

Show me Your Curves

Ready.

Set,

Summer!!

*The Official
Newsletter of*



Volume 7 No.

2

Editor's Message

by Doug Jackson



Happy "April Fool's Day"! I certainly hope that the weatherman doesn't have one more trick up his sleeve before we Miata enthusiasts can think that winter is over! I hope that all of you had a great winter and are looking forward to an exciting cruising season. Perhaps many of you did as Cal and I did ... took advantage of opportunities to look at car magazines or browse the Internet looking at items that satisfied our urge to learn more about our special cars or other vehicles that piqued our interest. You will probably notice that several of the articles reproduced in our newsletter came from some other sources. Both Cal and I hope that you find them of interest and we encourage you to send us

links to items which you feel may be of interest to our group. We would rather have too much to share with you than not enough!

Don't forget to mark your calendars for Sunday afternoon, April 24th for our annual Spring Meeting. We look forward to renewing acquaintances and planning programs and cruises for next year.

Please join us!



Miataville Council Meeting

January 23, 2016

by Doug Jackson

Have you ever wondered what it would be like to be a 'fly on the wall' at a Miataville Council meeting? Well, I had the chance to do just that on the afternoon of Saturday, January 23rd.

A brief glance at the photo would make you believe that it was just a coffee and snacks afternoon social ... but ... look at the sheaf of notes and



files of reports in Bob and Laurel's hands and the other papers on the coffee table. This photo was snapped during a brief break in a lively and spirited meeting that lasted most of the afternoon. It was rewarding to listen to the Council consider the wants and needs of the membership as they planned for the upcoming 'cruising season'. Even though our Miatas are 'resting' for the winter, these five leaders are not. They meet in person, but they also communicate frequently by email and telephone. We should be grateful for their willingness to plan and coordinate events and activities for us. On behalf of the membership, I say "THANKS FOR A JOB WELL DONE".

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Just saying

Guy walks into my parts store. Says "I need a gas cap for a Kia."
I said, "Okay, sounds like a fair trade."

Why do the British drink warm beer?
Because Lucas Electronics makes their refrigerators.

Show Me Your Curves is a quarterly publication of a Miata enthusiasts group known as the **Miatas of Muskoka**... We are a small group that like to explore the twisty back roads and scenic lakes in Canada's premier vacation playground Muskoka.

Visit our Website at

URL:<http://www.miatasofmuskoka.com/>

Or

Check us out on Facebook: [miatasofmuskoka](#).

Special Thanks to



For their ongoing support of our group

Events . . .



February Blahs Lunch

By Diane Phillips

On Saturday February 13th, fifteen members gathered at Era67 restaurant in Orillia for lunch where we were treated to excellent food and service. The group enjoyed the camaraderie of fellow members where numerous stories and animated conversations were shared as well as discussions on future club activities. An excellent way to reconnect during the long winter months. Everyone had a great time and the desserts were pretty awesome too!



What's Coming Up?????

Membership renewals Reminder

In my recently acquired role as Membership Councillor for the Miatas of Muskoka, it is now time for me to communicate the annual MoM membership renewal information to the general membership...with the added "early renewal incentive" of a reduced price if renewal/payment is received before (or at) the AGM on Sunday April 24th.

Membership Renewals

- annual membership renewals continue to be as of March 1st

renewals should to be confirmed back to Cal Lander via return email: clander607@gmail.com and cheques are to be mailed directly to:

- Maureen Newton
206 Penfold Lake Rd,
Utterson. ON, P0B 1M0
- early renewal incentive: via reduced price (\$25) for any membership renewals/fees received between March 1st and Spring AGM (April 24th); regular (\$35) annual membership fee will apply to any renewals received after Spring AGM

I look forward to your responses and attendance at the AGM; meeting details to follow in the near future.



**Bracebridge Memorial Arena,
April 24, 2016, 1:30 PM
Plan To Be there!!!!**

"Mamma Mia" Notice

**King's Wharf Theatre
July 23, 2016**

We will cruise from Bracebridge to Penetang, with a lunch stop along the way, and would arrive in time for the 2:00 pm matinee at the theatre. Following the production, we would continue the cruise to Doug and Sheila's house, located in the countryside south of Midland, for a BBQ. Following the evening festivities, we will journey back home via Orillia.

