

NEWSLETTER OF



Show Me Your Curves

VOLUME 3, NO. 6

Mazda

~~Corvette Summer~~



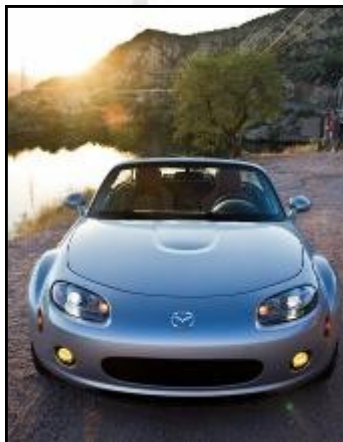
Plus...

*Miata - Cobra Comparison
Just Miatas
The Danes do it up Right
And more....*



I am fond of cutaways and this one of the 20th Anniversary model (UK Model) is nicely done.

On the Cover



This month's cover shot is from true red Miata blogspot

Corvette Summer?
I think not.

INSIDE THIS ISSUE:

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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!

*Terrific Weather Again
for our Parry Sound Trip!*



See Page 5

For frequent updates, **Join** us on Facebook

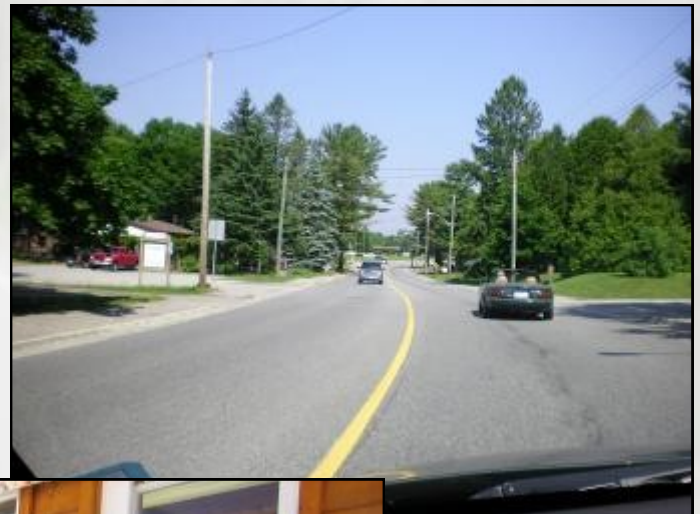




In the Rear View Mirror

June 10 Impromptu Cruise

Our first Impromptu cruise on hot summer's day was to Haliburton for lunch, Carol and Bob Macaulay led the group on a round-about route over to Minden, along two of their favourite Haliburton County secondary roads, stopping for the obligatory ice cream at Kawartha Dairy in Minden, before heading back to Bracebridge.





In the Rear View Mirror

Ice Cream Runs

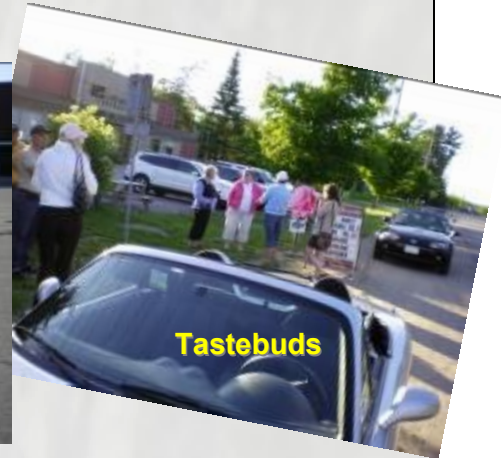
The weekly Ice Cream Runs continue to be very popular and very low key, ideal for new members to get acquainted with the group, here are a few pics of our runs in June.



Dave & Karen's V8 Mazdaspeed



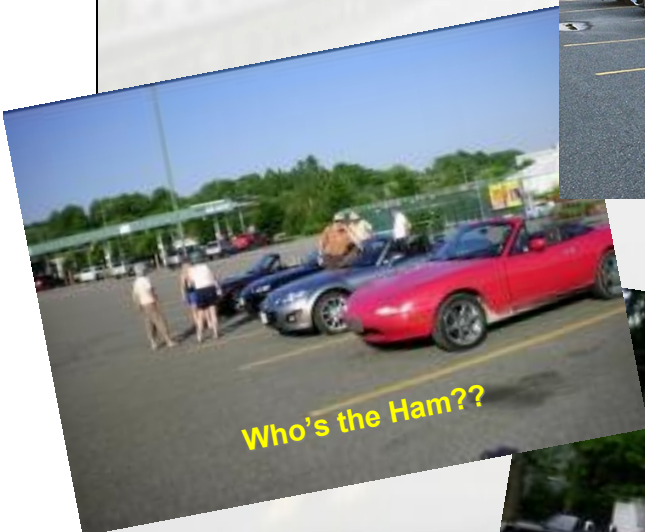
Good Turnout



Tastebuds



Huntsville



Who's the Ham??



