



NEWSLETTER

Show Me Your Curves

VOLUME 2, NO. 1

2010 - Year in Review

A Recap of Events & Happenings

Plus...

Adjusting the Clutch

Miata Mustang?

Canadian Speedster

*SPOTLIGHT ON
1997 STO EDITION*





Lookin' ~~Ahead~~ Back

July

We hope everybody had a Happy Holiday Season and would like to wish you the best for the coming New Year. This month we would like to provide a look back on our activities of the past year hence the rear view mirror picture on the cover. By the way did you notice what was etched onto that mirror?

First off I believe 2010 was an exciting time for **Miatas of Muskoka** for several reasons. Firstly, we were born!! Secondly, there was a lot of fun filled events and we had really great participation from all the club members.

Laurel & Gord Bauldry worked with Nigel Ford of Mazda of Muskoka to contact known owners in the area and invite them to a little "Meet & Greet" which took place on a sunny day in late July. This allowed Miata owners in the area to actually meet and talk to one another about their love of the cars and to name & develop what was to become **Miatas of Muskoka**.



July - Meet & Greet



Lookin' ~~Ahead~~ Back

August

In August we organized our first cruise through the Haliburton Highlands on a weekday to minimize any anticipated problems and had an excellent turnout for the event. We ventured to the town of Haliburton, stopped shortly afterwards at the Pinecone Resort for refreshments and topped it off with a trip to Kawartha Dairy outside of Minden for ice cream before heading home.



August - First Cruise



Lookin' ~~Ahead~~ Back

September

In September we planned our first weekend cruise and decided to have a brief "Show & Shine" a couple of days beforehand to generate a little more excitement. I didn't really turn out as planned as the weather did not cooperate and it rained steadily the entire evening. A few brave souls did manage to make it out and discussed cars over coffee however so the evening wasn't a total loss..

September - Show & Shine



Our cruise to Fenelon Falls & Bobcaygeon however was far more successful as the weather was beautiful and we had a great number of members participate.



September - Fenelon Falls Cruise

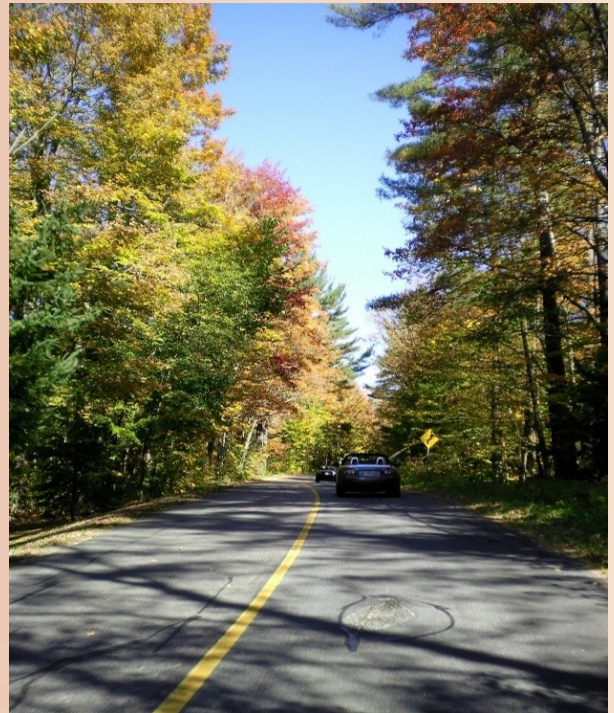


Lookin' ~~Ahead~~ Back

October

In October we enjoyed a fantastic Fall Colours Cruise around the three major lakes in Muskoka and enjoyed the crisp fall air while viewing Mother Nature's natural beauty. We were hosted for lunch by members Sue & Brian Sheffield at their restaurant. The Trillium Club from Toronto made a similar cruise a couple of weeks later and a few of our members joined in.

October - Fall Colours Cruise



October - Trillium Club (Toronto) Visits Muskoka



Helpful Hints— Adjusting the Clutch

by Steve Karkenny

Sometimes you may feel like your clutch isn't engaging or releasing as you'd like. Here's a simple procedure to get the clutch feel as you like it!

Tools Needed:

- 10mm and 12mm open-ended wrenches.
- Some light, because it's dark under the dash!