Featuring the chart-topping hits of Swedish super-group ABBA, Mamma Mia! is the musical phenomenon that has entertained 54 million people around the world. In addition to the iconic title song, the infectious score features ABBA's hits "Dancing Queen," "The Winner Takes It All," "Lay All Your Love on Me," "Money, Money, Money," "Knowing Me, Knowing You," "SOS," "Take a Chance on Me" and more.

Don't miss this joyful celebration of mothers, daughters, old friends, and new family.



.....Coming Up?????

Help Wanted...

We wish also (sadly) to inform the membership of Maureen's upcoming resignation from MoM Council and her role as Treasurer thus creating MoM's need for a volunteer to take over as Treasurer as of the AGM. It is apparently not an onerous job – essentially tracking income & expenditures, and periodically paying bills (via cheques) & depositing funds at the bank.

Apparently most activity typically occurs in the late winter and early spring, when membership fees come in; the rest of the year, it is only the occasional cheque or bank deposit to be looked after. MoM's banking is handled by PC Financial at the Huntsville YIG, but it would be easy to

transact on our existing account from any of the local places (e.g. Huntsville, Bracebridge, Orillia) which have a YIG or other Lo-blaws-affiliated store that contains a PC Financial outlet, depending on what location is most convenient for the new person who assumes this role. Please consider joining our MoM Council to take over as MoM's Treasurer.

Thank you, Maureen for all your time and effort.



Double win for MX-5 at World Car of the Year

March 24, 2016

In case you missed it, I wanted to share some very exciting news. This morning, your favorite Mazda and mine, won 2 very prestigious awards!

Please share with your clubs and celebrate with us!

Heather Boucher

Manager, Marketing Communications
Mazda Canada Inc.

To all,
Mazda is on a roll!

The Mazda MX-5 has just been named **2016 World Car of the Year**, beating out the Audi A4 and Mercedes GLC. And the Mazda MX-5 also won the **World Car Design of the Year** award, which was up against its sibling, the Mazda CX-3, and the Jaguar XE.



MAZDA MIATA / MX-5 ANNUAL GATHERING ROUYN-NORANDA 2016

It is for us an honor to invite you and your members to Quebec's annual gathering of Miata / MX-5 in **Rouyn-Noranda, Saturday July the 2nd 2016**. Due to its welcoming nature, Rouyn-Noranda (in Abitibi-Temiscamingue) is the perfect place for this day of fun and exchanges. The strategic location of the city incited us to invite other provinces and northeastern United States Miata clubs with the ambition to make it a memorable event .

You will soon receive a brochure containing information on the course of the day, registration, as well as related activities and hospitality establishments in the city.

We invite you to contact us at abitibimiata2016@gmail.com to demonstrate your interest to participate or for any other concern.



Hoping to count you among our participants, please receive our best regards.

Guylain Poulin,
President, Abitibi Miata Club

Junior Paquin
Paquin Mazda





Moffatt's Rally for Kids

in support of
Easter Seals Kids and Shriners Children Hospital



AUGUST 6TH, 2016 AT 9:00 AM
RAISE \$200 PER CAR
MEET NHL STANLEY CUP CHAMPION BRAD MAY

Car rally to start and finish at the Moffatt's Mazda Dealership in Barrie

Prizes for best funky t-shirt, and other surprises.

Register online at www.miatarallyforkids.com or at Moffatt's Mazda
www.moffattsmazda.com



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How Much Better Is The New Mazda MX-5 Than The Original?

Reprinted from:

CARBUZZ

by Joel Patel

We have the answer. Yes, the Mazda MX-5 Miata is known for being a hair-dresser's car. Those who have never even touched one, and even some who have got behind the wheel, claim that it's a sports car for those who can't afford a proper one. After driving the current iteration of the Mazda MX-5 Miata I can say that's all crap. Now I didn't get to spend days or even hours pushing the sports car



to the limit, but I did get to spend enough time in it to see how the new ND model compares against the purist and

archaic NA generation that I actually own.

When the Miata came out in 1989 it was meant to be a lightweight sports car that was affordable, reliable and entertaining through turns. Fast forward 27 years and it's easy to see how the ND and NA models share a lot of the same characteristics. However, there are also a lot of differences between the two generations of sports cars, which highlights how far cars have

come in three decades worth of time. The NA Miata has always been known as a "cutesy"

sports car from the outside. With the retractable head-lamps up, the 1992 Miata looks like it's smiling at you, inviting you to be its friend.



