

Show Me Your Curves



*The Official
Newsletter of*



*Volume 11 No. 2
April. 2020*



Editor's message

By Doug Jackson



our membership by organizing and leading cruises in the spring and summer.

My second attempt was “cautiously optimistic” about our upcoming cruising season because of the spreading coronavirus, still emphasizing camaraderie and participation in club events in the planning stages. I wrote that one after a visit to the rugged coastline, where tourist traffic was light. (Note the Miata cap!)

This is the third version of my message. The first one I composed in early March, sitting on the patio of our condo in Armacao de Pera, Portugal, with a cold Sagres beer beside me, anticipating the dinner party later that evening. (Note that we wore our Miata shirts!). I wrote about the need for all of us to get together at the AGM and urged everyone to think about assisting

I now find myself writing a message which has to be much more sombre. We are just beginning some very stressful times, where enjoying our little roadsters in the company of carefree fellow Miata enthusiasts, may not be possible.

Within the past few days, we received a very important message from the Activities Co-ordinator, Bob Macaulay, and it would

be wise for all of us to carefully consider his advice. It is reprinted in this newsletter on pages 6 and 7. Please re-read it and stay tuned for further developments within our club's activity schedule as the province and the country works through the COVID-19 pandemic.



As newsletter editor, I will try to find stories and articles which will appeal to some or all of our members and will endeavour to produce a quarterly newsletter, as in the past. Thanks, as always, to Cal Lander for his invaluable assistance in publishing a high-quality version of member-centred articles and interest-oriented stories for all of us to enjoy.

Stay safe, everyone!



Contact Council of Miataville

**Club Activities:**

Bob Macaulay
cmacaulay_8@sympatico.ca

**Finance:**

Cathy Fedorowich
mcfed@sympatico.ca

**Club Merchandise:**

Laurel Bauldry
lbauldry@surenet.net

**Membership/
Inter Club Liason:**

Cal Lander
Clander607@gmail.com

**Website:**

Michael Topping
mastopping@bell.net

**Newsletter Publisher:**

Doug Jackson
sjackson@csolve.net

**Social Events:**

Lynda Gigg
lyndagigg@gmail.com

**Honourary Member**

Gord Bauldry
gbauldry@surenet.net

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.](#)



is proud to be sponsored by :





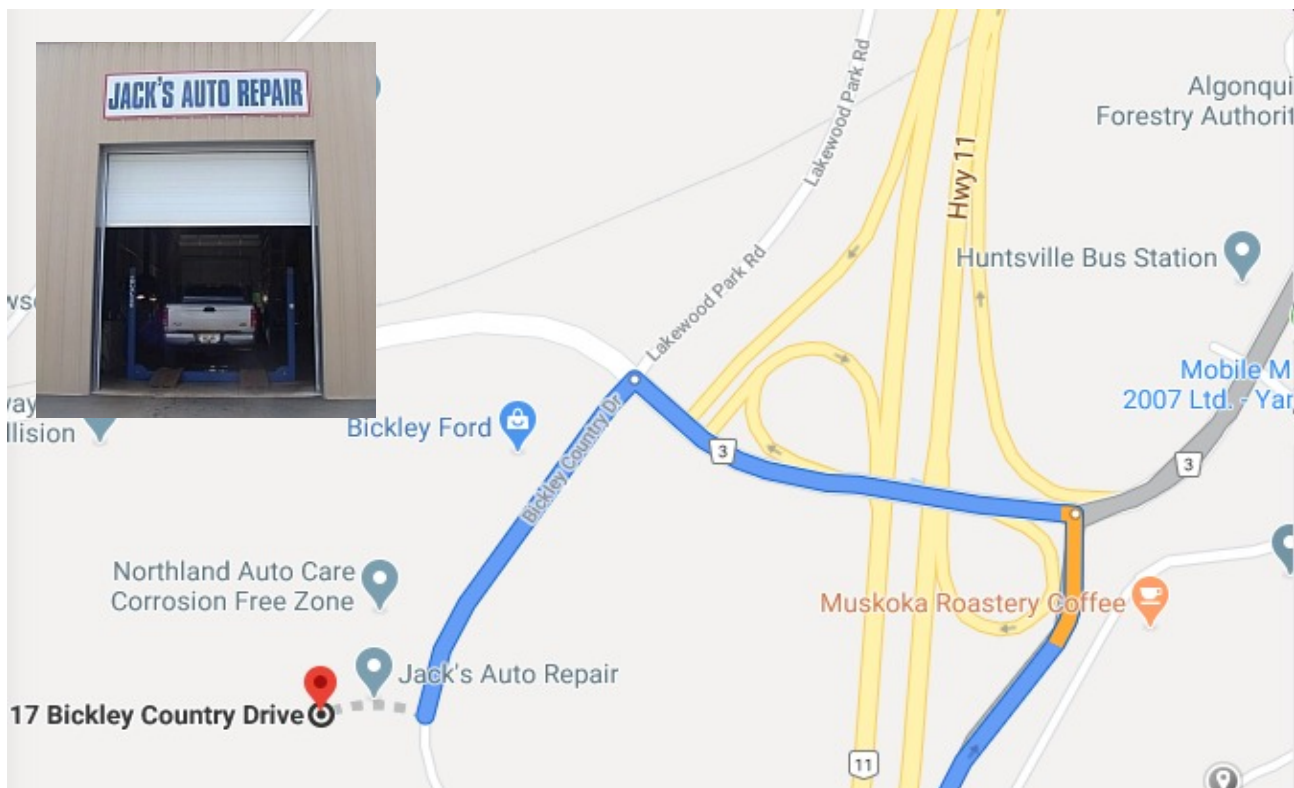
New MoM Sponsor . . .

Jack's Auto

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

Please show your support to our most northern Sponsor.