Port Sydney



Bala



In the Rear View Mirror

Parry Sound - June 23

Under warm sunny skies a gathering of 15 Miatas assembled eagerly in the YIG parking lot looking forward to a nice day's drive. Well folks, it turned out to be a GREAT day's drive from the start.



**Muskoka and Miatas,
Is there a better combination?**

After splitting into two groups our Tour Director for this cruise, Bill Glassford, took off with one group to travel to Port Carling and up the west side of the lakes to Rosseau. The other group followed a less travelled route consisting of many twisty bits that put smiles on the faces of each of the pilots.

Both groups converged on the town of Rosseau happy to make the necessary pit stop (all that coffee ya know) and take a couple of pictures during the mini walkabout. It was then onward to Parry Sound where after travelling through town and being ogled we arrived at the waterfront to park and have lunch.

There were three members banished to the far side of the restaurant for committing sins we cannot reveal here as the rest of us were sequestered together on the deck overlooking the waterfront.

The return trip took us through approximately 50 kms of nothing but winding curves and beautiful views (who needs to go to the GAP?) eventually stopping for some ice cream. Afterwards various groups peeled off in different directions to cruise home under those still sunny skies.



A buzz of excitement is in the air



Another curve? Oh Boy!

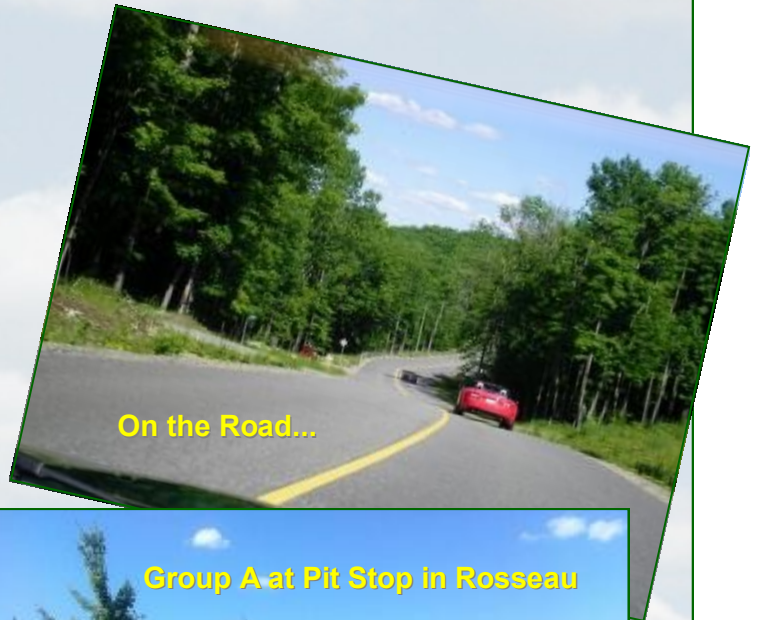


In the Rear View Mirror

Parry Sound Cruise - Pictorial



Members gather under sunny skies



On the Road...



Group A at Pit Stop in Rosseau



Group B at Pit Stop in Rosseau



Lunch



On the Road Again...



Ice Cream!!



Lookin' Down the Road

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

Manitoulin Island Parry Sound - July 14/15 (CD - Bob Macaulay)

This cruise, guaranteed to be one of the best yet, is fast approaching. Bob & Carol Macaulay will be taking our group on this wonderful two day cruise filled with twisty roads and glorious views. If you intend to partake in this cruise and have not yet informed Bob we urge you to do so ASAP. You will also have to make reservations for hotel & ferry (info will be provided).

Ladies Only Cruise - July 22 (CD - Heather Frazer)

Heather is working behind the scenes to ensure the Ladies will enjoy this particular event, details will be forwarded to all via email in the near future.

New Initiative - Impromptu Mid-Week Cruises

A good number of Members are often available to go cruising during the week and have shown interest in doing just that so we'd like to introduce the "Impromptu Mid-Week Cruise". If you are available for a particular weekday, the weather looks promising and would like to go for a run with a few other Members who may also be available & interested let us know the night before (or earlier). We'll publish a bulletin to the membership and solicit other members who are interested in coming along to join you at a pre-determined location.