The ND, on the other hand, looks angrier. It doesn't care if you want to be its friend or not and quite frankly, it's not going to be loved by everyone. Mazda chose a bold exterior design for the ND Miata, which will stop the majority of people from calling it a "soft" sports car. The new look also carries over to the way the fourth-gen Miata drives. The ND Miata's 155-hp 2.0-liter four-cylinder engine is a thing of beauty. The sports car only takes 5.9 seconds to get to 60 mph and has a great amount of grunt throughout the entire rev range. What the engine lacks in power the peppy unit is more than happy to make up in revs. I wasn't able to explore the full extent of the 2.0-liter engine's revs, but after 3,000 rpm, the ND Miata just pulls. It isn't fast, but the sports car is quick. The ND Miata is much quicker than the NA Miata and can hold its own against other enthusiast-oriented cars on the market. Not to mention the ND Miata's engine makes a



Continued



.....How Much Better ?

great sound, while the transmission has the same incredible click as the original sports car. When the NA Miata came out it featured an anaemic 1.6-liter four-cylinder engine that made 116 horsepower and 100 lb-ft of torque. I'm sure my '92 Miata's engine is making much less than the original amount as pushing the throttle all the

way to the floor leaves the car barely able to keep up with modern mini-vans.

The Miata has always been a bare-bones

kind of sports car with the philosophy that less is better. While that is true with the majority of cars, the range-topping Grand Touring model's interior is a great place to be. Even against cars from the same year, the '92 Miata is hilariously equipped. On the other hand, the ND Grand Touring Miata has everything you could ever ask for—heated leather seats, navigation, power windows and more. The seating position in the ND Miata is much lower and more comfortable, whereas the NA Miata has a more upright position. Not to mention the ND Miata's seats have just the right amount of bolstering for spirited driving or a highway blast, while the NA Miata's cloth seats are uncomfortable after a mere 30 minutes. Don't let the nice interior fool you into thinking that the ND Miata has lost its roots, though. It's still a great car to drive. The thick steering wheel is extremely light—a little too light thanks to the electrically assisted steering, whereas the NA Miata's hydraulic steering is a little more forceful and enjoyable. De-



spite the electrical assistance, the ND Miata feels just as easy to drive as the NA Miata and just as willing to enter a turn. Once there the ND Miata's body rolls makes itself apparent in the same way as the NA's but has an amazing amount of grip. In addition the brakes are leagues ahead of the NA's. Stopping is almost telepathic with great bite, which can never be replicated on the original.

If it sounds like I'm in love with the ND Miata, it's because I am. It is simply miles ahead of the NA Miata in every way. It has more power, better features, is more comfortable and generally more well-rounded. However, it still has the spirit of the NA Miata with the same handling characteristics, feedback and ability to make you smile. There have been other Miatas, but the ND builds upon everything that made the NA great, which makes it a worthy rendition of the original sports car.



***Remembering the past
and looking forward to
the future!!***



Waking up your Miata:

Taken from

Winter Storage Preparation

by Ricky Nietubicz



Assembly may be the reverse of disassembly, but returning to service isn't quite the reverse of putting the car into storage. There are a few

things that you should do, some less obvious than others, before you fire up the car again. Carefully remove the rags, dryer sheets, mothballs, mouse traps, and whatever else you stuck in the car. Remove the plugs again, re-fog the engine, spin it over a couple times by hand. Reconnect the battery.

Change all fluids, as they have likely built up enough condensation that they aren't going to be doing much lubrication for a long time, as you're largely circulating water until all of it boils off. Just forget the whole thing and re-change the fluids. Better to take more precautions than less, as it is quite counter-productive to take the time to store your car to protect it from the winter, only to throw caution to the wind in the spring.

Remember that maintenance items have two intervals- mileage and time. You are supposed to change belts, hoses, fluids,

bushings, filters, etc. at whichever comes first. Keep this in mind so that you don't end up missing maintenance. Even if you don't drive the car ever, you'll need to change the oil, hoses, and other items at regular intervals, or you or somebody who buys the car later will have to catch up on the maintenance just as if it was a high-mileage example. While most people only keep mileage records, you'll want to keep diligent time records as well.

