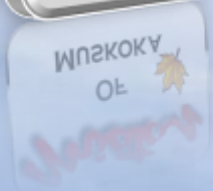


NEWSLETTER OF



Show Me Your Curves

VOLUME 3, NO. 4

Tops Down

Let's Get Cruisin'...



Plus...

Blast From The Past

Just Miatas

Thinking of Importing?

And more....

*SPOTLIGHT ON
MIATA COUPES*





A blue Miata "blows up real good" in a scene from the television series Myth Bustersouch!!

On the Cover



The rare 2005
Lava Orange
Mazdaspeed
courtesy of the
Miata.net Gallery

INSIDE THIS ISSUE:

<i>JUST MIATAS</i>	3
<i>DID YOU KNOW?</i>	5
<i>HELPFUL HINTS</i>	6
<i>BLAST FROM THE PAST</i>	7
<i>MIATAS AROUND THE WORLD</i>	8
<i>IMPORTING PROCESS</i>	9
<i>SPOTLIGHT ON</i>	11

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!

*Thinking of Importing a
Miata?*



See Page 10

We are now on Facebook, click the icon to check us out





by Terese Mac Davis

I Wrote The Book
About Restoring Miatas

Do you know how many Miata books are out there? Hundreds! Maybe thousands! You can find a Miata book on anything to do with performance mods, and racing and many more Miata only subjects. I haven't seen a lot of Miata books that are like mine, *Just Miatas How I buy, Restore and Sell*. It's not technical, for one thing. It's just about Miatas and Miata people and my wonderful experiences finding them, fixing them, and then passing them on. It's an easy read, with plenty of pictures of gorgeous cars. I hope some of the 'techies' might like it, too. After all, they're Miata people, too.

I restored Miatas for over a decade. Personally I liked the flip up headlights, so concentrated on the first generation (90-97) NAs. We refurbished these wonderful little cars, turning them over as new and beautiful works of art. Miatas are sturdy work cars which are inexpensive to own, maintain and run. They take you where you want to go without complaint and with style and grace and they seldom break down.

Restoring beautiful sports cars and meeting fascinating people was the most fun I've ever had.

Then I was laid up for a couple of months. To pass the time, I began to write a book about my experiences with the Miata people and cars I've known. The book just came pouring out. I knew the people, I remembered the individual cars. I was feeling the same obsession about the cars again but this time I was writing about it. I finished my rough draft in a month.

I had always wanted to write a book. I didn't really know how to go about writing one, though. I knew a bit about story and characters and plot, but I didn't know how to write a non-fiction book.

I had several people read the first few drafts and it was a little choppy. For some reason it was hard to read. It didn't 'flow'. Clearly, it was not right yet. I had struggled with the manuscript for half a year. So I did what I always do when I can't do it myself, I found an expert, Nancy and Biff Barnes of *Stories To Tell*. Nancy is a super nice lady editor.

Nancy took the book apart and rearranged the chapters and pictures and tweaked it here and there. When I got it back, I couldn't really put my finger on all the changes she made. It was what I had written, just so much better. ***Just Miatas, How I Buy, Restore and Sell*** is the title we finally settled on.

This whole book thing is a lot more complicated than I imagined. The editing was the hardest. Nancy said to go over every single word and make sure that's the word I wanted there. So I did. It took over a week, working on it an average of six hours a day. I'd have to make myself take a break, just to uncross my eyes and unscramble my brain but I wanted to get it done! I was in overdrive. I really wanted it to be good. I finished my edit, and then Nancy finished up the final, edited, formatted and proofread version.



Con't

We decided to self-publish. A lot of authors are doing that now, both out of necessity and by preference. Nancy, as editor and designer will go with me all the way up to a published book sold on Amazon. She's designing the book, page by page, and it's full of Miata pictures. She designs the cover, front and back.

