

*The Official  
Newsletter of*



# *Show me Your Curves*

*Volume 12 No. 3  
July 2021*





# Editor's Message

By Doug Jackson



**F**inally! It looks like a glimmer of light at the end of the tunnel. The decreased number of COVID-19 cases in the past few days/weeks, coupled with the increased numbers of immunized people in the province, have made us cautiously optimistic that we can return to some of the activities that all of us in this club enjoy. We still must follow the provincial guidelines and common-sense practices that have become part of our daily living to ensure that we all stay safe. It was so pleasant to have two club activities this past month and we hope to be able to expand the frequency and variety of activities as we slowly emerge from the clutches of the pandemic. Please continue to watch for updates from our Activities Co-Ordinator, Bob Macaulay, over the

summer months, as plans are adjusted to reflect changing health recommendations.

Since the last newsletter, we were all saddened to learn of the passing of one of our long-time members, Maureen Newton. We shall miss her friendly demeanour and her participation in club activities. We appreciate her willingness to host an annual corn roast for many years. Personally, I shall miss her friendly conversation at lunches and dinners. The group photo, from the Year-End Banquet in 2016, shows many of us enjoying pre-pandemic socializing, but sadly, three of our members have passed away in the last year. They will be missed.





## Sponsors:

We are very thankful as a group to be able to have such good friends that are willing to give our organization a helping hand. We strongly urge the membership to give your business to these good folks. They have been a great ongoing support to us throughout the years.



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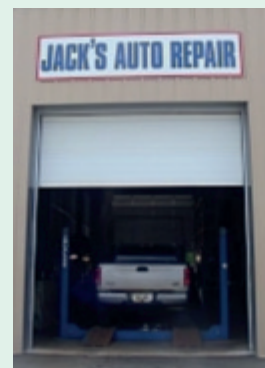
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## **And don't forget . . . Jack's Auto**

**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**







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## Show Me Your Curves

is a quarterly publication by 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](#)

### Our cover

photo this edition is a shot from the beautiful venue where we enjoyed our inaugural run and picnic of the season and the first since Covid hit us. Garnet Graham Beach Park in Fenelon Falls was a most enjoyable spot on the day.



# Fond Memories of Maureen Newton

On May 1<sup>st</sup> of this year, we heard the sad news that Maureen had passed away. We fondly remember the enjoyable times we spent with her on our Miata Club outings. She and her good friend, Don Nickalls, participated in many activities with our group. She lived in a beautiful location on Penfold Lake, with plenty of property and a scenic view. She hosted the annual "Corn Roast" on her property, providing a giant kettle, a roaring fire, and a table laden with tasty goodies and, of course, Kawartha Dairies Ice Cream! It was an event that nobody wanted to miss! After Don's health declined, she continued with her support of our club by being co-pilot in Jane Rice's Miata.

Here are some photos of memorable moments spent with Maureen, plus a special photo forwarded to us from her companion, Maurice, for inclusion in this newsletter.







*The following information came from the Mitchell Funeral Home's Obituary Page:*



## **Maureen Carole Newton-Mason (Nee-Smibert)**

Maureen Carole Newton-Mason (Nee-Smibert) passed peacefully on Saturday, May 1, 2021, at the Huntsville District Memorial Hospital. She was surrounded by her children, Jeff and Chris Mason, her loving sister Wanda Smibert and companion Maurice McGill.



Born in Stratford, Ontario, to Archie and Lydia Smibert in 1937. Dear sister of Barry, Vaughn and Wanda Smibert. Beloved mother to sons; Jeff (Heather) Mason (of Ottawa Ont) and Chris (Riva) Mason (of Abbotsford BC). Grandmother to Ryan (Trevor), Krista, Cole (Destiny) and Sean Mason; and her nephews, Scott (Lisa) and Trevor (Lisa) Smibert.

She will be dearly missed by Maurice McGill of Huntsville. He was a wonderful companion over the past number of years. We are grateful for his dedication to our mother. A special thank you to Scott Johnson, for his watchful eye and for always being there.

Nursing was her calling and graduated as a RN in 1958. She worked in numerous nursing specialties and was a role model in her profession. Fondly remembered by life-long extraordinary friends, her nursing fraternity, church community and her work with Huntsville Hospice.

She had a full life, anchored by her love of family and friends. She had a passion for German Shepherds, loved the outdoors, driving tours, cooking and eating her favourite ice cream; pralines n' cream. She enjoyed exploring different cultures and visiting historical venues, travelling the world. She especially looked forward to special calendar events to decorate her home and get all dolled up to celebrate the occasions.

We have been over-whelmed by the love and support our family has received from her loving family and friends. She will be truly missed by everyone she touched.

In lieu of flowers, memorial contributions may be made to either Huntsville Hospice or the Ontario Heart and Stroke Foundation.

Due to COVID -19, please monitor this site for further information on a funeral service and/or public celebration of life to be held at a later date.



This photo provided by Maurice McGill





# E V E N T S

## Mark Your **July** Calendars!

*Following from MoM Council's usual monthly virtual meeting on June 28th, here are the cruise events which have been decided upon for July:*



### **Tuesday July 6th – Ice Cream Run**

meet at the usual spot in Bracebridge (Your Independent Grocer on Wellington St.) at 6:45 PM



### **Wednesday July 14th – Washago mini-golf & picnic cruise –**

Cal & Gail Lander will be cruise directors; details to follow via the usual Event Notice to members



### **Wednesday July 21st – Ice Cream Run**

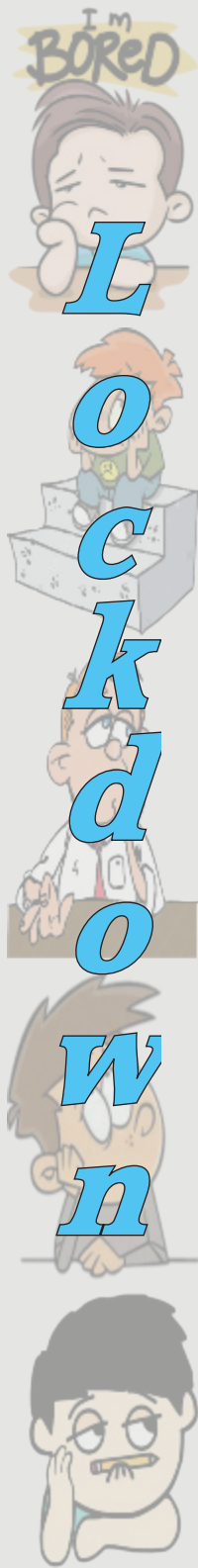
meet at the usual spot in Orillia (Rotary Place, 100 University Ave.) at 6:45 PM



### **July 26th week – Algonquin Park Art Centre & picnic cruise**

will be on one of the weekdays (July 26, 27, 28 or 29) that week; exact date and other details still to be confirmed, including Cruise Director(s); details to follow via the usual Event Notice to members