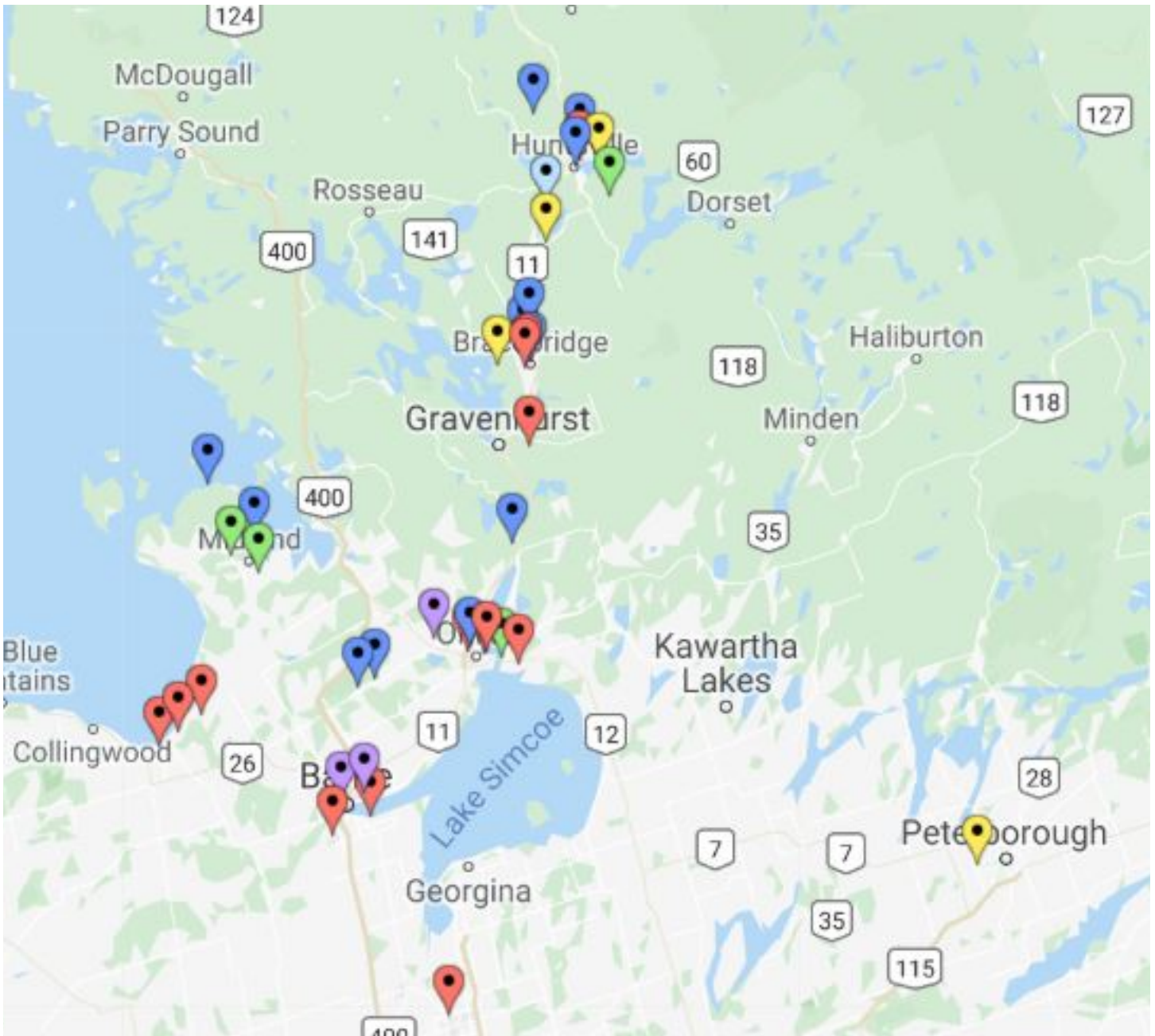
Jack's Auto Repair
17 Bickley Country Dr,
Huntsville, ON P1H 1Y4
(705) 7887510





Where do our Members Live?

Map by Michael Topping



Can you crack the "Code"?

 **Blue** = _____

 **Yellow** = _____

 **Red** = _____

 **Purple** = _____

 **Light blue** = _____

 **Green** = _____



Miata of Muskoka 2020 Season. . .

Date, time and location

To be announced

CANCELLED
AGM
Annual General Meeting

Hello, fellow MoMers --

For the time being, we are all coming to grips with the temporary “new normal” forced upon us by the insidious coronavirus pandemic sweeping across much of our world. As I have said to several friends and family members lately, it all seems a bit surreal, given the daily reports and news conferences about the latest stats on COVID-19 cases, and related measures at all levels of government to try and safeguard public health and address the resultant economic impacts.

The purpose of this email is to update you as to what your MoM Council has been considering and debating, in the context of all the uncertainty surrounding the virus, and the related restrictions (for public health reasons) currently impinging so heavily on our daily lives and routines.

After much deliberation, in the midst of all the daily virus “doom and gloom,” Council has decided, on balance, to remain hopeful about the potential for a partial 2020 MoM cruising season. Recognizing that the situation is so fluid, both at present and at least in the short term, we have nonetheless decided on an approach which allows for some possible future plans, but does not commit to those unless and until the public health authorities have cleared us to resume our normal lives and activities – social and otherwise. One thing is clear at this point – at best, we will only be able to plan for and potentially enjoy a partial



cruising season in 2020; the degree to which it will be shortened remains very much to be seen at this stage.

Accordingly, here is what Council has decided and wishes to advise the membership for the time being:

1. That the AGM, scheduled for Sunday April 19th, is cancelled, and my previous “Save the Date” email notice sent to all members in March should be disregarded. Council has also decided that there will be no MoM activities planned for at least the next 2 months, and potentially longer. As detailed in item # 3 & 4 below, we (MoM Council) will re-visit the public health situation and outlook on a month-to-month basis, in the hope of being able to organize some day-cruises and ICRs for the summer months of June to September, and we will keep the membership apprised accordingly. Further, we hereby confirm to the membership that there will be no overnight cruises for 2020, because of the lead-time required to plan, organize and book arrangements for them.

2. In the absence of the AGM, that suitable written information on the current status of club membership, finances, and club clothing/embroidery availability will be distributed to the membership via email.

3. That we (MoM Council) will revisit the situation in mid-May, and if the public health situation is then looking positive, plan for a delayed “Spring Fling” at the end of May (or as soon as is practicable in June), with the venue and other details to be determined. (Ideally, the selected restaurant venue will allow us to use that same brunch get-together – whenever it ends up taking place -- to have a group discussion about membership preferences for a shortened list of potential cruise ideas for the rest of the season, similar to what we would normally have done at the April AGM.)

4. Going forward, that we (MoM Council) will take things as they come, by conferring at the beginning of every month – from June to September -- regarding the then-current public health situation, and if safe, confirm what day-cruises and/or ICRs will be taking place that month, and notify the membership accordingly. Also, Council will be looking to you – as many members as possible -- to provide club support for any such monthly cruises by volunteering to act as Cruise Directors for whatever cruise events we are able to hold. Conversely, if at the start of a given month, the public health situation is deemed to be still unsafe and prohibitive, then the membership will be advised accordingly, and to “stand by” for another month.