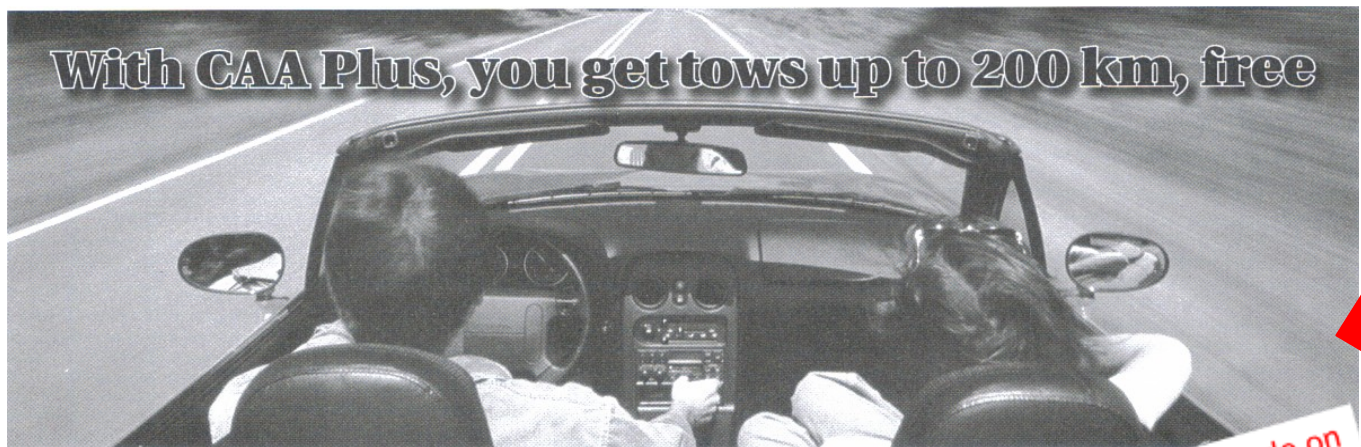
There are advantages to self publishing your own book, especially one like mine with a limited market. My 'limited market' is **Miata people** and sports car people and car people in general. There are *millions* of us out here who love our Miatas!

I ran across a little club called Miatas of Muskoka in Canada. I've gotten to know them and have published several articles in their newsletter, *Show Me Your Curves*. I love that name! They only have 22 cars in their club, but when they go on a run, most of them go and they have a wonderful newsletter.

Have you ever surfed through the other Miata clubs websites and newsletters? Fascinating. They're all different, but they're all Miata people, too. The clubs are very supportive and I have provided articles to use. This is not a ground-breaking book, and definitely not a technical book, but it's entertaining and informative and it's about Miatas and Miata people.

This is a new phase for *Just Miatas*. I've been working on my website (still a work in progress) and included stories from the book, lots of pictures, articles I've had published, some helpful hints, please come and visit us at www.justmymiata.com.

Big Brother is Watching...



Mail this Return P-
start using your FREE

Your FREE UPGRADE to CAA
for the balance of your current
year. This allows you to sample
benefits of CAA Plus for several

I received this in the mail recently providing a free upgrade on
my CAA membership.
What I want to know is how did they know I owned a Miata?

CAA Plus coverage, write "Cancel
on your renewal statement and keep
your regular membership, as before.
CAA Plus Members are entitled to four

Did you Know ?

MoM has friends all over the World?

You've got to love technology. In our last newsletter we re-printed an article of Mike Gregory's trip to Japan and his day spent with the Kanazawa Roadster Club. (Note: Miatas were known as Roasters in Japan only)

Their President, Makoto Nakamura ensured Mike of a very hospitable and memorable day. After receiving a copy of our newsletter from a friend in Ottawa, Makoto sent us a message via Facebook.

Hello Miata friends in Muskoka,

I was surprised to see the article on the newsletter, my Ottawa friend forwarded. I hope you enjoyed Mr. Gregory's story. I clearly remember that day.

I think of you, who having same Miata funs, when I look up the sky on my Roadster.

Arigato!

Mak

Like I said, you gotta love technology.