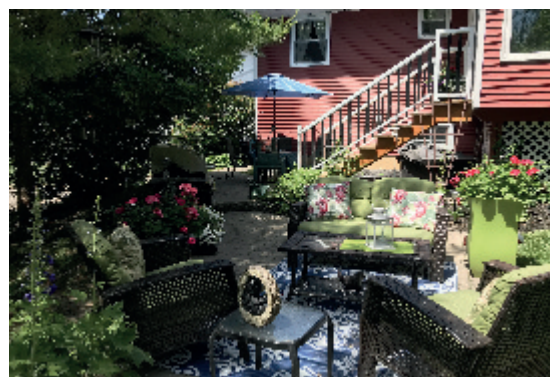


***Let's face it, COVID is now a fact of life. Since lockdowns have occurred we have all had to change the way we live, the way we enjoy things and the way we cope with things. The idea was put forth that people could share their ideas about what they had done during the lockdown to cope. It's interesting that our people have come up with some quite different ways to fill the void of not being able to drive their little cars in a group.***

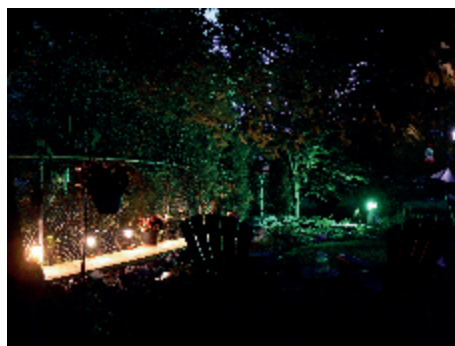
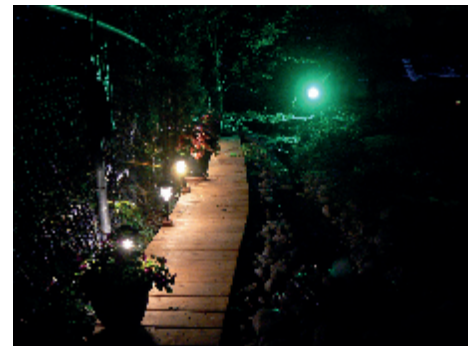
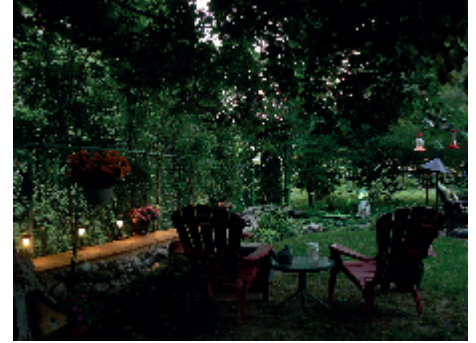
## **Gail and Cal Lander**

Hello folks. In response to Doug's request for "What did you do during the lock down?" here is my submission. Gail and I of course have been very involved in our church, but the church has been shut down, so we haven't been able to do much there. I was involved in two bands both of which could no longer operate so for awhile I was practicing and creating musical recordings based on a backup track with my instrument playing the solo part. Some of these were posted to Facebook or to friends and this kept me busy, and I learned a lot more about music composition and how to use my music editing program a lot more effectively. Gail and I have been working since the spring on our backyard. We have a pond and a stream at the back with a waterfall that's been a great comfort to us over the years, but it has deteriorated a little bit in that it wasn't as good as it used to be, so we decided to work on it and refurbish it. Not being as young as we used to be I decided that I would hire somebody to do the grunt work and I would direct the operation. This involved tearing down stone walls replacing piping and adding some landscape lighting. Gail, in the mean time is the gardener, and she is the one who has looked after all the plants and the purchasing and positioning of it all.

***Attached are some photos of the results.***











## ***Doug and Sheila Jackson***

Sheila has been kept busy during the many months of avoiding groups and gatherings by participating with members of her church choir via ZOOM and the recording of many, many pieces of challenging music. Every Wednesday, she gets a list of 2 or 3 new pieces, plus 5 or 6 pieces that are being worked on, in preparation



for an hour long ZOOM practice with the choir director the following day. On Thursday, everyone joins the ZOOM Meeting, then everyone, except for the director and a very talented singer, mutes their microphone, and sings along during the practice. On Friday, the director sends out two recordings of him singing the tenor and bass parts, plus the lead singer singing the soprano and alto parts. Then comes some practice time, when Doug is told to be elsewhere, while Sheila works on the two or three songs to be recorded. On Saturday, she listens to the appropriate track through her earbuds and records her voice on her cell phone. She then uploads the recording to the director, who takes all 18 – 25 tracks and merges them on his mixing board. She's been doing this for the past year and a half! She will be glad when the pandemic is over!

Doug is on the Board of Directors for the Elmvale Active Seniors Residence, a not-for-profit corporation that has been planning the design and construction of a 28 million dollar



residential complex called **The Elms** in the village of Elmvale. The photo shows part of the 10.7 acres of property on the east side of Elmvale. Doug has been very involved with the group, with up to three or four ZOOM conferences each week, and a lot of reading of documents and correspondence with the architects and other consultants. It's been a totally new and invigorating experience, so the hours and the days of the pandemic have been the opposite of dull and boring!





## **Phil Holdsworth**

"I finished and completed writing my biography:  
"MY LIFE - A Chronicle of the Life of Philip Robert  
Holdsworth and his Family"

I had started it in 1993 a couple of years after my father died.

I realized that I knew very little of his earlier years and I decided to record my life for the sake of my children and my children's children. I added to it over the years and finalized it after my wife Carol passed away last year. The last chapter is, "Carol's Passing".

This last few months were spent correcting the many spelling and grammatical mistakes, updating events and stories throughout the years and adding photos of us so that our future generations would have a better understanding of who we were.

Finally, I made about a dozen copies and made them into a loose leaf book form and gave copies to my family with instructions to make sure that they are passed down to our future generations."

### ***MY LIFE*** ***A Chronicle of the Life of*** ***PHILIP ROBERT HOLDSWORTH*** ***AND HIS FAMILY***

#### ***Editor's Comment:***

*We have fond memories of Carol and Phil participating in Club activities over the years. The picture here is from a club outing to Parry Sound.*





## ***Ed and Judy Gigg***

Ed and Judy Gigg normally spend the winter skiing at SilverStar, B.C. but this year was different. We had the pleasure of helping with daycare for a 6 year old and 3 year old so parents could work. During the winter we skied at Mount Saint Louis when open and then Hardwood Hills XC when Saint Louis closed. On the weekends we snowshoed or hiked with our outdoorsy group. All in all we discovered again how fortunate we are to live here.