5. In light of the shortened season -- potentially very shortened -- that we (MoM Council) will discuss membership renewal fees for 2020 at the beginning of June, and determine what, if any fees will be owing for the 2020 season, depending on how much of a shortened (or any) club cruising season we anticipate being able to implement. As always, we will keep the membership apprised when we’ve made a decision on that issue.

Stay tuned for further information in due course, as noted above, and in the context of the fluid coronavirus situation as it continues to unfold.

In the meantime, please stay safe, and take care of yourselves.

On behalf of Miatas of Muskoka Council,

Bob Macaulay

Activities Councillor



Reports

Miataville Council Meeting **January 26, 2020**



The first meeting of the Miataville Council for 2020 was held in Orillia in two stages. The first stage was an informal lunch meeting held at “Brewery Bay Grill and Pub” where spouses of the councilors joined in the festivities and the usual chatter that follows a couple of months of not seeing one another.

After lunch, we went to the home of Cal and Gail Lander where the formal meeting got underway. Bob Macaulay had prepared a three-page agenda, which may sound oppressively long, but kept us focused and on task.

The guy that some people say “never leaves home without it” ... actually did! Our usually reliable photographer, Doug, really did neglect to bring his camera to the meeting. So, you’ll just have to imagine the councilors grouped around the table,

exchanging ideas and formulating plans for the coming cruising season. Bob Macaulay, Cathy Fedorowich, Gordon Baldry, Cal Lander, Laurel Baldry, Lynda Gigg and invited guest Doug Jackson worked diligently all afternoon on your behalf.

As you would expect, much of the discussion centred around prospective cruises for the next season. Bob’s agenda had summarized several and councilors suggested some others. These preliminary plans will be presented at the AGM on Sunday, April 19th. Numerous other topics were discussed, notably strategies to encourage more members to take an active role as either cruise directors or as sweeps or as assistants in some of our social activities. We are a club of volunteers, and, as such, depend on the help and assistance of the entire membership, not just the “good old reliables” who have pitched in over the years.

Our hostess, Gail Lander, had prepared a delicious collection of refreshments for everyone to enjoy. Rhubarb crumble, ice cream, cheese, crackers, plates of ‘goodies’ all awaited us as the meeting concluded, but the festivities continued.

As the “fly on the wall” guest, I would like to thank the councilors for their sincere interest and devotion to planning yet another year of interesting and stimulating cruises. We owe them all a round of applause!





Previously enjoyed . . .

February Blahs Luncheon in Gravenhurst

*by Lynda Gigg
(with photos from Doug)*

What do MoM members do in February for fun? We leave our warm caves and gather together! The sun was shining, and the roads were dry, a perfect winter's day. The Dickson's drove their Miata, explaining that they



put winter tires on and use the car all winter. On Saturday, February 8th many members of MoM gathered at The Oar in Gravenhurst. Robbie, the owner of The Oar, was delighted



to organize our luncheon. Thirty-two MoM participants pre-ordered their lunch, easing some of the chaos. People hugged, kissed, shook hands, smiled, laughed and talked. Prominent questions were: 'Have you been away?'; 'Are you going away?'; 'How are you doing?'; 'How are you coping with this mild winter?'. Eventually we settled into our chairs, chatted with our tablemates and enjoyed our meals. Parting from The Oar took time as socializing seemed critical to everyone coping for the next few months. The mystery of our luncheon was where did Diane's earring go? Carol solved the lost earring mystery when she found it on the sidewalk outside. Good sleuthing, Carol! Thank you to all who joined us for Winter Blahs. It was good to see everyone!

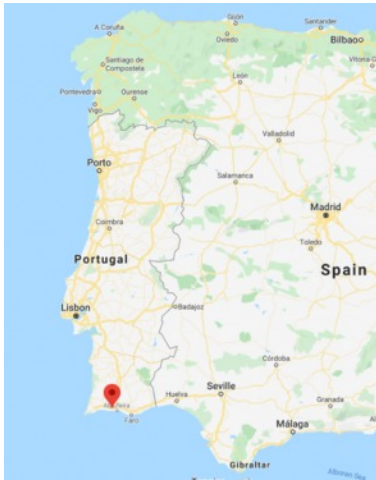




What are our Members doing . . .

By Doug Jackson

“Miatas of Muskoka”: Algarve Division



Last April's newsletter (April 1, 2019) had a write-up which featured the reunion of three couples from our club in the Algarve region of Portugal. Clarence and Donna Parady had urged Don and Sharon Penrose and Doug and Sheila Jackson to rent a condo for a month. Well, we all know what happened after that. The

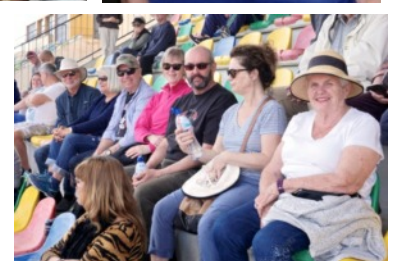
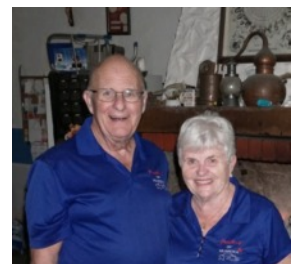


enthusiasm spread! Marie and Mike Schlorff and Peggy and Gerry Madill bought Miatas, joined the Miatas of Muskoka Club and

booked accommodation in the Algarve area of southern Portugal.

The five couples, along with friends and relatives who were also in Portugal at the same time, had a wonderful time together, with dinners together, attending International Women's Soccer matches and excursions to nearby scenic locations. Then, the dreaded COVID-19 pandemic spread to Europe. Newscasts revealed the horrible situation in Italy and we all watched as the situation worsened in Spain. All of us frantically searched for return flights earlier than the ones we had originally booked. As borders closed and airplane flights were cancelled, we all kept in touch with one another via WhatsApp and emails. On March 17, businesses started closing, and in a single day, the usual bustling tourist regions were empty. All of us managed to get out of the country by March 23rd. We then faced the required quarantine period, but at the time of writing this, none of us had developed any of the symptoms. The accompanying

photos are from some of our happier social times! Note the lack of “social distancing” and the number of times ‘eating out’!





What are our Members doing . . . ***from Michael Topping***

Mike and Sue Visit Barrett-Jackson

Notice the Miatas of Muskoka Logo on the shirt Michael is wearing as he and Sue visited the famous car auction known world-wide as “Barrett-Jackson” (no relation to the editor, darn it). We will have to wait until Christmas to see if Mike has something from Barrett-Jackson for Sue under the Christmas tree!