Makoto Nakamura of the Kanazawa Roadster Club in his Roadster

2014 Miata

According to the Road & Track April 2012 issue, the new Miata MX-5 expected for 2014 will be unveiled at the Geneva Auto Show. They even included this "artist's rendition" which is different than others seen in the past. It's all just an interesting mystery isn't it?



Helpful Hints - Custom Toolkit for the Miata

Mark Booth, a Miata enthusiast living in Southern California has taken the “woe” out of worry by being a little boy scout (you know, Be Prepared). I think this is an excellent idea & well presented.

One of the most important things you should take with you on a road trip is an Auto Club membership card and not the standard membership, which gives you just seven miles of free towing per incident. It's a much better idea to upgrade to the Plus membership (at minimum), which gives you 100 miles of free towing per incident. If you ever need to have your car towed more than ten miles you'll be very glad you paid for the Plus membership. Those extra miles could cost as much as \$25 per mile. That said, it is also important to be prepared for mechanical problems that you might be able to deal with yourself. You need a toolkit. Some manufacturers include a basic toolkit with their cars. But it's better to roll your own. *Literally.*



That's the [Bucket Boss Duckwear Tool Roll model #07004](#) available from Amazon.com for less than \$20. As it turns out, it's just the right size to fit in a convenient (hidden) storage spot in the Miata's trunk.

But first,
take a look at all
the tools it can hold.



As I mentioned, there is a very convenient storage spot in the Miata's trunk. It's a little tunnel that runs down the right side of the trunk toward the passenger seat. On a NA Miata (1990 - 1997) you'll need to remove the spare tire. On a NB Miata (1999 - 2005) you'll need to remove a couple of plastic rivets to pull back the trunk liner.

I wrap a medium-sized towel around the tool roll before shoving it in the tunnel. The towel helps prevent rattles, plus it might come in handy during roadside repairs.

The beauty of using the hidden tunnel is that you don't have to give up any of your precious trunk space. With the trunk liner back in place the toolkit is barely visible.



Blast from the Past

Old Miata “Stuff”

It's been said you can't judge a book by it's cover but you can tell what the editors of magazines like by what they put on their covers. In 1989, the Mazda Miata was a frequent cover model.

For example, *AutoWeek* magazine had the Miata appear on its cover for the first time in November 26, 1988 and Mazda wasn't happy about it: “Spied” read the cover “Miata Roadster: Exclusive look at the MX-5, an affordable rear drive sports car.”

The reason Mazda was upset was the car had yet to be introduced and car companies go to great lengths to keep new models from being exposed prior to their official introduction. Although many car magazines have PR material well in advance of this date they have signed agreements that prohibit their use before hand. So you will invariably see such things spy shots or an “artist's conception” of the vehicle based on the actual photos for example.

As it turned out in this case, the car was being photographed for a commercial when spotted by a passing jogger. The red car and the people around it caught his attention. Upon closer inspection he discovered the car had no exterior badging except for the word “Mazda” on the centre of its wheels. He took a couple of photographs and forwarded to the magazine who were happy to use it in their exposé.



Miatas around the World

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

Miatas @ Myrtle Beach VI

This past weekend Miataphiles enjoyed the sixth annual Miatas at Myrtle Beach event and by all accounts was a blast.

The event is hosted by **Triad Miatas**, a Miata enthusiast club based in the Piedmont Triad of North Carolina, which includes Winston-Salem, Greensboro, High Point and surrounding areas.

Miatas at Myrtle Beach was started by Fred Alley in 2006 as a kick off event at Myrtle Beach where other Miata owners could gather, show their cars and have a good weekend at the start of "convertible season". Several activities were organized during the event with the desire to raise money for a local SC children's charity, and for the Victory Junction Gang camp in North Carolina.

Some of the highlights of this event included a poker run, a cook out, multiple cruises including a tour of the Battleship North Carolina, a car show and a track day.