***Lynda Gigg***



***During the looonnnng COVID months, I learned how to quilt. A third quilt is under construction now.***

***Lynda***



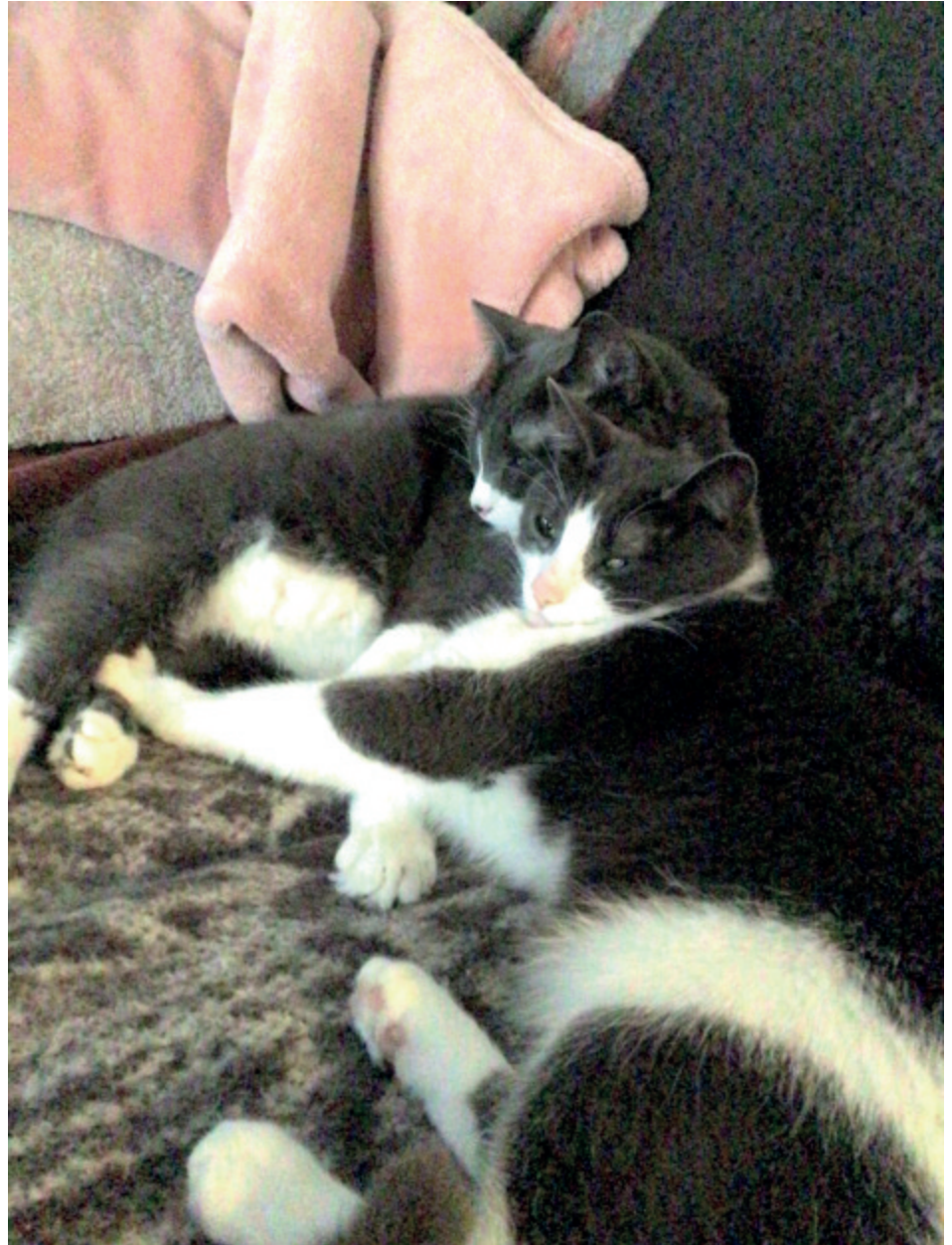


## ***Laurel Bauldry***

We have two new babies. They will be five years old on September 1.

Hunter is 17 pounds and is nicknamed the Linebacker. His brother is Onyx and is nicknamed the Quarterback. What one doesn't think of, the other one does.

They are continually making us laugh, which has been hard to do during this pandemic. They love to cuddle with each other and groom each other. They are truthfully an excellent addition to our family. We love them dearly.







## Meet the New Members:

### *Claude and Shelley Mikolainis*

As long as I've known Claude, he has always wanted to own a convertible. So, in April when he said "I'm buying a Miata today" I said...right, sure you are. He had found a 2001 BRG Miata NB

in the Auto Trader. A 20-year-old car with 14,435 km. It had just been listed so he contacted the owner in Barrie and made the purchase immediately. Not being a "car person" myself I have to say I was quite impressed by the immaculate condition the car was in and how well taken care of it was. In the short time we've had it, I have come to enjoy "the ride" especially on a beautiful sunny afternoon. In the past 2 months over 2000 km have been added! I have not driven it yet as it is a standard and I have to refresh my memory with a YouTube video before venturing out!



Then came the MoM club. What a great idea! We have been on 2 excursions so far and had a wonderful time. Everyone is so welcoming and friendly. We are very social and love meeting new people.

We both retired this year. Claude from a 48-year career in IT and myself from a 40-year nursing career. We sold our house in Mississauga and moved into our Moonstone chalet fulltime (which we've had for 18 years). We just bought another home in Moonstone which we take possession of in August. We have a daughter (graphic designer) in Mississauga and 2 grandchildren and a son (engineer) in Toronto.



We like to travel, hike, ski and play golf. I like to cook and knit, and Claude has recently taken up welding. We've been married 28 years and grew up in the GTA.

We both look forward to many more outings with the club members.





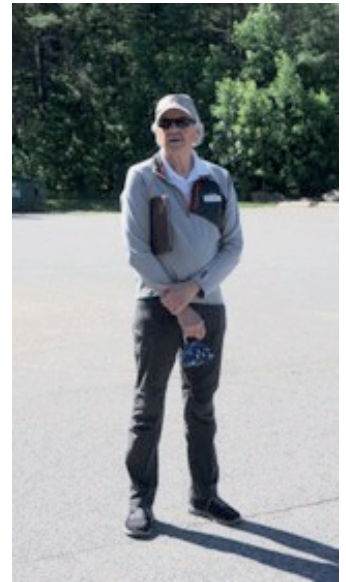
# Fenelon Falls Picnic Cruise

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*June 16, 2021*

A total of 13 cars and 22 enthusiastic MoMers turned out for our belated 2021 “Spring Fling” picnic cruise on Wednesday June 16<sup>th</sup>, with everyone very happy to (finally!) be able to get our 2021 cruising season underway. We gathered just off Hwy. 11 at Washago, in the parking lot of the local LCBO outlet, and after everyone had a long-overdue chance to re-acquaint themselves with fellow members, and a short drivers’ meeting, we set out in two groups of 6 and 7 cars respectively, heading generally east for our Fenelon Falls lunch destination.



Although a bit breezy and cool at the start, by mid-morning, the sun had warmed enough to make it a perfect top-down cruising day. From Washago, we followed Cty. Rd. 169 south to Monck Rd (Cty. Rd. 45), and took a very pleasant meandering drive east, through Sebright and past Head Lake, to Norland, at Hwy. 35. We then headed north on 35 to the south edge of Minden, where we veered southeast on Hwy. 121, and followed it south through Kinmount all the way down to







Fenelon Falls, and our picnic stop in Garnet Graham Beach Park, on the shore of Cameron Lake just west of the Trent-Severn Canal lock in downtown Fenelon.