For those of you unfamiliar with the auction firm, the following clip from Wikipedia gives a little more information about just one of the four auction locations:

The company's Scottsdale auction has expanded over its 47-year history and in 2018 ran for nine days, including seven days of vehicle and automobilia auctions, more than 1,700 vehicles, the Opening Night Gala, Family Value Day, Ford Ride 'N Drives, Chevrolet Hot Laps and Dodge Thrill Rides. The auction draws over 325,000 spectators at [WestWorld](#), where the event has been held since 1989. The 2018 Scottsdale also welcomed nearly 5,200 bidders from all 50 states and 13 foreign countries worldwide. The ultimate automotive lifestyle event also provides over 70 food vendors and hundreds of exhibitors.





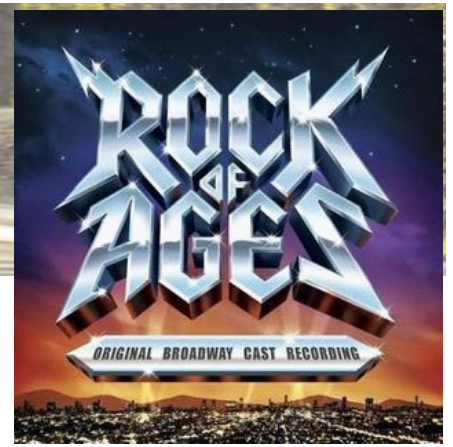
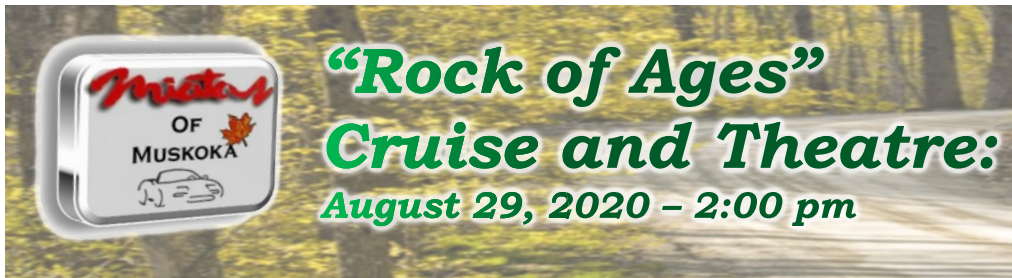
What are our Members doing . . .

COVID-19 Creativity

The shortage of masks during the COVID-19 outbreak has made news casts countless times during the past few weeks, not only in Canada, but in other parts of the world as well. Portugal was certainly no exception. Standard pharmacies, department stores and grocery stores were sold out early. Any new deliveries to the country were channelled to the health care providers and hospitals, not to the general public.

Well, we all know how creative Gerry and Peggy Madill really are. Utilizing available resources, a pair of scissors, some aluminum wire, needle and thread and an abundance of ingenuity and engineering skills, they produced their own unique masks. In keeping with the trend in using capital letters and numbers, such as COVID-19 and N95, the Madill's have called their new masks M38C and M38B. Needless to say, their unique masks captured a lot of attention at the airport!





In the January edition of the newsletter, there was a notice promoting the “Rock of Ages” production at King’s Wharf Theatre in Penetang in August. Several of our members got in touch with Doug and Sheila after that announcement to express interest in the event. When the COVID-19 pandemic developed, the Jackson’s did not want to aggressively promote the booking of tickets, not knowing whether the production would actually take place. We are operating on the assumption that the block of tickets is being held for our club and Drayton Entertainment will make a decision sometime soon about their production schedule for this season. We will hope that, for the fifth year in a row, we can have a cruise, enjoy a picnic lunch, watch a performance at King’s Wharf, and go out for dinner afterwards. In previous years, we have seen “Mamma Mia!”, “Joseph and the Technicolor Dreamcoat”, “Hairspray” and “Beauty and the Beast”. This year, we have tickets reserved for the musical, “Rock of Ages”!



Rock of Ages is a jukebox musical built around classic rock songs from the 1980s, especially from the famous glam metal bands of that decade. The musical features songs from Styx, Journey, Bon Jovi, Pat Benatar, Twisted Sister, Steve Perry, Poison and Europe, among other well-known rock bands. It features 28 classic rock tunes like "We Built This City," "The Final Countdown," "Wanted Dead or Alive," "Here I Go Again," "Harden My Heart," "Can't Fight this Feeling," and "I Want To Know What Love Is."

Doug and Sheila Jackson will be sending out a specific information notice as soon as they hear from Drayton. It will either be a cancellation announcement or a SIGN-UP sheet. Regardless, we hope that you will set aside Saturday, August 29th in anticipation of an end to the need for social distancing. We will be in touch with everyone in the near future.





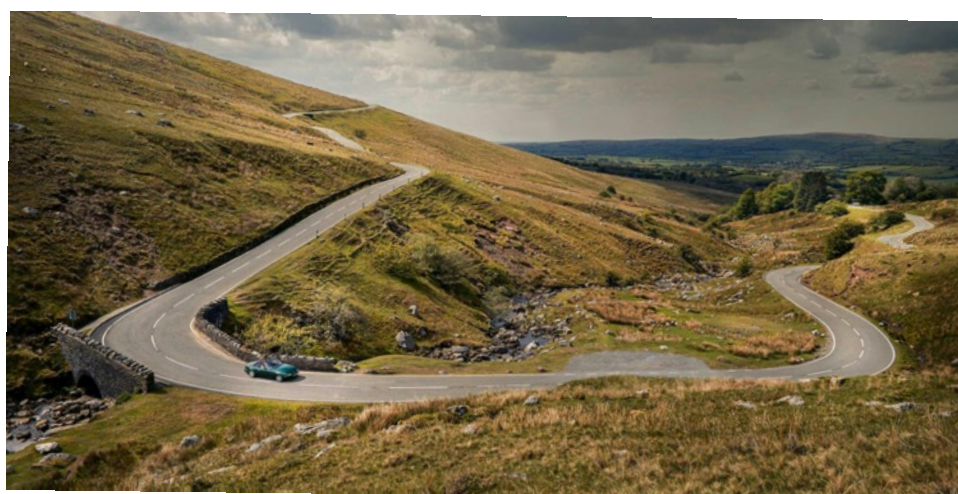
MAZDA MX-5 FAB FOUR

Story by Dan Trent, Photography by John Wycherley
Reprinted from "MAZDA STORIES" Summer 2019

Take every generation of Mazda MX-5 and you have the perfect way to appreciate the stunning roads and landscapes of the United Kingdom. Zoom-Zoom embarks on an epic road trip across Wales, England, Scotland and Northern Ireland

associated with the British sports cars of the 1960s, which first exported the dream of driving on roads like these. It's this same sensation the multi-national team of car enthusiasts developing the original MX-5 back in the 80's wanted to recreate for a new age, and that Mazda realised in spectacular style with this car, with its front-engine, rear-wheel-drive layout and near-perfect 50/50 front/rear weight balance.

