to reduce reflection. The luxurious interior also included a MOMO leather steering wheel, wooden shift knob, handbrake lever and radio frame on centre panel veneer insert .

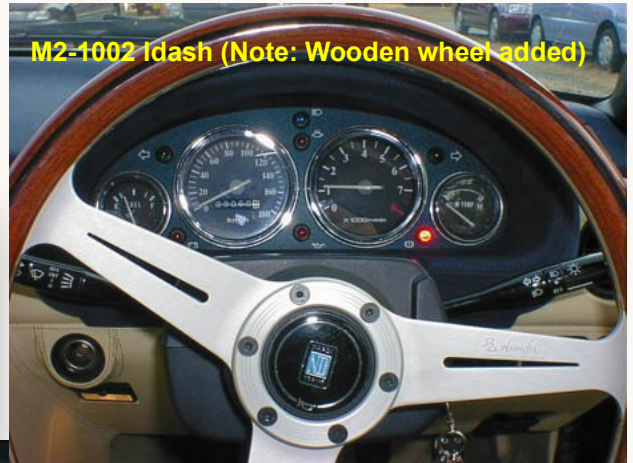




SPOTLIGHT ON

M2 Series Cars

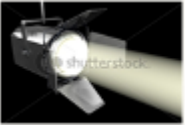
M2-1002 Idash (Note: Wooden wheel added)



M2-1002

M2-1002 luxurious Ivory coloured console less interior





SPOTLIGHT ON

M2 Series Cars

M2-1028

The final MX-5 that made production from the M2 group was the M2-1028 which went on sale February 1994 with an official run of 300 cars. This vehicle was positioned and marketed as the 'Street Competition' M2 car. M2 1028s got a lightly massaged 140hp version of the 1.8 litre engine then fitted to all MX-5s.

There were 115 of the M2 1028s painted Brilliant Black with the remaining 185 units painted a Chaste White (a shade of white used for Mazda Titan commercial vehicles).

The 1028s weight some 20kg less than a standard Miata, and this included a front strut tower brace, hardtop and aluminium six point roll cage in place of the roll bar. The M2-1028 came from the factory with no soft-top fitted because of the roll cage, instead you got a tarp that stretched over the cage (similar to the MX5 Spyder concept car, see Vol. 2 #12).

The only real changes from the previous M2s where a new set of lightweight side mirrors, MOMO Steering Wheel, Centre less console, Racing seats, racing tow hook, a set of front & rear lower lip spoilers and a newly designed "Duck-Tail" trunk lid with integrated spoiler. The M2-1028 trunk lid was made from aluminium and weighed only 7.7-lbs. compared to 15½ lbs for an original trunk lid. The 1028 did have unique 14" Eunos Factory Rims with gunmetal paint with polished lip. Even the optional FRP Hardtop with Plexiglas rear window (mandatory in most racing circles) only weighed 19 lbs





SPOTLIGHT ON

M2 Series Cars



Six Point Roll Cage



14" Eunos Factory Rims



Racing seats

M2-1028



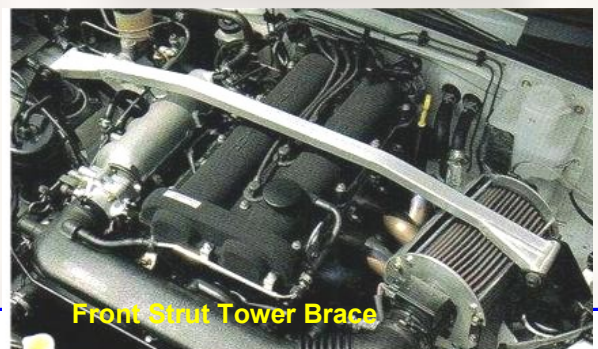
MOMO Steering Wheel



Lightweight side mirrors



Extra light "Duck-Tail" trunk lid



Front Strut Tower Brace

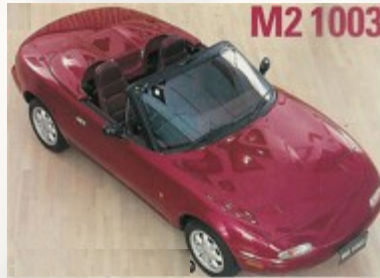


Other M2s

There were a number of M2 models created (only eight or so were Miatas) most of which were concepts vehicles. Here is a brief overview of some of the other M2 models created.

M2-1003

The M2-1003 never made it to market, even with its unique features such as metallic red paint, gloss black wind-shield frame & door mirrors, maroon leather interior & dash and Rod Millen designed speedster cover.



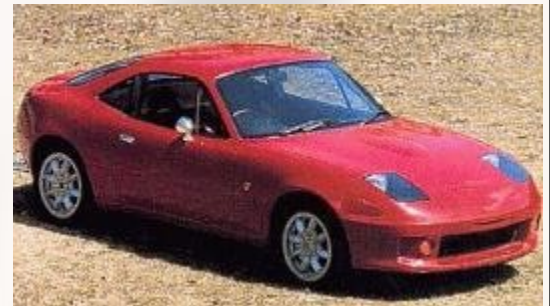
M2-1006 "CobraSter" V-6 Powered Concept Car

This was the Mazda version of the famous Shelby Cobra of the Sixties, fitted with the Mazda 929's Quad-Camshaft, 24-Valve V6 under the hood. The rear subframe was ditched and instead M2 Engineers used the rear subframe and suspension from the Mazda RX-7 for added strength. The front tires were 225/50-16's, and the tucked under the bulging rear fenders they used 245/45-16's tires. The intention was to produce a "limited" run of these mini terrors using the 2.5-liter version of the Mazda V-6, and the market reaction was very good, however since there was so many modifications to this car from the standard model Mazda decided to give up on any ideas of putting this car into production. There were only 2 of these cars ever produced by M2 Incorporated.



M2-1008

Another one-off project from the M2 design team was their version of "Coupe" derivative of the original theme. This model was designed with a more rigid body, and refined aerodynamics. The exterior of this car was a more radical "Italianesque" design with its truncated cut-off rear section. Only 40 units were produced.



M2-1031

A café racer style MX5 designed to provide access for people in wheelchairs was still in development when M2 Incorporated ceased operations.





SPOTLIGHT ON

M2 Series Cars

And some of the others...

- M2-1004** Economy vehicle for Japanese market
- M2-1007** RX7 "Sedan" Concept Car
- M2-1014** Off road Australian AZ-1
- M2-1015** AZ550 1989 Tokyo Motor Show Car
- M2-1019** Eunus Presso (MX-3) 2.5 V6
- M2-1020** RX7 Australian Racing variant
- M2-1023** A production version of the Super-4 1005

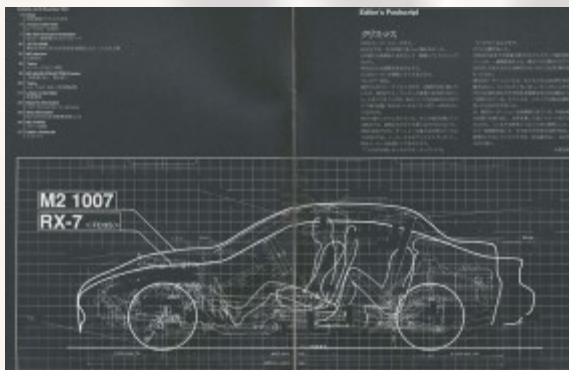
M2-1004



M2-1015



M2-1007



M2-1019

M2-1014



M2-1020