Having arrived shortly before noon, we were fortunate to be able to occupy the only gazebo area in the park, which afforded lots of room for everyone to gather in small groups while appropriately respecting COVID's social distancing recommendation. It was a very nice spot for a picnic lunch, with convenient parking, and only a short walk out to the lock and an ice cream store near the main street...a walk which many of us took after finishing our picnic goodies. Although the refurbished park

washrooms were not yet open (they were still in the final stages of re-construction), the lockmaster's building beside the main street did have open public washrooms.



After lunch, under mostly sunny skies we had a nice drive through Kawartha Lakes farm country. We continued south from Fenelon Falls on Hwy. 121 to Hwy. 35, and onward on 35 toward Lindsay, before turning off on Cambray Rd. (Cty.. Rd. 9), and followed 9 all the way west to Cty. Rd. 46 in Woodville, where we headed back north on 46 through Argyle all the way to Hwy. 48. Following a short jog east on 48, we continued north via Cty. Rd. 33, which crosses the middle of Canal Lake via a high bridge over the Trent-Severn Canal, and a long causeway on the north half of the lake. We eventually came to Cty. Rd. 6 (Kirkfield Rd.), and continued northwest past Lake Dalrymple all the way to Sebright (Cty. Rd. 45) again. From there, we headed west back to Cty. Rd. 169, where everyone said their goodbyes and the Muskoka and Simcoe County MoMers went their separate ways back home.

All-in-all, it was a very enjoyable day, helped very much by Mother Nature having blessed us all such a nice day for a top-down Miata cruise. We travelled a total of about 275 kms, and overall, it was a very nice route, with no "construction surprises." We arrived back at the 45/169 intersection in good time, around 3 PM. My thanks to Mike & Cathy Fedorowich who led the second group, and the respective sweeps, Michael Topping (who took over Group # 1 sweep duties due to Marina Hoekstra's CB radio issues), and Ed & Judy Gigg (Group # 2).

***Bob Macaulay***



## *Follow-up to the Cruise to Fenelon Falls*



*By Doug Jackson and Terry Day*

### *Why are we parked on the side of the road?*

By now, you have likely read Bob Macaulay's Trip Report about the cruise to Fenelon Falls. He did not mention, since he was the leader of group one, that the seven cars in group two stopped on the side of the road just after going through a construction zone. Why, you ask? Well, there were two reasons. You can ask Bob Phillips about one of them. The main reason was that Terry Day's black 1999 roadster was experiencing clutch difficulties. A group of gentlemen pushed the car off the shoulder of the highway onto a small gravel road, in case a tow truck was needed. The decision was made to carry on to our picnic location, where Terry would go to an auto supply store and top-up the fluid. That happened. The photo shows the two of them with happy faces, enjoying their picnic. Terry and Lindsey completed the cruise with us, then, a few days later, Terry sent me the following report:



***To paraphrase Willie Nelson "On the road again,  
KDSRGRWN is on the road again".***

*As predicted, not difficult, but bl&@#y awkward for these big hands and shoulders. It is easy to see, but not to get at (I suspect even with a hoist, which I don't have). It was a learning experience that's for sure, and one I would, should the need arise, undertake again. Next time though, based on YouTube videos, I would replace the whole system, including Master Cylinder and braided hydraulic line. Total cost of this endeavour was: \$65 for the slave cylinder (delivered); \$10 for DOT 4 fluid (most guys on videos used 4 not 3); \$14 for "OneMan Brake bleed kit" (which worked well); \$0 labour cost (I'm retired, what else was there to do?); \$15-\$20 in the 'swear jar' - lol. Thanks for the help, guidance and support.*

*Cheers, Terry Day*







## First ICR of the Year June 22, 2021



ICRS

Our first "Ice Cream Run" (ICR) of the year began at 6:45 in the evening at our meeting place at the West Orillia Sports Complex. A total of 7 cars and 12 participants gathered on the parking lot and remarked on the rapidly cooling temperature. After socializing for a few minutes with the whole group, Cal and Bob put on their face masks and huddled together to choose a destination and a route. Their conference was very productive, for they developed a plan that had Bob lead the group to our destination and Cal to bring us back by a different route! Bob led us on an interesting route through the hilly countryside of Oro-Medonte Township. While the Tenth Concession is a straight road, it goes up and down the drumlins and eskers formed during the last ice age. A very pleasant ride, indeed! We parked on the main street of Coldwater and enjoyed cups and cones of KD ice cream while chatting with each other. A group photo was taken in front of the ice cream shop, surrounding the oldest car in the club. (MIATA5 has something to say about that!).



Cal then led us back towards Orillia, by going out into the rural areas of Severn Township, eventually reaching the intersection of Division Road and Burnside Line, where we all tooted horns at each other as we split into three different directions to return home. The participants are grateful to Cal and Bob for their leadership!

Doug Jackson





## How Observant Are You?

### Who Wears this Hoodie?



This may be a tough question for many of you ... but ... if you attended one of our recent Club Events, you may know what member is wearing this splendid attire!

Sooooo – which one of our club members wore this hoodie during a recent event? Send me your answer.



Several of you knew the answer to parts of a previous Miata Club Member identification quiz. Who is the owner/driver of the car that sports this license plate? What do these letters represent? What is the model/year of the MX5 that proudly carries this plate? Phil was the first to respond with an accurate answer to all three questions (understandable, for obvious reasons!) Here is his full answer:



The Miata belongs to Phil Holdsworth  
I am Welsh, emigrating to Canada in 1967  
CYMRU is Welsh for Wales  
The 08 represents the model year  
The Miata is a 2008 GT hardtop I love it  
!!!!

My prize is just being a member of your  
amazing club

**Phil**

### *I KNOW WHAT IT ISN'T, BUT I DON'T KNOW WHAT IT IS!*

Many of us saw this on the street during our Fenelon Falls cruise. I know it is NOT a Miata. What is it?







## *Grumpy Old MIATA5 Finally Has an Adventure!*

After three years of only going back and forth from the garage to the golf course, I finally got to go somewhere else! Ever since the little silver gal moved in here with me, I've been relegated to the most boring life ever. She gets all of the attention and goes on all of the Miata Club trips. All I do is go on the same route two or three times a week and sit in the hot sun while the old boy is at the golf course. He doesn't even take me to the gas station. I share a gas container with a John Deere! How humiliating!

But ... just recently ... things changed. The silver gal was left pouting on the driveway while I went to the first ICR of the year! I know I'm the oldest car in the club and my owner is worried about my wheezing and gasping, not to mention my weary old bones that are not as supple as they used to be, but it was nice to be on a different road again. He took me to Costco for a fill-up of premium, and then I got to meet other Miatas for a change. I even got up to 120 kph on the 400 highway enroute to Coldwater. The highlight was being the centre of attention on the main street outside the ice cream store when a local young lady exclaimed, "That car is older than I am", when told that this is my 32<sup>nd</sup> summer of cruising, and took a picture of me, surrounded by some members of the club! Now I have bragging rights. The little silver gal has never been centred out like that. I can hardly wait till the next close-by ICR happens again!