The designers and engineers who created the MX-5 may have been based on the other side of the world. However, driving the car in South Wales it's clear this is exactly the vibe they wanted to capture. The Black Mountains are wild and rugged, the roads tracing the curves and contours of the land.



MAZDA MX-5 1ST GENERATION [1989]



1. Black Mountain Pass, Wales / map
It seems appropriate to start this story at the wheel of the first Mazda MX-5, the car that single-handedly revived the spirit of open-top motoring. It is also appropriate this car should be painted in such a timeless racing green colour scheme, forever





On twisting roads like this, horsepower is less important than agility, the instinctive connection between the driver, the car and the road and the sensory thrill of driving in the open air creating an experience about more than just speed. And this is what you get from the first-generation MX-5, the purity of its balanced handling working in perfect harmony with the smooth-shifting gearbox and zesty twin-cam engine. This car may be simple, but proves that the blueprint originally set down 30 years ago is as relevant as it ever was.

MAZDA MX-5 2ND GENERATION [1998]



2. Honister Pass, England / [map](#)
From the Black Mountains, we drive north through Wales and into England, skirting between the cities of Liverpool and Manchester with their proud traditions of industry, music and football. Beyond them is the Lake District, its beauty making it popular for those seeking a change of pace from the hustle and bustle. In the heart of it, Honister Pass reaches more than 305 metres in elevation, via hairpin bends and steep gradients.
– and more demanding to drive. The switch to the second-generation MX-5 reveals much about how the car evolved in an effort to attract an even broader cross-section of drivers. The power steering on this car is welcome, given the speeds are lower and the corners tighter. This example also has a six-speed manual gearbox, increasing the opportunity to enjoy the uprated power of the 1.8-litre engine. Plus it feels more



luxurious, thanks to soft-touch surfaces and a convertible roof with a heated glass rear screen.
The purity embodied by that original MX-5 is carried through, though, with this car also feeling compact and huge fun to drive, even on tight roads like these. In a bigger vehicle you would be tiptoeing along, scared of the rock walls and lack of space for oncoming traffic. In the MX-5 you can enjoy the drive – and spectacular surroundings – to the full, the car shrinking around you even as the views expand to fill your vision. Given the scale of the scenery it's all the more enjoyable with the roof down as a constantly changing, 360-degree panorama unfolds around you.

MAZDA MX-5 3RD GENERATION [2005]



3. St. Mary's Loch, Scotland / [map](#)
A short distance north of the Lake District is the border with Scotland and yet another



change in landscape. And another MX-5, in this instance the third-generation model with the folding hardtop, a feature that quickly proves its worth. From the busy market town of Moffat the road to St. Mary's Loch takes you north-east into the heart of the Borders region, famous for salmon fishing in the nearby River Tweed. We may be some way south of the Highlands but the landscape is wilder than anything we've seen so far in Wales or England.

They say if you don't like the weather in Scotland just wait a few minutes and it will likely have changed completely. And so it proves, driving rain alternating with bursts of sunshine. As such, the ability to switch between snug hardtop and open-air roadster in a matter of seconds is extremely welcome. This third-generation MX-5 feels more substantial and spacious without diluting the purity of the driving experience, Mazda's 'gram strategy' keeping weight to a minimum. The extra power of the car's 2.0-litre engine is appreciated too, the open roads providing opportunity to enjoy the additional performance. Which is just as well when a golden eagle swoops over the top of us, talons dangling. The sight of this majestic bird flying over a Scottish loch is a magical moment, more so for the thrill of experiencing it with the roof down amid such awe-inspiring scenery.

MAZDA MX-5 4TH GENERATION [2015]



4. Causeway Coastal Route, Northern Ireland / map

The opportunity to discover how far the MX-5 has come over three decades comes on the stunning coastline north of Larne in Northern Ireland, little more than a two-hour ferry hop from Scotland. The area packs a lot in, dockside industry quickly giving way to farmland, seaside towns and then the epic coast road clinging perilously to the land between cliffs and sea. This route will take you all the way round the north-east coast but, even within a few miles of Larne, it's already offering incredible views and a thrilling drive as you follow the shoreline.



A 1.5 Sport Nav+ Soft Top is the best way to enjoy this stunning road and despite the MX-5's evolution in connectivity tech and safety features, it's hugely satisfying to discover how close it remains to the original formula in both spirit and driving style. The latest MX-5 is just as compact as the one that launched 30 years ago, only marginally heavier albeit with more power. And it delivers exactly the same sense of fun. The engine and gearbox are a particular joy, the Skyactiv-G motor revving enthusiastically like a traditional sports car engine and working in perfect harmony with the precise, short-shift manual gearbox. As the bark of the exhaust echoes off the rock walls, the MX-5 demonstrates how perfectly its sense of freedom is inextricably linked with the joy of driving through such inspiring scenery. Thirty years on, it still makes perfect sense.



Tudhope car, built in Orillia, had a price tag of \$2,500 in 1913

By: OrilliaMatters

Although certainly not having to do with our little cars this article highlights some of the automotive history from our own region. As a matter of interest, some of our own members are associated with the Orillia Heritage Association who are charged with the maintenance of 2 of these historic vehicles.

Tudhope Motor Company in Orillia was known throughout the land for the automobiles manufactured at Colborne Street factory

In 1910, after many years in the carriage business, J.B. Tudhope formed the Tudhope Motor Company in Orillia, and built the Tudhope-Everitt car that sold for \$1,200 to \$1,500.