Fall Colours Cruise - Sept. 30

The plans are in the works for our annual colours tour and we're looking forward to a couple of new twists. This year's cruise will originate from the Gravenhurst Wharf where we will be joined by a group from the Trillium Club. We will make our way up to The Rosseau (formerly Red Leaves) via back roads in Minett for lunch before heading north and east to Huntsville for an end of cruise BBQ hosted by Trillium. It is the best of both worlds and should be an exciting time with beautiful colours and lots of twists & turns.





by Terese Mac Davis

This is the story of a little red 91 Miata that wouldn't give up. When my partner Bill and I bought the car we fell for the beautiful body, the energy, the agility, and the handling of the car. It was absolutely gorgeous and drove like a dream.

We never expected what we found when we got it home. We had missed the fatal flaw in this beautiful little car. When our mechanic, Jeff, looked over our newest car, and then he immediately looked up at us from the engine bay. He had one of those “uh oh” looks on his face. “Did you look at the pulley?”

Everyone has heard and talked about the dreaded pulley problem on the early '90s Miatas. The pulley problem is when the bolt is not tightened properly in the crank shaft and it starts to loosen and wobble. If you look at the pulley down low in front of the engine, you can see if it's running straight or wobbling. If it's “wallering” it will eventually ruin an engine.

You know that feeling moment when your stomach kinda feels kinda funny? No, we hadn't looked at the pulley. We had flat out missed it. We were still fairly new at this, but Jeff had lectured us on what to look for and number one on the list was the crankshaft pulley. This beautiful car had the dreaded pulley problem. Once we looked, we could see it clearly. This was a serious (and expensive) mistake that we had made. Jeff's prognosis was that it could be welded, but unlikely if the weld would hold.

We couldn't fix it and we couldn't sell it in this condition. Jeff's prognosis was that it could be welded, but that it likely wouldn't hold. It was a shame this beautiful little car had such a huge problem. The only proper way to fix it was to replace the engine, (or at least the crankshaft). We would have to put way more money into it than we could sell it for. We'd replaced an engine before, and it was expensive and we didn't have any fun. It was time to cut our losses.

We decided to sell it “as is” with full disclosure of what was wrong with it. (In all our Miata buying our deals, not one seller ever told us when something was wrong!.) But Bill, my partner, was really particular about selling a car with something wrong with it. He not only made sure the person knew what the problem was but also that he was capable of dealing with it. Bill, my first partner, was real particular about selling a car with something wrong with it. He not only made sure the person knew what the problem was but also that he was capable of dealing with it. We had a few of these cars over the years.

We kept the little red car for quite a while as we waited for a buyer. We enjoyed it and it sure looked good out in front of my house with the rest of the Miatas we had in stock. There were no signs of trouble the whole time we had it.

Finally, the right buyer showed up. Tim was a music teacher and he couldn't afford much. When he saw that car, his eyes lit up. When he drove it, he bonded instantly. Bill explained the problem saying it would probably need a new engine within a year but Tim didn't freak out. Tim bought it, and then he took it to our mechanic Jeff to weld. His plan was to drive and enjoy it now and change the engine when it finally failed. I ran into Tim a few times over the years and he still had that little car. Jeff had even welded it a second time, probably the last time a weld would hold. That pulley could have gone at any time, yet it had lasted eight years, we were amazed!



Con't

Tim eventually asked me if I would sell it the Miata for him. I knew the car was still well worth saving. The reason? It was fabulous! It was extra peppy and agile, had a new Robbins top with a glass zipper less window, new tires, and the shiny red paint looked brand new. It drove like a dream or it would, with a new engine.

I had been following the Miata.net postings and all the folks in the snow belt complained about how bad the rust was on all the Miatas they found in their area. They talked about replacing engines and crankshafts and wrenching everything. So for them, this was the perfect car! Not a spot of rust anywhere. Priced at \$1500 with a new top, new, new tires, and 182k miles on the clock, it was definitely worth saving. I cleaned it up and fixed a few little things and then advertised it on Craigslist as a beautiful car needing a new engine. There would be no test drives and it didn't have a smog certificate. I knew that when they saw the picture, everyone would falls for this car. Priced at \$1500.00, it was worth putting a new engine in.

The next day a man called about the car. He was very interested because he had a crappy Miata with a good engine. He came to look at ours . . . ,,,with a trailer! He and his brother bought it. and Tim got his money for his new car. I'll bet those guys had that '91 engine changed out by the end of the weekend!