## *Mazda's MX-5 is the unofficial car of summer*

BRENDAN MCALEER  
VANCOUVER  
SPECIAL TO THE GLOBE AND MAIL  
PUBLISHED JUNE 14, 2021

***In Canada, as of last month, sales of the Mazda MX-5 have more than doubled.***



As automakers weather the pandemic, some have emerged as winners, and some as losers. One surprising success story is plucky little Mazda, one of only three manufacturers to post sales increases in the U.S. market. In Canada, as of last month, Mazda sales were up more than 73 per cent from last year. And, though it's still just a fraction of the total volume, sales of the Mazda MX-5 have more than doubled.

And why not? After over a year of constant bad news, buyers might well ask themselves what they're waiting for. Summer is coming, the weather is improving, and rising vaccination rates seem to indicate that a road trip or two may be in the offing. A nimble little roadster seems just the ticket.

Over four generations, Mazda has sold more than a million MX-5s. The first, known internally at Mazda as the NA chassis and to everyone else as the Miata, was a happy return to British-style top-down motoring –

without the British-style intermittent breakdowns. The second generation, the NB chassis Miata, was even sportier. The third-generation NC added comfort and the convenience of an optional power-folding roof.



It's hard to beat any MX-5 in terms of thrills per dollar. Having said that, the current ND chassis car, launched in 2019, is the best of the breed. As compact as the original NA, it's among the smallest cars on the road. It has the sporty handling of an NB, but with modern technology. Thanks to an increase in power in 2019, 181 horsepower and 151 lb-ft of torque from a 2.0-litre four-cylinder, it's got as much punch as the bigger NC. Basically, the current car is a sort of an MX-5 greatest hits album. Here's a look at which trim should provide the soundtrack to your summer.

I'll start with a gentle recommendation to buy the manual gearbox. There's nothing wrong with the six-speed automatic gearbox, which is functional and quick shifting. While other manufacturers stretch to eight or even 10 gears in a quest for fuel economy, Mazda's six-speed keeps it simple. It's fine.

However, the six-speed manual feels special, and presumably





*Mazda's  
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getting  
the feel of  
the shifter  
right*

you're buying an MX-5 because that's the sort of thing you're after. It has a quick, precise action, with a light, low-effort clutch pedal. Mazda's engineers spent a great deal of time getting the feel of the shifter right here, as it's basically a handshake moment. It's quite literally worth learning to drive a manual to experience the car properly.



*The 2021 Mazda MX-5 RF; 'RF' stands for Retractable Fastback, and it has a very elegant powered-roof mechanism.*

From here, two paths emerge: the Soft Top and the RF. The latter stands for Retractable Fastback, and it has a very elegant powered-roof mechanism worth further discussion. First though, the classic folding roof MX-5.

There are three trims, with the basic GS model starting at \$33,200. In past generations, Mazda has offered some variations on engine or transmissions with some basic models getting only a five-speed manual, but the basic car now has almost all the mechanical goodies.

If you're buying an MX-5 primarily for performance, the mid-grade GS-P gets worthy upgrades such as Bilstein dampers, some structural stiffness upgrades and a limited-slip differential. This last is exactly what it sounds like, a mechanism that prevents an outside wheel from spinning too much, allowing the driver to apply more power when exiting a corner.

There's also an optional \$4,400 sport package. It's pricey, but the forged BBS wheels, upgraded Brembo front brakes, and grippy Recaro seats would cost more if purchased individually. It's worth noting that the same package costs more in the United States because there's an additional appearance package. In Canada, the sportiest MX-5 is all functional.



## *Errands are best done topless*

*The 2021 Mazda MX-5 ST; the MX-5 soft top is a ball of energy to drive.*



Certainly, there are cars that are faster in a straight line. There are also cars capable of greater lateral grip, and you won't soon be challenging the lap times of a modern Porsche 911 at the track. However, the little MX-5 soft top is just such a ball of energy to drive, you won't care. The fact that it's not blazingly fast is a feature, as you can wring out the engine on an on-ramp without worrying that you're flouting the law.

Then, show the MX-5 a corner, and it really comes alive. Mazda has baked in a surprising amount of roll into the suspension set up, but that just provides more information to the driver about the physics of what's happening. After a week or so behind the wheel, you'll have a better understanding of weight transfer, and what happens when a car flits through a corner.

Best of all is the top, which must be the fastest folding convertible on the planet. Just reach up, flick the release lever, and fold the soft top behind you. I had my kid time me, and I was repeatedly able to fold the roof in under three seconds.

That quick-folding roof means you'll be spending more time with the top down. Rain just stopped at a traffic light? Down it goes. Just need to pop out for milk and bread? Errands are best done topless. Maybe invest in a hat and some sunscreen.

The RF is a slightly different animal. All the same packages are available, including the upgraded wheels and brakes. However, the RF is designed for people who will most often drive with the roof up, treating their MX-5 like a small coupe.

It's still an excellent experience. There is a small weight penalty of just over 50 kilograms, but the added weight is essentially imperceptible. The RF is very slightly quieter in terms of road noise, but that too is a minor difference.



*If you have to park your MX-5 on the street, having a metal roof is the more secure option.*

Arguably, the RF is the prettier version. If you have to park your MX-5 on the street, having a metal roof is the more





*the MX-5  
is a car  
that  
rewards  
on any  
drive,  
short or  
long.*

secure option. Further, when you do lower the top, there's a bit more turbulence. Lowering the top is more of an event, and while the power top is nowhere near as quick as the soft top – it takes about thirteen seconds – neither is it sluggish.

The more noticeable difference with this GT-trim RF was in its interior trim niceties, such as speakers mounted in the headrests. The car's more supple suspension was preferable on a bumpy backroad to the sporty soft top's firmer Bilsteins. If anything, the GT model was more fun and playful. An MX-5 doesn't need to be too serious.

Having said that, living with an MX-5 does require something of an attitude adjustment. This is a really tiny car, and offers little in the way of storage. The trunk has 130 litres of cargo space, but if you're a golfer, you'll probably throw your clubs in the passenger seat. The cup holders are functional, but only just.

The bigger quibble, and perhaps the bigger concern for Mazda as a whole, is the infotainment system. Once fairly easy to use, Mazda's systems seem to have become a bit sluggish as software demands more of them. Apple CarPlay and Android Auto are present on all MX-5 trims, but plug in your phone and the system will take its sweet time booting up.