Mazda Miatas line up behind the Sea Mist Resort



Cruise to the U.S.S. North Carolina



Show in the Clouds on the top level of the parking deck at Sea Mist Resort

TO IMPORT OR NOT TO IMPORT THAT IS THE QUESTION

- Peggy "Shakespeare" Fletcher

Some of you may remember reading about my '92 Sunburst "One Woman's Quest to own a Sunburst Miata" in the February newsletter and may remember that we imported my car in 2010. When we first started looking for a Miata we looked at several cars of every colour and only one of my personal favourite, a very poorly loved banged up yellow. Boy.... was it painful to see this Canadian Sunburst so beat up, it was missing the mirror on the driver's side, faded, rusted and dented and they still wanted five grand for it, "hard to find" he says.

So naturally I did a bit of research and realized the numbers are quite low for the Canadian Sunbursts, so finding one in the condition I want for the money I am willing to spend was going to be difficult. So I turned my attention to the US market with three times as many Sunbursts my odds should be better.... I hoped.

I placed a "WANTED" add on Kijiji, just a few e-mails later was discussing a potential deal with a wonderful couple near Chicago. I knew the minute saw this car I was going to be its proud new owner. I had to go through the process to import this car into Canada and believe me it was worth it. So if you have ever considered of purchasing a car south of the border this should interest you.

I have taken the process of importing and broken it down into steps along with the links that will provide the information needed.

You will need **temporary insurance** on the car to bring it home. Call your insurance company and inform them of your plans to import a Miata. They will more then likely ask for a VIN # before you firm up your sale to confirm the car has no salvage title, leans or loans against it before they issue insurance.

Register with the **Registrar of Imported Vehicles**

This web site has all the information that will apply to the car. www.riv.ca/Home.aspx
Naturally, there is a fee for registration (approx. \$200).

There are two kinds of Miatas for importing.

- A Miata 15 years or older (as of build date) is not required to be registered with the Registrar of Imported vehicles.
- Miata 15 years old or newer (as of build date) must be registered with the Registrar of Imported vehicles (RIV).

Additional info is available at the link for Transport Canada

www.tc.gc.ca/eng/roadsafety/safevehicles-importation-index-443.htm

Depending on where you live your car may need to have an **emission test** before an ownership transfer can occur. www.ene.gov.on.ca/environment/en/category/drive_clean/index.htm

You will need a **recall clearance letter** <http://www.riv.ca/RecallClearance.aspx> regardless what age Miata you buy. Keep in mind it may take up to 60 days to receive this letter so this may make a private deal more time consuming and some sellers want a fast sale. It may take some time to find a seller willing to work with you. A dealer may have faster results. ***This is by far the hardest part of importing in my opinion.*** The rest is a piece of cake.

You will need to have a **temporary licence permit** issued from a local US DMV. In a private deal you will need the title, bill of sale, recall letter and current owner. Get there early in the morning or you will be very sorry you didn't. We were 20 minutes early and informed by the 10 others already in line that it is like that every day of the week no matter where you go. The dealer should look after this for you; make sure you ask about permits. www.dmvusa.com/

You must **inform the US Boarder Agency** where you plan to cross and fax the title, bill of sale, recall letter *a minimum of 72 hours* before crossing. You must have the original copies & car with you at the time of crossing and must stop at US Customs before crossing back to Canada. They will stamp the title and/or the bill of sale www.ezbordercrossing.com/list-of-border-crossings/

You are now ready to cross the border, YIPPY! You're half way there, so to speak. Here is a tip to save you some money. Take this time to enjoy some time south of the border. This way you can **apply your duty free tax for one person** to the cost of the car and save the tax at Canada customs. www.betterdollar.com/duty-tax/tax-exemptions/

Now you're at the Canadian booth and the agent asks if you have anything to declare. Inform them that you are importing the car. They will send you to the right building. This is where you now get to enjoy forking out those hard earned dollars for taxes, (I say this with a tone of sarcasm). You may have to **pay the tariff tax, HST, PST** again this depends on the province you live in. www.cbsa.gc.ca/trade-commerce/tariff-tarif/

At this point the paper work for the RIV form will be filled out. As this did not apply to us (age of car over 15 years) I would recommend that you check out this link. www.riv.ca/PaymentAndFees.aspx

You are now on your way home. If you have the RIV Vehicle Import Form in hand this is your next step. www.riv.ca/RIVInspection.aspx This must be done before you can have a safety done and register your car.