So we got big Miata smiles, even though we never even offered a test drive and it the car needed an engine. Tim got his money and was able to buy his next car.

Everyone was happy, and another Miata lives on.



Miatas around the World

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

Go Vikings MX-5 - Denmark's MX5-Club 20th Anniversary

This year marked the twentieth anniversary of the MX5 Club of Denmark and they celebrated in style. Utilizing several pre-meeting points in the foothills, groups from different directions converged onto the Bygholm Park Hotel in Horsens, the base of operation for the duration of the celebrations.



The event began with a Meet & Greet on Thursday evening after dinner, providing an opportunity for the various participants to greet old friends and say hello to new ones. The following day saw multiple tours of the countryside featuring some Viking history keeping with the theme of "the MX-5 in the footsteps of the Vikings". Saturday participants enjoyed more cruises before returning to the hotel in time to change for the gala dinner & dance to live music.

Participants from all over Europe made the pilgrimage to Denmark to help the club in their celebrations.



Helpful Hints - *Luggage* By Bob Macaulay

(Bob Macaulay liked the notion of special customized luggage bags for the limited Miata cargo space so did a little research before acquiring a set for his NC.

We thought his search and 3 options may be of interest to some other MoM members. - Ed.)

Option 1

While browsing the web-site of the Maritime Miata Club (which I accessed via the link on our MoM site) the other day, I spent a little time on their “web forum”, and while there, read a thread about custom Miata luggage, apparently made to order by a company called **Geri's Bazaar**, a small mail-order business in North Carolina, owned and operated by Geri Causarano.

These bags look quite functional, because they optimize the use of the trunk space available in each Miata model; they also appear to be reasonably-priced. She offers fitted sets for all 3 generations of Miata, with several colour choices, and prices that range from **\$145 U.S. (for 4 bags) to \$155 U.S. (for 5 bags) per set**, depending on which generation of Miata you have (see pics).



She also offers some other custom-fitted pieces such as a Boot Bag, a Deck Bag, etc., all of which can be seen on her web-site. Shipping costs are of course extra, and she advised me that she does ship to Canada, although she emphasized that she has no control over shipping (timing) once an order hits the border. Thus, the total shipping cost/time is not something I determined; **presumably HST would have to be paid** in addition to any shipping costs. She makes each order up as it comes in, so there is a typical two-week time lag between a confirmed order and the date she ships it. I believe she accepts VISA and MasterCard, but that should be confirmed.

The key potential hassle of dealing with Geri's, of course, is the need to mail-order these products from the U.S., with the shipping/customs issues that entails, especially if there should be any flaws in the product requiring it to be returned. Plus, of course, we can't actually see and touch the product before ordering it – hence this query about whether there are any Canadian suppliers making a similar type of product for the Miata.

FYI, here's a link to Geri's web-site: <http://shop.geris-bazaar.com/>

Continued.....

Helpful Hints Con't

Option 2

As for a Canadian source, via the Trillium web-site, I connected with Dave Biagioni of “Dave’s Garage” in Oakville, and he referred me to a guy in Smithville (south of Grimsby) in Niagara Region who makes bags to order, in a very similar material and style to to Geri. His name is **Malcolm McClean**, and he does not have a web-site, his e-mail address is twoems.mcclean@gmail.com, and phone number is 905 957-1335. He charges **\$180/set** of 5 bags for the NC generation of Miata – that price **includes HST** but not shipping, which he says he typically does via Canpar courier; thus, shipping costs aside, Malcolm’s price is very similar to Geri’s when taxes are accounted for in both cases. Since our Miata is an NC, I didn’t ask whether he also has sets which fit the earlier generations of Miata. The only colour he offers is black...they can be seen in the attached pic. From a payment standpoint, he’ll only accept cash or a cheque (!!!)...no credit cards.

Since we preferred to deal with a Canadian supplier if possible (all other things being more-or-less equal), we checked out McClean’s product “in the flesh”. We had a good look at his set of 5 travel bags for the NC, and decided we liked them well enough to buy a set on the spot.



I asked him if he also does similar bags for the NA and NB Miatas, and he said the set we purchased will also fit nicely in the NB car (excluding the 5th bag, which is the flat one that goes in the trunk well of the NC....so the set for the NB is only 4 bags...not sure of the price.) Malcolm’s own Miata is an NB, so he of course uses these bags himself. He didn’t say anything about NA cars, but since he is a retired tailor, I suspect he’d be able to do a set for them as well.