**In all other respects, the MX-5 is a car that rewards on any drive, short or long. It's little wonder that Canadians who have been cooped up for over a year are splashing out on something fun. The good news is that they're going to find that this little car is just as wonderful as they'd hoped.**

### ***Mazda's iconic roadster wins 2021 Kelley Blue Book 5-year cost to own***

*April 28, 2021*

*IRVINE, Calif. (April 28, 2021) – Today, Kelley Blue Book announced the 2021 Mazda MX-5 Miata as the winner of its "2021 5-Year Cost to Own Awards" sports car category. Kelley Blue Book uses its data to find and award vehicles whose cost of ownership is lowest in their respective segments, taking depreciation, insurance, fees, maintenance, state fees, and fuel costs into consideration.*

*The 2021 Mazda MX-5, which starts at \$26,830, has continued to delight enthusiasts for over three decades. All trim levels are available with either a soft-top or power-retractable hardtop (PRHT). Its charismatic driving dynamics are never compromised, even while evolving with new features and options that help make this thrilling weekend car just as enjoyable every other day of the week.*

*Mazda North American Operations is headquartered in Irvine, California, and oversees the sales, marketing, parts and customer service support of Mazda vehicles in the United States and Mexico through approximately 620 dealers. Operations in Mexico are managed by Mazda Motor de Mexico in Mexico City.*



## *Mazda Restores Fabulously Weird Hatchback Concept*

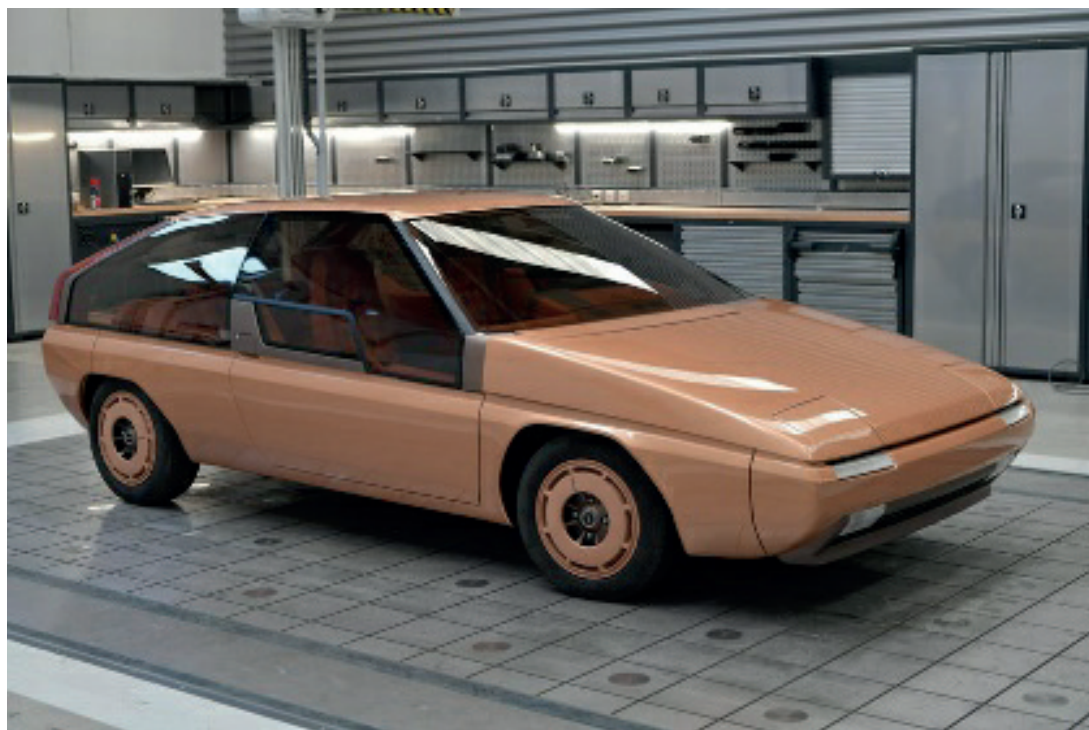
APR 30, 2021

BY KARL FURLONG

***It had one of the earliest ever interpretations of  
a virtual cockpit.***

The latest generation of Mazdas are some of the prettiest, cleanest car designs around. From the CX-30 crossover to the sleek Mazda 6 sedan, the Japanese automaker's vehicles come across as elegant and distinctive without resorting to garishness. But this

wasn't always the case for Japanese car design, which initially lagged behind more stylish offerings from Europe. In a new video, Mazda reveals its long history of design collaboration with Italy that first began in the 1960s. It's a fascinating story that explains the existence of the relatively unknown Mazda MX-81 Aria concept car that was introduced in 1981.







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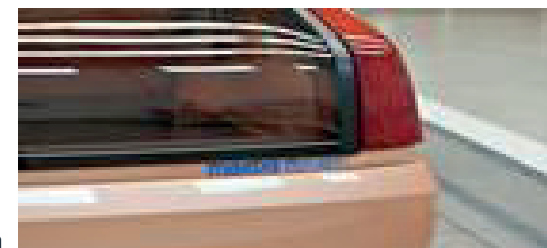
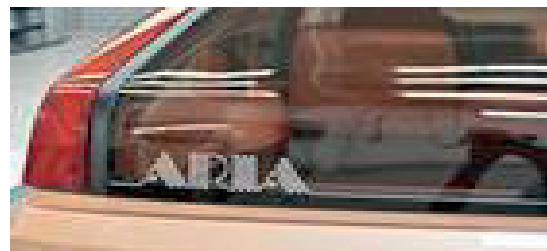


# A



Designed with the help of Italian design studio Bertone, the futuristic hatchback with a wedge shape was the first Mazda to wear the MX badge. Mazda reserves its MX badge for its more forward-thinking, convention-defying models. It's little surprise, then, that the MX name made it onto the groundbreaking MX-5 Miata that continues as an iconic sports car to this day.

After the MX-81 was discovered in a department at Mazda, the company decided to restore it in time for the brand's 100th anniversary. Features like the MX-81's virtual cockpit remain astonishing for the period.



## MOTOR AUTHORITY



VIKNESH  
VIJAYENTHIRAN

JUNE 24, 2021

### Mazda confirms electrification for next MX-5 Miata

The Mazda MX-5 Miata is in its fourth generation, with the current ND model having arrived for 2016.

Given the usual product cadence at Mazda, the next MX-5, which will likely be classified the NE generation, should arrive around the middle of the decade, and Mazda on Wednesday confirmed in a statement to Motor1 that the new sports car will be electrified.

The news should come as little surprise as Mazda only a week ago said it aims to have a fully electrified lineup by 2030.

Fans of the MX-5 shouldn't worry about the future car being weighed down by a heavy battery as electrification can mean a simple mild-hybrid setup, a technology Mazda plans to implement in future models. A mild-hybrid setup is

essentially a starter motor that can act as a generator to recover energy under braking or coasting, with this energy stored in a small battery to be used to power ancillary features and sometimes to aid the engine during high-load situations.

Mazda is also well aware of the need to stick to a lightweight ethos for the next MX-5. In its statement, the automaker said it will strive to make sure the MX-5 remains a "lightweight, affordable, open two-seater sports car."

Mazda last week announced a highly modular platform known as the Skyactiv Multi-Solution Scalable Architecture, which the automaker said would be used for a host of models launching between 2022 and 2025, including five hybrids, five plug-in hybrids, and three battery-electric cars. However, the automaker said the platform with longitudinal engine mounting, like that used by the MX-5, will be reserved for larger vehicles. This suggests Mazda might modify the current MX-5's platform for use in the next generation of the sprightly sports car. The platform, which is unique to the MX-5, can trace its roots to the original NA generation launched for 1990.