If you do not require the RIV form you are now ready to **have the car certified, insured, plated and registered**. In my case I paid the HST at Canadian Customs when I went to the licence office they tried to make me pay the HST again along with the PST. They tried to tell me I had to pay it again and the deal with revenue Canada to get my money back. Well.... let me tell you, the claws came out. After 2 hours of debate, several calls to customs and showing them all the info down loaded from the government sites I paid my PST got my plates and my baby was now a Canadian citizen.

If you are planning on importing a brand new Miata some of the information here may or may not apply, be sure when searching to pay close attention to regulations that may differ between new and used cars.

In the end the best advice I can give you is to take your time, do your homework and don't hesitate to call and talk to anyone connected to the links provided as they are very helpful and informative. Take the time to do the math as well. Is it worth your time and money to import, do you have the patience to wait for everything to fall into place. It may seem a bit overwhelming to some but it really is quite easy and worth it if you're looking for that special car.

Either way if you decide to import or not just take the time to enjoy these great little cars.

ZOOM, ZOOM, MEEP, MEEP



Spotlight On

Miata M Coupe

A MIATA COUPE?

Yes Virginia, there really has been a Miata Coupe, in fact there have been several over the years, primarily as design exercises or concept vehicles but some were actually produced. Here is a brief review.

The M Coupe - 1992

The first Miata M Coupe, a dark blue 1992 model, was created strictly as a design exercise by the Styling Studio in California.



The M2 - 1008

In November 1991 Mazda Headquarters established the M2-Corporation as a 100% owned subsidiary. The M2 project, consisting of about thirty Mazda employees, was to create more specifically targeted niche variants and do test marketing for the company. The M2 cars were limited production vehicles (100-300 units per model) and were designated M2-1001, M2-1002, M2-1003 etc. The M2-1008 model was a coupe, only 40 examples were made.



Miata M Coupe

The M2 - 1008



The rear view of the
M2-1008 and
a Japanese Advertisement

The Roadster F010

Then there was the Roadster Coupe Factory Prototype F010, made from a low miles 1990-1993 **Canadian** car! The F010 was commissioned by Shigenori Fukuda, Managing Director of Mazda Design as a styling study and to some a trial for the later NB Roadster Coupe sold in Japan.



Miata M Coupe

The M Coupe - 1996

The coupe with the most exposure however was the Mazda Miata M Coupe concept car which was displayed for the first time ever in April 1996 at the New York Auto Show. The coupe featured a double-bubble top which was integrated into the rear end similar to the RX7. The shape as a hatchback was deceiving as the coupe had a typical hinged trunk with additional storage shelf behind the rear seat. This particular car was one of four prototypes and was the only one painted in Metallic Yellow. It was far more than a design exercise and several auto magazines were allowed to road test the vehicle but because the NA was at the end of its run it never saw production.



The M Coupe on display at the 1996 New York auto Show



In these shots Engineers remove the fibreglass mould from roof during construction.



Miata M Coupe

The M Coupe - 1996 Design Details



Dual Headlamps



Distinctive Interior Appointments



Rear Storage Area



Unique Aluminium Wheels



Suede Style Seats with Logo



Carbon Fibre exhaust tips



Nifty Rear Window

Miata M Coupe

Miata RS-NR-A Coupe 2003

The next prototype was unveiled at the Auto Show in Tokyo in January 2003, the RS-A yellow Miata. The Roadster (as Miatas are named in Japan) Coupe finally made it to market in October 2003. There were four models consisting of the Type A, Type E (2 models) and Type S each with slightly different features front grilles, wheels etc. Total production was less than 2,000 units.



Type A
Roadster Coupe



Miata M Coupe

Miata RS-NR-A Coupe 2003



Type E
Roadster Coupe



Type S
Roadster Coupe