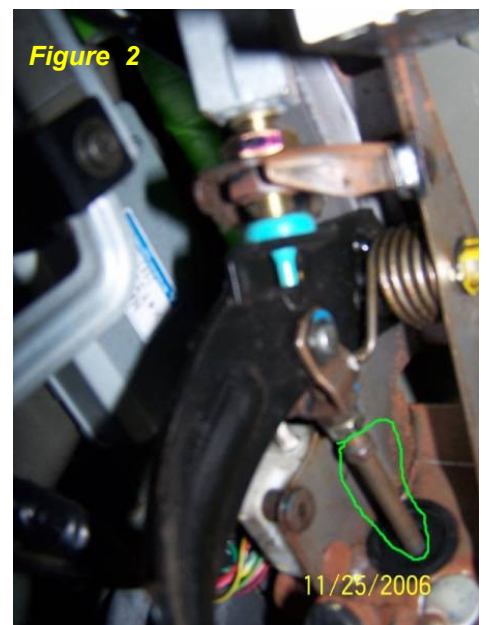
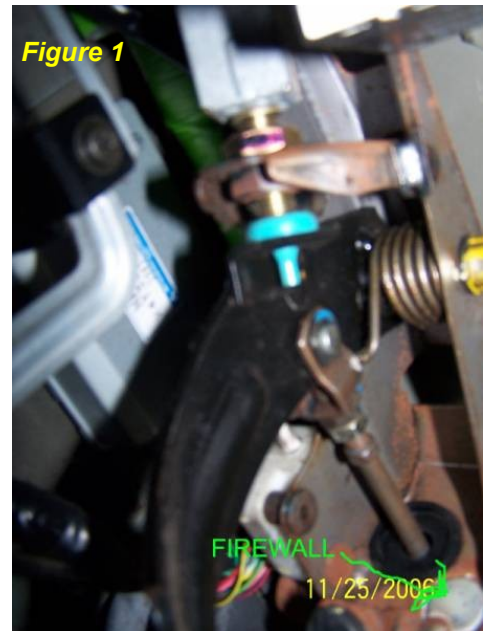
Procedure:

First you must get under the steering wheel so you are looking at the top of the clutch pedal: (see Figure 1)

First off, prior to adjusting the pedal, you must check the free play or "dead zone" where you can push the pedal without much resistance. You want the free play to be around $\frac{1}{4}$ to $\frac{1}{2}$ inches. When you are adjusting it the clutch this will change so it is necessary to continually check.

Next, you must loosen the bolt that stops the shaft from turning: Now, you just turn the shaft Clockwise (see Figure 2) to have it engage further up (later), or you turn it CCW to have it engage further down (sooner). This can be done with your hand, it should be easy to move. I have found that one full revolution of the shaft moves the engagement point about $\frac{1}{10}$ of an inch in either direction. (Note: when you finally tighten the nut, you must make sure the rod doesn't turn, I used a dot of whiteout on the rod so movement of the rod could be checked.)

And that's it! Just tighten up the bolt that stops the shaft from moving, and take the car for a drive! Then repeat until the engagement point you want is reached!



Did you Know ?

When is a Mustang not a Mustang? When it's a Miata!

When you look at the Mustang convertible in these photos, you notice there's something different but you can't quite put your finger on it. The problem is compounded because there are no people in the picture to give it scale. This small, two-seat roadster is not what it appears. The M1stang is actually a combination of reproduction '65 Mustang sheet metal married to a late-model Mazda Miata chassis.

Bill Carnes of St. Augustine, Florida explored ways of creating the best of both worlds. Several aftermarket companies reproduce vintage-Ford sheet metal, so combining the classic exterior tin with a modern Mazda Miata chassis was the real stroke of genius. Amazingly, the scale of both cars is close. After the Miata sheet metal was removed, Carnes trimmed the Mustang fenders and doors on the edges where the changes wouldn't be noticed. The steel trunk is full-size and the hood is fibreglass. There are no alterations to the chassis, and the conversion process is so vehicle-friendly that no fluids need to be drained from the car or sensors disconnected. Only the battery is removed for safety.

The finished conversion has all the style of the original '65 Mustang with all the agility, reliability, and creature comforts of a modern Miata. The transformation is so nicely crafted that after re-viewing the package, Carnes was awarded user status from Ford, with full authorization to build the cars.





In the Beginning....a 1994 Mazda Miata

M1stang

*All of the necessary parts
required for the conversion*

Bill has also built this one of a kind 1966 Shelby Mustang Tribute with trademark approval from Ford Motor Company. This resto-mod M1Stang was featured in a number of car magazines and draws attention where ever it goes. This may look like a 1966 Shelby GT350 Mustang convertible but don't let these classic looks fool you.

The exterior is coated in Wimbledon White with Viper Blue Shelby stripes buried under 6 coats of clear providing for a glossy finish that will stand the test of time. The convertible soft top is a brand new and black in colour matching the black cloth Miata interior.

It contains all of the Miata's comfort features such as air conditioning, a 6 disc CD changer with AM/Fm radio, power steering, a four speed automatic transmission, and power door locks with electronic release which all help make this Shelby Mustang tribute a different breed than the original.



Bill's '66 GT350 tribute Miata



Stock '94 Miata interior



An original '66 GT350 convertible, 1 of 4 produced.



Spotlight On

1997 STO Edition

The Special Touring Option, or STO Edition was Mazda's way of saying, "Good-bye" to the NA (1990-1997) models. The STO model was comprised of the last 1,500 vehicles produced & sold in North America each with the same specific standard features from the factory. It was referred as *Still the One* in Mazda marketing literature and is one of the rarest of the special edition Miatas made.