# Everything You Need To Know About The 2023 Mazda MX-5

APR 28, 2021

BY ROGER BIERMANN SPORTS CARS

*A new Miata is just around the corner.*

The current ND-generation Mazda MX-5 Miata debuted in 2014 before hitting the streets towards the end of 2015. That means it's been on the market for a solid six

years, and in modern car terms, that's an absolute eon. With continual technology advancements and computer-aided car design speeding up the process of new model development, the span over which a generation is sold is becoming shorter and shorter, aided by modular platforms that keep evolving rather than requiring complete reengineering.

With that in mind, the engineers over at Mazda's HQ in Japan are likely already heavily focused on the next generation of the iconic Mazda MX-5 Miata. With a number of CarBuzz staff being past or current Miata owners, we've taken a look at what the future (NE generation) of the MX-5 will look like.

## *A Continuation Platform*

Mazda is currently working on a new FR architecture that will underpin future rear-wheel-drive models like the next-gen Mazda 6 and Mazda CX-5. But while a modular platform of this type may seem like an ideal fit for the MX-5, these vehicles will all be compatible with hybridization, and crucially, all-wheel-drive, which adds weight and complexity to the platform.

This goes against the Miata ethos, which is why we're more inclined to believe that the NE (fifth-gen) MX-5 will ride on an advancement of the current H-frame Skyactiv chassis. In this





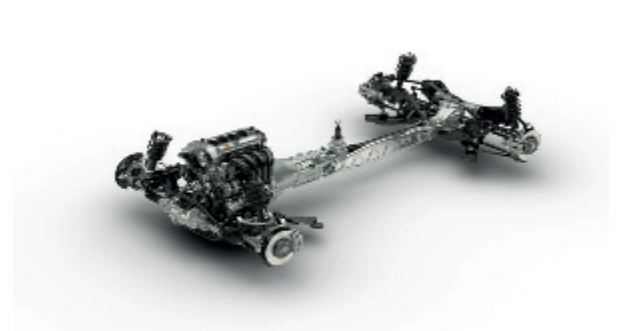


way, the NE will be to the ND as the NB was to the NA - an advancement and a refinement more than a completely revised model. In doing this, Mazda will be able to retain current developments and reduce the development costs. And, considering the ND is the lightest and smallest since the original, the NE will still be suitably compact and lightweight.

### *Forget About Turbocharging*

While Mazda has toyed with turbos in the MX-5 on two occasions before, don't expect the fifth-gen model to do the same. The Miata essence has always been one of simplicity, and a lightweight body doesn't require turbocharged torque to get it moving at great pace. But ever-tightening restrictions mean that Mazda surely can't continue using the current naturally-aspirated Skyactiv-G gasoline engines forever.

Fortunately, Mazda has a solution. Dubbed the "holy grail of combustion engines" by the media, Skyactiv-X engines are gasoline-fed motors that combine the benefits of both gas and diesel to create more torque but with greater efficiency. The current ND's engine is a 2.0-liter four-pot developing 181 horsepower and 151 lb-ft of torque. The 2.0-liter Skyactiv-X motor utilizes a supercharger in conjunction with spark-controlled compression ignition and a 24-volt supplementary electric motor to generate 188 hp and 177 lb-ft.



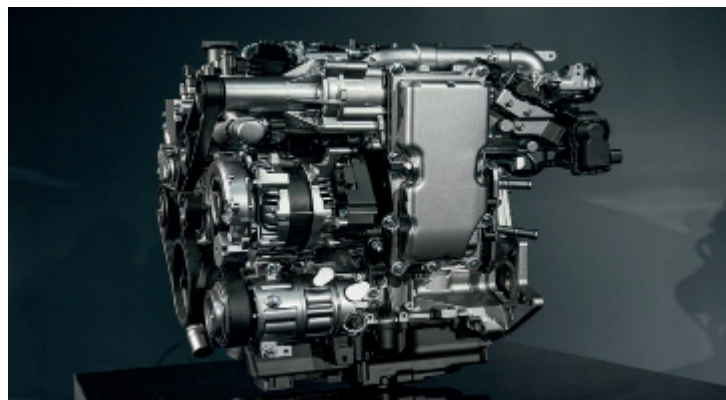


At present, this is only used in transverse applications, but Mazda has changed how its engines are mounted before, so we see no reason why the brand couldn't do the same here, and give it a bump in power while they're at it. In the press spiel, Mazda continually references the spirit of Jinba-ittai for these engines, but historically, this phrase has been used primarily for the MX-5 driving nature of 'horse and rider in unison'. The connection there may seem vague, but we doubt the brand would mix the two unless something was definitely going to happen.

A manual will remain the default choice of transmission with an automatic option available. We can only hope that Mazda makes use of a sharper automatic than the current 6-speed, which is a slow, dimwitted thing that takes away from the driving experience rather than contributing towards it.

### *Evolutionary Design*

In much the same way as the platform underpinning the NE generation MX-5 will be an evolution of what we currently







know, so too will the design language. Mazda has already started rolling out the second iteration of its Kodo: Soul of Motion design language with models like the new Mazda 3 and the MX-30 and we've seen a few concepts previewing the new styling. Our digital artists got to work seeing how the MX-5 might evolve using the Mazda Vision Coupe - a concept Mazda has earmarked as its blueprint for the "new elegance" design - resulting in the image you see at the top of this article. Alternatively, it might adopt styling cues from the Mazda Kai Concept pictured below.

We suspect the interior from the Kai will make its way into the MX-5. What that means is a familiar wing-design set of instruments ahead of the driver, while the rest of the dash will arc out and house an inboard infotainment screen and minimalistic climate controls. This interior concept is also



labeled by Mazda as one that "hones the Jinba-ittai connection between car and driver," which again alludes to it being an inclusion in the next-gen model.

### *When Will The New Mazda MX-5 Miata Arrive?*

The first-gen Miata was in production for 8 years, the second for a further 7, and the third for 10, although it went through 2 major updates in that time, and with Mazda's separation from Ford, a new model wasn't rushed through. The current ND model has been in production since 2015, so we expect it'll carry through until the end of the 2022 MY, maybe another year thereafter. Either way, we expect Mazda to start teasing us towards the end of 2022, and by midway through 2023, we'll have another member of the MX-5 family on the market. A soft-top roadster will likely be the first variant, but we wouldn't be surprised to see Mazda repeat the RF hardtop experiment and bring in a second body style at a later date.



# News



## This Is The UK's Most Reliable Car

JUN 6, 2021  
BY SEBASTIAN CENIZO

### *It's not what you might think.*

Reliability isn't the most exciting topic, but it is important, and that's why you're reading this. Recalls are a pain, and they affect every car company from Lamborghini to Hyundai and even Subaru. But what you may not be expecting is that according to Which? - a

consumer watchdog in the United Kingdom - the most reliable new car you can buy there is a sports car. Any guesses which one it is? We'll give you a hint. It sends its power to the rear wheels, it is available in two body styles, and it eschews turbocharging in favor of quick-revving N/A fun. Got it yet? It's the Mazda MX-5 Miata!