Some people start the car every once in a while to "keep the fluids moving," but I would advise against this, as the fluids are turning to water as condensation builds up. If you do start it, you must keep it at operating temperature for a while to boil off the water, and in the interim, they aren't doing much protecting. More on this later.

Long term hibernation:

Storage of a car for a longer period of time, meaning years, is a trickier process, about which I admittedly know little. I will say only that a common problem is that owners do not keep up with maintenance, and one should assume, with no other information, that all time intervals have been missed.

Storing a car for an extremely long time presents other problems, as parts that are intended to move that don't move can rust, corrode and otherwise seize up. Bearings can become damaged from disuse, and seals can deteriorate from a lack of fluid circulation. However, these are all topics for another article, as Miatas are much more often stored for the winter than they are for years.



Mazda Is Giving The New Miata Some Extra Metal, But Not Where It Matters

Reprinted from:



by Jared Rosenholtz

It's going to be up top, not inside.

Mazda has been telling the press that it has a big announcement for the 2016 New York Auto Show. We know that this will be a world premier, but Mazda hasn't confirmed exactly what the big reveal will be. Rumours have been circulating that this could be the reveal of the hard-top version of the new MX-5. Autocar received an invite that Mazda sent out for the event which contained a folded piece of paper saying "Help us blow the lid off at the New York Auto Show." Remember the last-generation Miata got its hard top eight months after it first debuted.

The new ND Miata will likely get the same folding metal roof, with a slightly lighter and more compact mechanism that doesn't impede trunk space (like it had

trunk space to begin with). The hard-top Miata will likely be called the PRHT (Power Retractable Hard Top) in the US, or the Coupe in Europe. Hard-top Miatas made up more than 50% of sales in the US and over 80% in the UK. Some people may be disappointed that Mazda is adding a hard-top roof rather than a turbocharger. However, we think that for now, this is a good move, not saying we don't want a turbo Miata. Mazda's hard-tops are typically well-engineered and we think that the ND Miata will look great with a hard top roof.



Spring Surprise!! By Cal Lander



Its amazing what you find in the spring after the snow has gone away. I caught this recently in Orillia and noticed that the owner who parked this vehicle in his driveway had very carefully used a car cover for winter protection. Notice that after the snowplow's residue melted away you can very clearly see how he carefully place a slab of concrete on the hood to keep the cover from blowing away. **THEY DO LIVE AMONG US!!**

Do you want your Miata to look like a Morgan Aero 8?

Republished from:

AUTOWEEK 

Mitsuoka Roadster

The Mitsuoka Roadster will borrow 2016 Mazda MX-5 Miata underpinnings.



PHOTO BY MITSUOKA

The Mitsuoka roadster is coming to the UK and not to the US, rest easy

We thought just about everyone was happy with the looks of the new Mazda MX-5 Miata, but niche Japanese coach builder Mitsuoka will offer a car to those who wish the new Miata looked a little more like a Morgan Aero 8.

The Japanese tuner and coachbuilder has made a name for itself answering questions that few thought about asking, such as: "What would a Nissan March compact sedan look like with a classic Jaguar S-Type front fascia?" The answer isn't as scary as one may first think, though the company's other efforts have been met with a little more skepticism among fans of retro cars -- the Nissan Cedric and Toyota Corolla whose entire front fascias

were turned into something aping a Rolls-Royce certainly comes to mind.

The Miata-based Mitsuoka Roadster will see more modifications than simply a new front end, however: the wheelbase has been stretched at the front to accommodate the new, longer hood. The general inspiration for this creation is of course the Morgan Aero 8, with Mitsuoka adopting the design of its front fenders, headlights and a fender line which has been grafted on to the sides of the Miata. The roadster's rear has been redesigned as well, with a rounded clamshell tail also inspired by the Morgan.

The Roadster features a drastically extended wheelbase, just ahead of the A pillar.

Mitsuoka Roadster side profile



PHOTO BY MITSUOKA

The Roadster will keep the 2-liter Miata engine and gearbox options but not its handling, which will have changed dramatically due to the longer wheelbase and the weight of all of these additions.

AutoExpress reports that the roadster will go on sale this month at a starting price of

Continued 

Morgan?.....

53,800 British pounds, which works out to approximately \$82,400 in U.S. dollars. Needless to say, this is well worth of the price of an actual Morgan versus something else trying to look like one, and will present a further dilemma to those also considering just buying Miatas for the whole family.