These features included a Special Twilight Blue Mica paint exclusive to the STO. The colour was supposed to be permanently retired but was resurrected for the NB 1999-2000 Limited Edition model. Also included were tan leather interior appointments and tan convertible top., 15-inch Enkei® alloy wheels, Bridgestone high-performance tires, and more. Each Miata STO came with a special dash plaque individually numbered to make it a true collector's car. While the STO were a numbered edition, they weren't produced consecutively. Other packages & special order Miata were produced during the time they produced the STO and interspersed on the production line. New owners were also supplied with a Letter of Authenticity from Mazda at time of purchase.



Exterior Features:

Special Twilight Blue Mica paint with tan convertible top
Unique 15" 5-spoke Enkei® alloy wheels with Bridgestone P195/50R15 high-performance tires
Unique Rear Spoiler



Interior Features:

Tan leather seats* with leather wrapped steering wheel
NARDI® leather shift knob
Numbered STO dash plate
Floor mats with STO logo
AM/FM/cassette stereo with CD player and headrest speakers
Power windows and mirrors
Miata logo Stainless steel scuff plates

Optional Features:

Removable hardtop
automatic transmission
anti-lock brakes.

Production:

1,500 units for North America

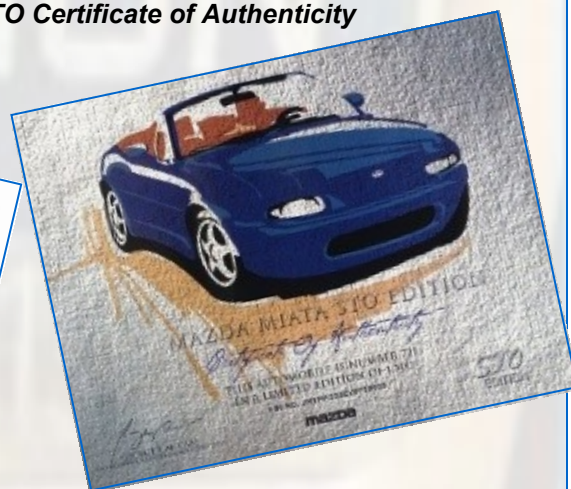
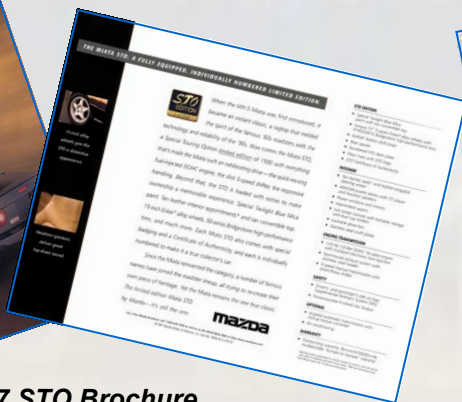


STO Dash Plaque

STO Certificate of Authenticity



1997 STO Brochure



More Special Features of the 1997 STO Edition



1997 STO Edition seats with speakers



Unique Rear Spoiler



**Miata Logo
Stainless Door Sills**



Leather NARDI Shift Knob

Custom Floor Mats



.... and also that year

1997 Speedster Edition Uniquely Canadian

In 1997 Mazda sold 594 Miatas in Canada and there were 150 (or 168 , depending on your source) "Speedster Edition" models imported specifically for the Canadian market in a non-numbered series.

The car was basically a 1997 US market M-Edition de-contented of its leather interior and tan top. It came in one colour, Marina Green Mica (1997 M-Edition paint) with a Black Soft Top and 1996 M-Edition / 1997 STO-Edition wheels, a Torsen LSD, rear lip spoiler and black cloth interior including a wooden Hand brake and Nardi shift knob. "Speedster" badges were applied on the front fenders and passenger's side rear panel.

15" Enkei® Wheels



Note Miata Speedster Badges on Front Fender



Speedster Badge and Rear Spoiler



Wood Nardi Shift Knob & Brake Handle

MIATA FUN

In this space we will explore the lighter side of owning a Miata and simply enjoy the sights and sounds of the hobby itself in all its wonderful glory.

What people will do to their cars to personalize them. These cars really are Miatas but look like something else entirely.

A Cobra Miata



A Ferrari Miata



And a Moota?



1989 MIATA SAND SCULPTURE

When the Miata hit the streets in 1989, it was love at first sight for me. Unfortunately, the timing wasn't right to get one. I had recently purchased my first brand new car, a red 1987 Acura Integra, and was less than half way towards paying off a five-year loan.

My enthusiasm for the Miata phenomenon inspired me to recruit a team of friends to enter the Long Beach, CA annual Sea Festival sand sculpture contest. Within a four hour time limit, we constructed a life-sized sand sculpture of a Miata helmed by a big sunglass-clad cat giving a cool thumbs-up gesture to passersby.

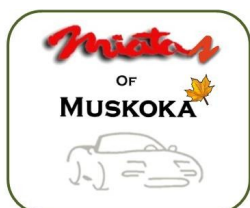
The rear license plate read "MEOWTA" and for judging purposes, the sculpture was titled "The Cat's Meowta." It was a hit with the crowd and the judges and we won a first place trophy! Here's what it looked like:



2007 Brochure



1997 Brochure



"Join us because of the car, you'll stay because of your friends"