According to the report, 47,000 drivers told Which? about any issues they had with



their new cars in 2019 and 2020, and just three percent of all MX-5 drivers said they'd experienced a fault in the previous 12 months. Thus, Which? named the MX-5 Miata the most reliable new car of all models aged between zero and three years. The consumer group states: "Contrary to what you might expect, you don't need a bulky, solid-looking car to get a dependable model [and] the MX-5 received our full five-star reliability rating." Of course, not everyone can live with a small two-seater, which is why many opt for reliable trucks instead.

The current MX-5 is powered by an apparently trouble-free 2.0-liter naturally aspirated four-cylinder engine producing 181 horsepower and 151 lb-ft of torque. This is paired with your choice of either a six-speed manual gearbox as standard or a six-speed auto as an option. In the US, it starts at a base MSRP of \$26,580 before destination and taxes, so it's one of the most affordable sports cars around. Hopefully, the next-generation NE Miata will be just as reliable and just as exciting to drive. But with the little roadster

likely to introduce some form of forced induction, we'll wait to judge. So if you want a fun sports car but can't convince your significant other that it's a good idea, show them this article.

**Reprinted from**

**CARB Buzz**







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# *A Guide To Roadsters for 2021*

***Despite being an old fashioned concept, there's a roadster to fit every budget***

***Reprinted from***

***w//heels.ca***

***JUNE 17, 2021***



**By Chris D'Alessandro**

Roadsters are an oddity in the market.

In 2021, if you want a muscle car there are only maybe four options in the market — and you need about the same money to get into any of them. Hot hatchbacks? Three. Off-road SUVs? Three, maybe four. Two-door sport compacts? Two. Rally-inspired sports sedans? One.

This is all to say, there isn't much focus put on enthusiast or sports cars by most manufacturers — who make the vast majority of their money on pickup trucks and crossover SUVs. Most “sporty” vehicles now come under the pretense of a sedan or SUV or even a pickup as a result.

However, the most driver-focused sports cars? The two-seater, no-roof, summer-only roadsters? Those have not only endured

within the market but are so plentiful to choose from that there's an option to fit just about any budget you're working with.

Of course, if you have the means to spend over \$200,000 your options are even more plentiful. Ferraris, Lamborghinis, McLarens and even

more exotic and niche nameplates present almost endless options.

But thanks to the enduring appeal of the roadster, an open-roof two-seat driving experience is not exclusively available to the super wealthy. And of course, there is one thing no Ferrari or Lamborghini or McLaren roadster currently offers — something that strikes at the heart of the driving experience and the overall appeal of a roadster; a manual transmission.

## *Mazda MX-5 From \$33,200*



The Mazda MX-5 is to roadsters what Nirvana was to rock music — a simple, back-to-basics approach that emphasized emotion over gimmicks or glamour, and essentially saved the whole genre in the process. Thankfully, the MX-5 recipe hasn't changed much since the 1990s. Light weight, superior chassis tuning and rear-wheel drive still define the joys of the MX-5 experience.

In 2021, the MX-5 is offered with a 2.0-litre Skyactiv four-cylinder engine, producing 181 horsepower and mated to a 6-speed manual transmission.

## *Audi TT Roadster* *From \$61,800*



With the absence of a Nissan Z roadster for 2021, there is a substantial gap in the market between the MX-5 and the Audi TT Roadster.

More disappointing is that the convertible TT is only available with the 228-horsepower turbo-four. You'll need to go for the hardtop to enjoy more powerful engine choices. On the plus side, Nappa leather and a Bang & Olufsen sound system are now standard inclusions.

## *BMW Z4 Roadster* *From \$63,200*



Otherwise known as the “soft top Supra”. Of course, it's hard to see how that's a bad thing. While the steering and chassis may

not be as finely tuned as the Supra, the cars' real party piece, the B58 twin-scroll turbocharged six-cylinder engine, producing 382-horsepower is an available option.

Unfortunately, just like the Supra, no manual option is available on the Z4. Luckily the 8-speed automatic is pretty good at rocketing you to 100 km/h in under 4.5 seconds.

## *Porsche 718 Boxster* *From \$69,500*



Outside of the MX-5, perhaps no other roadster has caught as much unfair flack as the Porsche Boxster, now known as the 718 Boxster.

Call it a “poor man's Porsche” if you want to, but the 911 is not a true roadster like 718, and you'd have to have the whitest of collars and most upturned of noses to notice much of a difference in terms of interior quality.

Like its hardtop Cayman brother, you can spec the Boxster all the way up to the very spicy 394-horsepower GTS version and of course it's still available with a 6-speed manual transmission as standard.



## *Jaguar F-Type convertible From \$76,000*



The only thing that's really changed about the F-Type since its debut is that it's now only available with V8 options. Good.

You can also have an all-wheel drive version if you want, but... come on. Owning an AWD F-Type is like owning a shotgun that uses teddy bears as ammunition. Rear-wheel drive is what you want.

The best thing about owning an F-Type is that you'll never get bored of it. When you finally get tired of just staring at it, you get to actually drive it. And that means experiencing the F-Type's supercharged 5.0-liter V-8, which makes between 444 and 575 horsepower depending on how you've spec'ed it.

## *Chevrolet Corvette Stingray Convertible From \$78,398*



2020 Chevrolet Corvette Stingray Convertible

You can't buy one of these. At least, not from a dealership and not any time soon. The new C8 Stingray Convertible is completely sold out. Which means if you do try to get your hands on one today, you'll probably need to pay double the MSRP.

Sounds tempting for the 495-horsepower, mid-engine, open-top, hottest 'Vette ever.

But you're going to feel pretty silly having spent that kind of cash when the new Z06 variant comes along. If you want one, best to order yours right from the GM and wait your turn.



## *Porsche 718 Spyder From \$112,900*



As mentioned, the 911 is not a true roadster. However, the 718 Boxster is only available with a maximum of 394 horsepower... So, what do you do if you want 911 performance, but absolutely no rear seats?

Porsche's answer is the 718 Spyder — which is really just a 718 GT4 without a roof. That means you get the same 414-horsepower, 4.4 seconds to 100 km/h performance as the GT4, with about a million more miles of headroom.

## *Audi R8 Spyder From \$180,800*



\$181,000 sounds like a lot of money. And it is.

But don't look at the R8 as a luxe Corvette or even 911. Look at it as a bargain Lamborghini Huracan. Because that's exactly what it is. Both the R8 and Huracan share the same chassis and same engine. However, the R8 V10 Plus is actually more powerful than the Lamborghini, making 610 hp from the very same 5.2-litre V10.

## *Mercedes-AMG GT Roadster From \$189,900*



You will not make a lot of friends owning an AMG GT Roadster.

You will look like a cross between a Bond villain and a successful plastic surgeon.

However, you will not care when you bury your foot into the throttle and hear the bellow of the twin-turbo 4.0-litre V8 (which this year has received a 54 horsepower increase in power) clear as day thanks to the open roof.

Also, the interior, with the exception of the bulbous infotainment screen, could easily be called one of the most beautiful and striking interiors currently available on any car.





**HAPPY  
CANADA  
DAY**