This actually won't be the first time that Mitsuoka has turned the Miata into a Morgan-styled roadster: The company built 20 examples of such a roadster based on the previous-generation Miata back in 2010.

This is one of those rare times when we're thankful that a foreign car cannot be privately imported to the U.S. We like real Miatas and real Morgans just as they are.



The Mazda MX-5 Spyder and Speedster Concepts Prove Roofs Are Overrated And So Are Windshields



Who says Porsche has a monopoly on turning cars into Speedsters and Spyders? Mazda just turned out versions of both for the 2016 Miata for the SEMA show, and I kind of want one. Or both! Make it both.

And your next purchase is!!!



How the Mazda Miata went from sketch to immortality *Source unknown*

Our favorite little sports car hit the scene on Feb. 9, 1989.



"Bob Hall/Mazda"

Just as the Ford Mustang will forever be connected to the 1964 New York World's Fair, the Mazda Miata will always be able to trace its roots back to the Chicago Auto Show. On February 9, 1989, Mazda officially unveiled its all-new roadster, and as the Miata celebrates the 25th anniversary of its introduction, we take a look back at how this car came to be.

While the auto show is an important date for the Miata, its origin can actually be traced back to the late 1970s, when Bob Hall, then an automotive journalist, drew a sketch on a chalkboard for the head of Mazda's R&D, Kenichi Yamamoto. In his own words, Hall calls his drawing "crude," "ugly," and admits it "looked nothing like the final car." But it planted a seed that would eventually lead to Miata's birth as a small, lightweight, and affordable sports car. Three years after the chalkboard drawing, Hall was hired by Mazda's US design team, but instead of getting right to work on the Miata, he was tasked with designing vehicles like the Mazda B-Series truck and the MPV minivan.

After convincing his higher-ups that Mazda needed this affordable sports car, Hall said that three design ideas went far enough to

make it to full-scale mockups. The US team came up with a front-engine/rear-drive car, Tokyo had a mid-engine/rear-drive concept, and there was also a front-engine/front drive model (these three cars can be seen in the image below from left to right: FF, MR, and FR). With the goal of creating a daily driver that the public would actually want to drive, the FR layout won.

Dean Case, currently the communications officer for Mazda Motorsports, said that the final design was hammered out by 1986, but the car still lacked a proper name. At that time, the car was simply known as the P729; American and Japanese teams had different ideas of what to call the new sports car. The US team pushed for the name 1600S, while Japan wanted RX-5. Since this car lacked a rotary engine to justify the RX name, the name Miata (meaning "reward" or "prize") was settled upon.

About a year before the 1989 Chicago Auto Show, Mazda held customer clinics not only to gauge interest in the Miata but also to see how much money people would be willing to pay for it. Hall said that Mazda's internal pricing goal was set at around \$8,800 to justify the project and be profitable, but the clinics showed that there was still a lot of upside. Most people guessed the car stickered closer to \$20,000. In the end, the 1989 Miata had a base price of \$13,800(US).



"Bob Hall/Mazda"

Immortality

On top of that, initial sales goals were around 20,000 units per year in the US, but demand was much higher than projected. Mazda sold closer to 40,000 Miatas annually in the car's early years. Mazda's customer clinics also showed that the Miata had approval ratings a politician would kill for—85 to 90 percent of the participants liked the roadster, numbers that greatly exceeded what automakers normally expect to from such studies.

This general attraction to the Miata was even more apparent when the cars started to hit the roads. Weeks after the Miata made its official debut and was featured on the cover of *Road & Track* as well as many other buff books, Dean Case drove the car from Los Angeles back to Chicago, and he remembers noticing how much attention the Miata commanded from the public. Hall recalls having similar experiences as the car was being tested before its introduction.