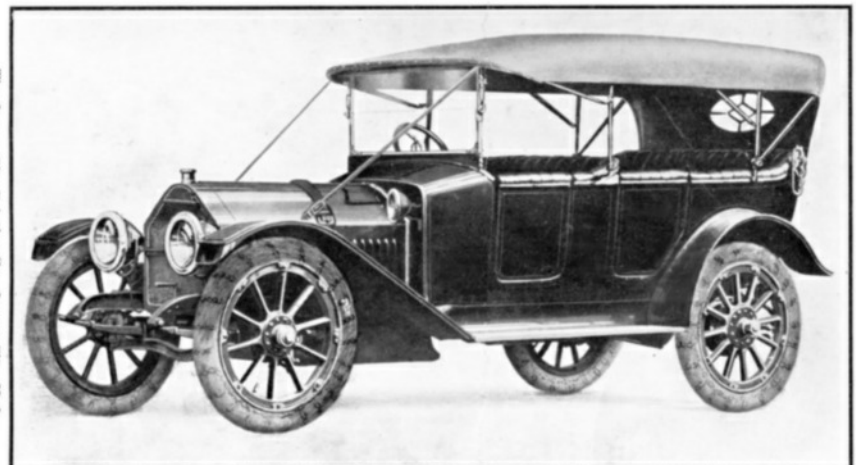
By 1912, the Everitt name was dropped and the Tudhope was manufactured with a price tag of over \$1,600.

This advertising postcard is a unique novelty card manufactured in the U.S. The instructions on the bottom of the card read "Rub a lead pencil or edge of coin over the tires of the TUDHOPE above and blank space beneath the running board and see how to eliminate every possibility of SKIDDING." When found, this postcard had been rubbed, to reveal chains on all four tires.



This postcard is a unique novelty card manufactured in the U.S. It shows the Tudhope car manufactured in Orillia. Postcard Memories is a weekly series of historic postcard views and photos submitted by Marcel Rousseau. Some were previously published by the Orillia Museum of Art and History and in the book Postcard Memories Orillia.

1913 TUDHOPE, 6-Cylinder, 7-Passenger, \$2,500.



Rub a lead pencil or edge of coin over the tires of the TUDHOPE above and blank space beneath the running board and see how to eliminate every possibility of SKIDDING.



Tech 101 - How to make a car last longer

By Kurt Ernst , Hemmings Classic Car

Aside from buying a house, purchasing a car is the most expensive transaction that most consumers will make over the course of a lifetime. Prices for the average new car are hovering in the \$30,000 range, prices for (most) used cars remain high due to strong demand and the U.S. median income failing to rebound to the pre-crash years of the last decade. Combined, these factors mean one thing: Americans are holding onto vehicles longer than they have in recent decades. While most collectors are fanatical about the care and feeding of prized automobiles (explaining how a car can look showroom new after decades of use), those new to the hobby, or those simply planning to keep a vehicle beyond the traditional five or 10 years, may still have questions. Below are 10 tips to get the longest possible life out of a vehicle, whether it's showroom-fresh or a beloved family member that's flipped its odometer once or twice.

1) Think twice about starting your engine.

Starting your engine, especially in cold weather, produces the bulk of the wear on your engine's internals. In his book *Drive It Forever*, author Robert Sikorsky claims that as much as 95 percent of an engine's wear is caused by the first 10 seconds of running after a cold start; put another way, every time the engine is started cold, it produces the wear equivalent of 500 miles of travel with a warm engine. To understand why, it's best to think of an engine's bearing surfaces as sheets of sandpaper, because that's what

they'd look like under high magnification. During a cold start, there is no wear-reducing film of oil between these surfaces, meaning that microscopic particles of metal (like grains of sand from the imaginary sandpaper) are dislodged into the oil. This wear diminishes as oil reaches internal components, but the film of oil on bearing surfaces can be displaced in as little as six seconds after shutting off the engine. In other words, "cold" doesn't actually mean "cold to the touch." To minimize wear, try to reduce the times you start a cold engine. Never start an engine just to hear it run, or just to "circulate the oil;" if you're not going to drive it to full operating temperature, consider other options.

2) If at all possible, avoid short trips in cold weather.

To function at peak efficiency, an engine needs to be at its peak operating temperature, roughly the temperature at which its thermostat is designed to open and allow coolant to circulate. The amount of time needed to reach this operating temperature varies by driving style and outside temperature, but a bare minimum under warm conditions is likely going to be between five and 10 miles. Driving shorter distances in cold weather can cause condensation inside an engine, leading to the potential of internal corrosion. It can also cause the formation of sludge in engine oil, as contaminants that would be burned off at normal operating temperature are trapped in the oil, ultimately settling to the bottom of the oil pan as deposits and sludge.



Also, avoid turning on the car's cabin heat until the coolant has reached its normal operating temperature, as doing so will prolong the amount of time it takes for the engine to reach peak operating temperature.

3) Never ignore a warning light.

Modern instrument panels are wonders of design and packaging, with some modern cars rivalling aircraft for the amount of information potentially displayed. Even those incapable or unwilling to learn what an oil pressure or coolant temperature warning light looks like should know this: Generally speaking, yellow lights mean that something is wrong and needs to be looked at by a competent mechanic as soon as possible. Red lights, on the other hand, mean pull over as soon as it's safe to do so. Spin a wrench for pay long enough, and you're bound to run into "that customer," the one who destroyed a brand-new car's engine by ignoring the glowing red "low oil pressure" light for days, until the car "made a horrible noise and then stopped running." Paying for (at best) a new short block is a very expensive way to learn that warning lights, especially red warning lights, are there for a valid reason.

4) Don't rely solely on mileage to judge oil change intervals.

As we've already discussed, motor oil traps all kinds of things that are bad for a car's engine. According to Sikorsky, byproducts of the combustion process include sludge, varnish, sulfuric acid and hydrochloric hydrobromic acid, and none of these will benefit your engine's internals if left too long. Most manufacturers now have recommended oil change intervals based on time as well as mileage, but as a general rule of thumb, don't go longer than 12

months between oil changes (unless the car is in storage and not driven at all).

5) Brake fluid is not a lifetime component. Changing the brake fluid in a modern automobile may be the most widely ignored maintenance procedure, as most motorists don't even know that doing so is recommended. Brake fluid is hygroscopic, meaning that it attracts water. The more water brake fluid absorbs (which is inevitable over time), the lower the brake fluid's boiling point becomes and the more that drivers risk corrosion of internal braking system components. In the case of modern antilock braking systems, these components may be an order of magnitude more expensive than brake system parts of a few decades back. Always follow brake fluid replacement guidelines established by your manufacturer, but as a general rule of thumb, change brake fluid at least every three years.



*Brake fluid should not be black in color.
Photo by Flickr user schwartz mark.*

6) Beware of technicians bearing impact guns.