We can bring our set with us on the next run to show anyone else who might be interested and we also have a few of his business cards to share.

Option 3

I spoke to a “Chris” at Eunoss Custom Automotive, in North Vancouver, who sent me a link to another U.S. luggage brand called “Roadster” (a different shape of bags altogether, which we didn’t like as well as Malcolm’s.) These are available from a U.S. accessories supplier called “Moss Motors”. Chris indicated that he is a distributor for Moss in Canada and can supply the Roadster bags to his customers (see pic).

Click [here](#) for the link he sent me.

So, that’s another luggage choice for people to consider.



Miata Cobra Comparison



Face - Off
Miata Cobra Compared

At a recent ice cream run, Dave & Karen Lean joined the group and wowed us with their V8 conversion they had done by Flyin' Miata on their 2004 Mazdaspeed. It reminded me of the old 427 Shelby Cobra which was the pinnacle of the muscle car era so I got to thinkin', how would they compare?

A Miata - Cobra comparison you say? Are you crazy? It sounds eerily similar to the famous Road & Track Ferrari GTO vs Pontiac GTO comparison doesn't it? Once again, the result may be surprise you. Alright then lets get down to the comparison.

Miata Cobra Comparison



The 427 Cobra, the Cobra to end all Cobras, is an icon of the Muscle car era when horsepower was king. The Corvette of the day couldn't touch it nor could the well know muscle cars of the day (e.g. Pontiac GTO, Hemi Charger etc.) . The Cobra literally owned the SCCA A Production class outrunning classic sports cars such as the Corvettes and Jaguars.

Surprisingly there were *only* 348 of these "big block" beasts produced (including prototypes, chassis only, competition cars and exports) yet so revered is this car there are literally thousands of clones, counterfeits, replicas, kit cars etc. on the market today. It was very basic, loud, ran like a scared cat but could be handful to drive.

The Cobra utilized a 427 cubic inch (*that's over 7 litres folks!*) engine producing 425 horsepower for it's power source . The aluminium bodied roadster weighed a meagre 2354 lbs.



Now let's compare this to The Flyin' Miata CF55 Conversion car Dave & Karen's Miata weighs in at 2500 lbs and it's 350 cubic inch (6.2 litre) LS3 V8 (straight out of a 2011 Corvette) produces 430 hp, pretty close. There is absolutely no questioning the Miata's handling capabilities and its racing heritage, this one now has the grunt to go with it.

So far it's pretty close BUT.....

The Miata comes with creature comforts such as air conditioning and power windows neither of which were in the Cobra, hell the Cobra didn't even have windows! The interior is a comfortable, enjoyable place to get down to the business of making this car go fast. The top is a snap to put up or down (ever seen a Cobra owner trying to assemble their tops?).

The electronics in the Miata allow you to listen to a multiple speaker stereo system adaptable to your iPod if necessary while most Cobras were delivered without radios at all (probably because the car was so loud) and if so were generally AM only. To be fair, the Cobra does have more trunk space.

Don't forget all the safety features the Miata has such as air bags, side collision beams, safety bumpers and even a much more environmentally friendly exhaust. So you can enjoy the performance benefits comparable to the Cobra as well as the creature comforts and reliability of the Miata. Oh yeah, I forgot to mention the mileage this car gets, it's 28 mpg or about three times what you'd enjoy in the Cobra.



So it needs to be asked does this Mazdaspeed V8 conversion (or as Paul Bennett quipped, it's a Mazdaspeedier) really that comparable to an automotive icon?

A 400+ hp Miata, eh? Yeah.....it's a chick's car!

To see how they did it, check out Flyin' Miata's link of Dave & Karen's build [here](#).

For Sale

2002 MX-5 Miata

Original owner selling her pride & joy.

Fully equipped sporting Emerald Mica metallic paint, matching detachable hardtop, extra snow tires on rims.

*Aero package, tan leather package, manual soft-folding convertible top (tan).
6-speed manual transmission, 1.8L 16 valve 4-cylinder engine with multi-port fuel injection.*

ABS, Factory installed Air, 16" aluminium alloy wheels.

Remote keyless entry with trunk lid release function.

*Bose audio system (includes AM/Fm radio, CD with 4 speakers -2 tweeters)
with speed sensing auto audio volume control.*

Cruise control, NARDI leather shift knob, Foldable Windblocker,

150,000 km. Mazda maintained (all records available).

Asking \$10,500.

Contact Dorothy Evans at devansbfde@aol.com or 905-479-1198 in Markham, Ontario