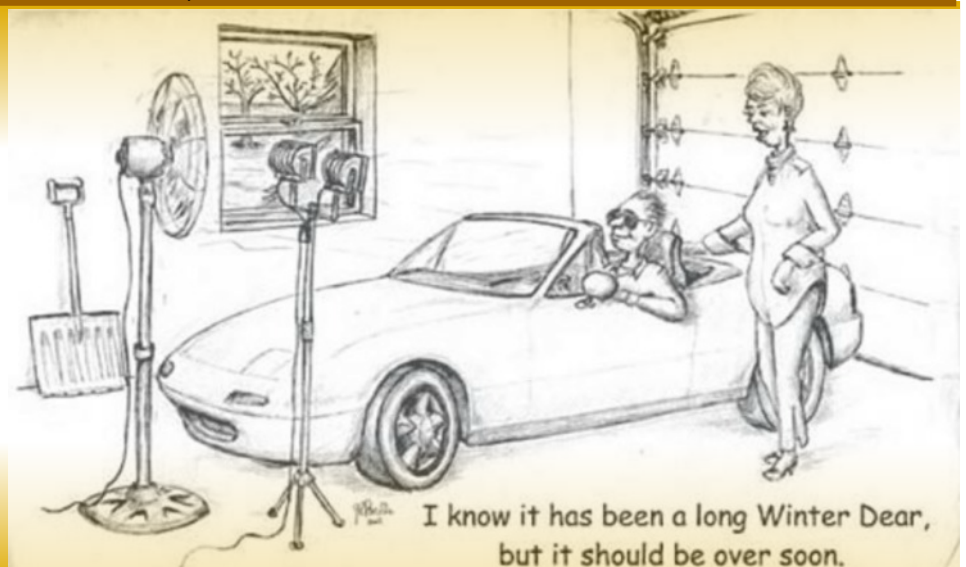
Of course, the Miata wasn't the only sports car to debut at the 1989 Chicago Auto Show. The world also got its first look at the Acura NSX that year. After checking out the NSX, Hall said he knew that Acura "was going to get the press, but we [Mazda] were going to get the sales." Not only was he right on that count, but the Miata would go on to outlive its contemporaries, like the Toyota MR2 and Pontiac Fiero, and survive more recent competition from the likes of the Pontiac Solstice and Saturn Sky. More importantly, Hall credits the first-generation car's classic, simple design for the Miata's success, and he believes that the modern, trendy cues used on the second-gen NB Miata led to that design looking dated faster.

In the 106 years that Chicago has hosted its auto show, few cars have engendered the passion and longevity of the Mazda Miata. Looking ahead, Chicago should continue to play a big role in the Miata's ongoing success story.

VIEW THESE: Mazda Miata Prototype Shots



Can anybody identify with this?



Update

Michelin Tweel Airless Tires Production Starts, Will Motorcycles Get Them? *Contributed by Doug Jackson*

So, it begins: Michelin has started the production of their new Tweel airless tires. The Tweels will be produced in a new factory in South Carolina, but so far, the technology is only available for lawn-specific machinery. However, a new direction in motorcycle tire technology has to start with something...



Tweel tires unify the rim and the actual tire into a new combo which replaces the traditional tire-wheel-valve assembly. The support air provides in the case of traditional tires now comes from an array of high strength poly-resin spokes which carry the load.

They also bend when obstacles are encountered, acting as a suspension element damping the force and reducing the bounce effect, as well. Traction, which is essential, is provided by a replaceable rubber layer which is mounted onto the "rim". When it becomes used excessively or damaged because of strong external forces, it can be easily replaced, minimizing the downtime.

With the lack of an air chamber or mousse, the outer layer is impervious to punctures, as well, extending the use range of the Tweel.

Will motorcycles use Tweels in the future?

Most of us are obviously wondering whether the Tweel airless tires will one day become a reality in the motorcycling world. So far providing an answer is premature and has more to do with Sci-Fi and guessing games, mostly because the forces acting on a motorcycle tire are so much stronger than those a lawnmower tire has to deal with.

Even more, a 4-wheeler has a rather low grip demand compared to what a motorcycle needs when leaning through a curve, accelerating or braking strongly. But (there is always one) the Tweel technology seems to make steady progress and who could tell where will all this lead to in say, 3 or four years.

We are positive that the airless technology will improve as the Tweel-like wheels become more popular. At the same time, materials used for these tires will certainly evolve, so the performance specs of such wheels will be upgraded noticeably. However, the end of air-filled motorcycle wheels still belongs to an yet unfathomable future.

Read

more: <http://www.autoevolution.com/news/michelin-tweel-airless-tires-production-starts-will-motorcycles-get-them-video-89369.html#ixzz43TcEnhgr>

UK Owners Celebrate the Mazda MX-5

Reprinted from:

CARBUZZ

by Jay Traugott

It's time to mark the 20th anniversary of the owner's club.