Most modern automobiles have factory torque values for lug nuts or bolts in the range of 85-95 pound-feet. A contemporary



1/2 inch-drive impact gun can spin these on with a force of over 500 pound-feet of torque, potentially causing damage to wheels, wheel studs, lug bolts, hubs, brake rotors and brake drums. Perhaps worse, the chance that the average motorist will be able to remove such over-tightened lug bolts with the factory-supplied wrench, by the side of the road, lies directly between "slim" and "none." When taking a car in for service that requires removal of the wheels, always request that the nuts (or bolts) be torqued by hand, with a torque wrench set to the manufacturer's recommended value. For those with a lug wrench and torque wrench at home, taking a few minutes to double check a shop's work will ensure that no surprises await the next time a roadside tire swap is necessary.

7) If you live in the snow belt, consider winter floor mats for daily drivers.

While most people know that deeply channeled rubber floor mats are a great way to keep carpets dry, they're also the best way to keep road salt (picked up on shoes and boots) from leaching through carpeting and attacking sheetmetal or electrical components underneath. Though modern cars use galvanized (or otherwise treated) steel, there are still components beneath the carpeting (such as expensive control modules and electrical connectors) that won't benefit from immersion in salt water. Footwells also see a significant amount of dirt and gravel, meaning that anti-corrosive coatings can be worn away over time. Though winter floor mats may seem like an expensive luxury item, they're far less expensive than troubleshooting electrical gremlins or coping with rust holes in the floorpan.

8) Don't ignore the outside of your daily driver, especially in winter.

Many drivers otherwise diligent about keeping cars clean give up entirely when the temperature drops below freezing. Even if you can't wash a car at home, it's still a good idea to run daily drivers through a car wash on a weekly basis to minimize the buildup of dirt and road salt. Also, never neglect the end of season waxing in preparation for winter, and touch up paint chips (temperature permitting) before they begin to rust. Even in fair weather, contaminants like bug guts and bird droppings can quickly etch or otherwise damage paint, so they're best removed as soon as possible. Brake dust is corrosive and can etch (expensive to replace) alloy wheels, so it should never be allowed to accumulate.



The remains of a 1966 1964 Pontiac Bonneville, found on Morro Beach, California.

9) Obey your manufacturer's maintenance schedule religiously.

Ask the owner of any hyper-mileage car what the secret to their success is, and each will say without hesitation "following the factory's recommended maintenance to the letter." In addition to service items already mentioned, vehicles routinely need items



like transmission fluid, transmission filters, air cleaners, differential fluid and coolant checked and changed at varying intervals.

Even components like shock absorbers and suspension bushings wear out over time, and replacing them as preventative maintenance can stave off more expensive repairs down the line. As an added bonus, strictly adhering to a manufacturer's maintenance schedule will make the vehicle easier to sell, if and when the decision is made to do so.

10) Break it in right.

If you're lucky enough to take delivery of a new car or a new engine, follow the manufacturer's or builder's instructions on break-in to the letter. Avoid the old advice that engines should be run hard out of the crate to be "fast"; if anything, engines run without proper break-in are more prone to be problematic throughout their lives. While advances in materials and manufacturing have produced engines with much tighter tolerances (needing less break-in), the gradual wearing-in of metal-on-metal components helps to ensure extended life.



DREAM CARS, SHOW CARS AND PROTOTYPES

Mazda's latest MX-5 Miata almost went retro

[Ronan Glon](#) on Sep 14th, 2017

yet it remains instantly recognizable as a Miata. Sketches published recently by Mazda reveal its design team considered taking the roadster in a completely different direction.



The Japanese ND design proposal (R) honored the design of the original Miata. Photos courtesy Mazda USA.

The fourth-generation MX-5 Miata takes Mazda's Kodo design language into new territory. It's much sharper-looking than the first three generations of the car, and



The development process started in 2011, when Mazda asked its designers and engineers to come up with a fourth-generation model that was roughly the same size and weight as the original Miata launched in 1989 at the Chicago Auto Show. The company's design centers in Tokyo, Frankfurt, and Irvine independently



began working on proposals. Ultimately, only the Japanese and the American designs were retained.



While the American design looked a lot like a futuristic concept version of the production car, the Japanese design stood out with a pure, back-to-the-basics look which unmistakably paid tribute to the first-generation model. The shape of the fenders, the door skins, and the quarter panels were reminiscent of the original car, too. In many ways, this design study was to the very first Miata what the modern-day Volkswagen Beetle is to its air-cooled predecessor.



No one would dare submit a design proposal with pop-up headlights in this era; 1990s nostalgia isn't quite that strong yet. Luckily, headlight technology has evolved considerably over the past few decades, and engineers are able to build smaller units that light up the road just as well (if not better) than older, bigger lights. The design proposal's headlights were about the same shape and size as the original Miata's

front turn signals, a styling cue that emphasized the retro-inspired look.



"When the American design team arrived in Japan to share their final proposal, both teams sat down together to go over their designs. Nakayama felt the American proposal didn't capture raw emotional excitement in a way that would captivate enthusiasts. The U.S. team felt there was still too much of the first-generation car tied up in the Japanese proposal,"

The American proposal was ultimately chosen. Mazda points out its popular convertible was initially developed largely for the convertible-crazy American market, and it's not a coincidence that the United States remains the Miata's single biggest market by a long shot. The American and Japanese teams then came together to tweak the lines until the car evolved into the roadster that went on sale globally in 2015.

The current, fourth-generation MX-5 Miata was based upon a proposal submitted by the American design team.





Archive Dive:

Mazda Miata M Coupe

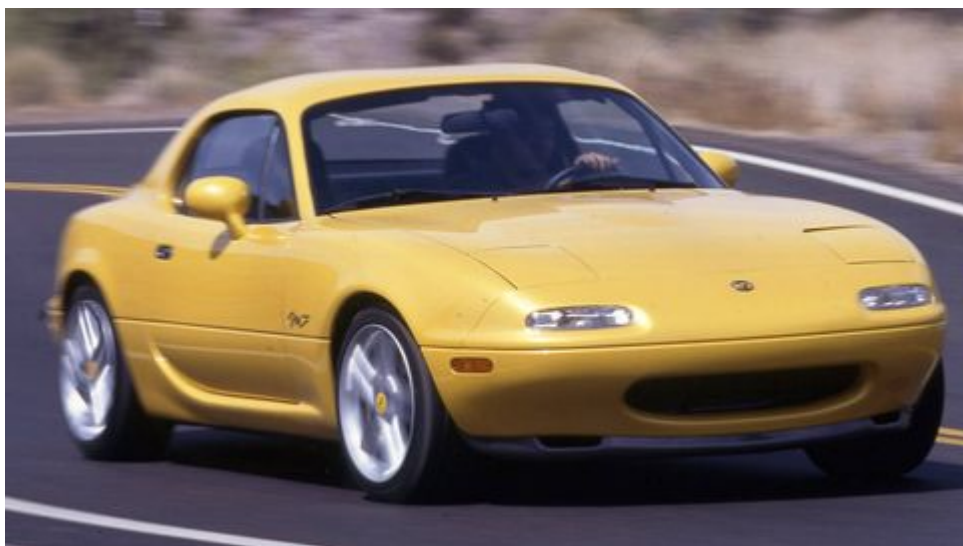
Topping a sensational act.

BY SAM MITANI

SEP 18, 2014

This article originally appeared in the 1996 July Issue of Road & Track.

With the announcement that its venerable sports car, the RX-7, will no longer be available to U.S. buyers, Mazda must now look for a new symbol to carry the company's sports-car torch if it intends to retain its image as a builder of enthusiast cars.



But what will take the RX-7's place? Still being considered is the dynamic RX-01 concept car, a Wankel-powered two-plus-two road rocket that wowed the automotive world at last year's Tokyo auto show. However, estimated production costs, coupled with the disappearing high-end sports-car market in the U.S., make the RX-01 a significant gamble. And Mazda, fully realizing this, pulled an ace from its sleeve at the New York auto show this past April, where it unveiled the Miata M Coupe, an enclosed version of the phenomenally successful roadster.

After learning of its existence, I had to see the car for myself ... and possibly get behind its steering wheel for driving impressions and photos. I promptly called the folks at Mazda and asked if I could take it for a spin.



"Um, we'll get back to you" was the initial response. But to my surprise, they did. A few days later, I found myself in Phoenix, Arizona, with the coupe's ignition key in my hand.

Take one look at the Miata M Coupe and its lineage to the RX-7 is clear—from its subtle double-bubble roof to its dynamic swooping door line. For added aggressiveness, Mazda designers also gave the car low-profile 205/55R-16 tires wrapped around 16-inch, five-spoke



alloy wheels and slimmer headlights. But Tom Matano, executive vice president of Mazda R&D of North America, insists that the M Coupe was never intended to fill the void left by the RX-7.

"The Miata M Coupe was purely meant as a styling exercise. In the spirit of past sports cars that began life as convertibles and then were later changed to coupes—cars such as the Triumph GT-6—we wanted to see how the Miata design would lend itself to this new format," Matano explained. "And then we considered the marketing potential of the car. And to us, it made great sense because we would virtually be creating a new model without the costs of creating an all-new car."

Matano added that the M Coupe serves as a tool to keep the Miata image fresh—something that many feel is necessary, because the car has hardly seen any change since its introduction more than six years ago. That said, some company executives feel that the time for a more drastic move is rapidly approaching. Now to the driving. Impossible to ignore is the car's exhaust note.



With every blip of the throttle, the carbon-fiber-tipped Remus exhaust system roared and resonated, providing the sensation of being on the starting grid at Le Mans. Although the aftermarket system will not likely make it to production, one can assume that engine and exhaust noise will be louder in the coupe than in the convertible, mainly because the roof acts like a lid that traps noise. On the other hand, wind noise is significantly reduced. Only when the car reached speeds of more than 65 mph did a slight whistling creep through the door seals.

ADVERTISEMENT - CONTINUE READING BELOW

Under the M Coupe's hood is the same 1.8-liter inline-four found in the current roadster. It produces 133 hp at 6500 rpm and 114 lb-ft of torque at 5500. Although one would expect the coupe to outrun its droptop counterpart, my stopwatch revealed similar 0-to-60-mph times: about 9.0 seconds. The reason?



Weight. The Miata M Coupe is currently a concept car, whose roof is composed of a thick piece of hand-laid fiberglass that weighs significantly more than a conventional steel top (Mazda maintains that the top will be steel if the car ever sees production). And, although engineers could have saved pounds by tampering with the car's body structure, they opted not to.



Still, I felt that more pop in the low- and mid-rpm ranges would have been welcome in the new car. Although Mazda officials usually squirm at the suggestion of more power in the Miata, I, for one, would love to see the small V-6 from the now-defunct MX-3 or even a rotary engine placed under the car's hood.

The new coupe uses the same double-wishbone suspension as the current MX-5; thus, it retains all the original's tossable handling nature. The difference is felt during turn-in, where the coupe chassis exhibits remarkable rigidity, making the car sensitive to the slightest steering inputs. Also, body roll is virtually unnoticeable. However, enter a tight corner too hot or stomp the throttle in mid-turn, and you'll find that oversteer continues to be part of the Miata's dynamic repertoire.



Unfortunately, the M Coupe's nimble nature comes at the expense of ride quality. Those with sensitive backs may find a long drive in the new Mazda a tiresome experience; the blame here goes to the car's diminutive wheelbase of 89.2 inches and its low-profile Dunlop SP Sport 8000 tires. Despite the firm ride, I feel that the coupe is a better weekend tourer than the current MX-5, primarily because of its increased luggage capacity.

Trunk space in the M Coupe has been significantly increased by moving the space-saver spare to underneath the body. The battery, which is still in the trunk, now sits tucked away beneath the rear decklid. The result is approximately one cubic foot more space. The only setback here is that, because of the design of the rear glass, the trunk opening is significantly smaller than that of the convertible—down from about five square feet to three. But what doesn't fit in the trunk can neatly be stowed on the luggage shelf behind the seats.

Engineering Editor Dennis Simanaitis was in the area for the annual Copperstate 1000 vintage-automobile rally. Knowing that he is the proud owner of a Miata MX-5, I wondered what he would say about the new coupe.

"The Miata M Coupe reminds me of the Alfa Romeo Giuliettas of the Fifties, most notably the Spider convertible and Veloce Sprint coupe; each was a legitimate shape, yet most definitely a Giulietta. I found the M Coupe to be a really handsome car with RX-7 tautness replacing some of the Miata's cuteness. I like it."

So, the big question is: Will Mazda build it? Company officials say that judging by the public's reaction so far, it's a strong possibility. I think it would be a gamble worth taking, especially because the Miata M Coupe is an equally stunning, more practical version of the MX-5 roadster. What's more, it'll probably come with a lower price tag. And in U.S. automotive market, where practicality and affordability spell success, the Miata M Coupe may be the ideal candidate to light Mazda's way ahead.