It's the best-selling two-seat sports car of all time, so it's no wonder the Mazda MX-5 has found loyal fan bases in



countries across the world. Obviously the UK is one of them. After all, this is the land where little roadsters were born. The MX-5's heritage comes straight from old Triumphs



and MGs. Obviously the Japanese-built MX-5 doesn't have the faulty electronics and oil leak issues of its forefathers. Auto Express recently attend-

ed a very special event in honor of both the car and the fan club itself: the Mazda MX-5 Owners Club 20th Anniversary Rally.

With 1,700 MX-5s in attendance, it was really quite an event. Everything from customized to stock MX-5s were present.



Wonder when there will be an electric Miata....

Submitted by Dick Smyth

Reprinted from



SPEED LAB

POPSCI.COM/BLOGS

Morgan Ev3 Brings Retro Cool to Electric Cars The Company's First-ever Ev Will Be Available to Buy Next Year

By Kristen Hall-Geisler Posted March 16, 2016



The Morgan EV3, announced at the Geneva International Motor Show, is the company's first all-electric vehicle in more than a hundred years of building cars. The retro fantasy design is similar to the Morgan 3, which shares its three wheels and open cockpit. But where the popular petrol-powered vehicle wears its V-twin engine on its nose, the electric vehicle is a sleek bullet from the early days of science fiction. The EV3 is no fiction, though there's plenty of science on board. The whole car weighs about a thousand pounds, and carries a 20-kWh battery pack and a liquid-cooled 46-kW motor (that's just a touch over 60 hp) driving the rear wheel. It's enough to propel the EV3 to over 90 mph and from 0 to 62 mph in under 9 seconds. Okay, so it isn't faster than a speeding bullet. But it does have a range of 150 miles. Morgan says the EV3 will be priced "comparably" to the gasoline version, putting it in the \$45,000 range. Production is expected to begin in late 2016, so we could see these on British roads in time for the weather to clear up enough for an open cockpit in 2017.

The Morgan company has been family-owned since its founding in 1909, and it takes its heritage very seriously. Its lineup of cars, including the Plus 4 and Roadster, is based on Morgan designs from decades past. The EV3, for all of its future-by-way-of-1930 looks, draws on Morgan three-wheeled racecars, which had a sharply lifted tail. It's not all design for design's sake—the steampunk-worthy brass cooling fins at the front of the EV3 house the batteries. The interior mixes old materials and new technology, with wood toggle switches, brass plates, aluminum surfaces, and a digital screen in the dash.

At the same time that Morgan announced the EV3 in Geneva, it also said that the company will receive government funding to develop more full EVs as well as hybrids. This could put the technology of the future under the hoods of the past.



Mazda stuns in NYC with MX-5 Miata retractable fastback

NEW MIATA IS THE TARGA WE ALWAYS WANTED

Reprinted from

AUTOWEEK 

March 23, 2016

Jake Lingeman –

Mazda unveiled the MX-5 RF at the New York auto show



PHOTO BY NEWSPRESS

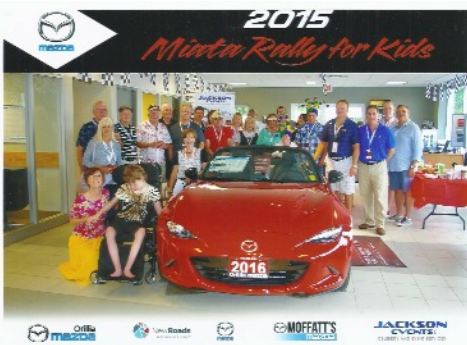
Mazda pulled the wraps off its gorgeous MX-5 RF on Tuesday night before the New York auto show. The "retractable fastback" as the company is calling it, gets an automatic targa-style roof that folds back at speeds of up to 10 mph. All told, the RF features the same amount of trunk space as the soft top model. Mazda also confirmed it'll get the SkyActiv 2.0-liter engine, so figure about the same 155-hp, 148 lb-ft output as the soft top. It'll be on display at the show, and is surely set for production. It can't get here soon enough.



Read more:

<http://autoweek.com/article/new-york-auto-show/mazda-stuns-nyc-mx-5-retractable-fastback#ixzz43rOMAIYr>

Looking back . . .



2015



*Cheer up!!!
It won't be
long now*



AGM
ANNUAL GENERAL MEETING

*Bracebridge Memorial Arena,
April 24, 2016, 1:30 PM
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