

NEWSLETTER OF



Show Me Your Curves

VOLUME 4, NO. 5

Spring Arrives Finally !!

Plus...

Miatas @ the Movies

MX5 lubki Concept

Just Miatas

And more....





Does this remind anyone of the April Showers in Muskoka ???

On the Cover



This month's cover has Rudolf, an Engineer from Oslo, Norway displaying his meticulous 1993 LE (#541) he calls Leopold before the lovely famous fiords.

INSIDE THIS ISSUE:

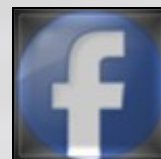
<i>IN THE REAR VIEW MIRROR</i>	3
<i>LOOKIN' DOWN THE ROAD</i>	4
<i>SPRING FLING PICTORIAL</i>	5
<i>MIATAS @ THE MOVIES</i>	6
<i>DID YOU KNOW?</i>	7
<i>JUST MIATAS</i>	8
<i>HELPFUL HINTS</i>	10
<i>SPOTLIGHT ON</i>	11

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In the Rear View Mirror

Spring Fling - May 5th

Finally !! After what seemed to be the endless winter Spring has finally arrived and with it the itch to go cruising. Well, that itch got scratched, Big Time! Our Spring Fling took place on an absolutely perfect day for cruising with the gathering of 17 cars in the YIG's parking lot early on a Sunday morning for our trek to the Swiss Country Restaurant on Old Mill Bay of Ahmic Lake for brunch. This represented our largest turnout ever for a local MoM only event and two additional cars met up with us at the restaurant.

Our Cruise Director for this trip was Paul Bennett who set the standard for the rest of our cruises this year. We had several Members joining us for the first time and nothing but positive feedback was received. Well done, Paul.





Lookin' Down the Road

Niagara on the Lake - May 25th

We will join the members of the Peninsula Miata Club for our next cruise as we spend a couple of nights in beautiful Niagara on the Lake.

Highlights include a Winery tour a couple of cruises, wine tasting of course and dinner in the heart of this little jewel.



Ice Cream Cruises - May 29th

This year's weekly gatherings start on Wednesday May 29th. At least that's the plan but if the weather keeps up we can always start earlier!!

St. Jacobs Cruise - Sept. 14th

We are looking towards a day cruising down to St. Jacobs for a lovely lunch and a little shopping.

Currently we do not have a Cruise Director and would appreciate somebody stepping up to make this a memorable cruise.



Membership Update

Our Membership is growing again, we would like to welcome the following new members:

Doug & Sheila Jackson
David Sydserff & Carol Nixon
John & Katherine Thomas
Sarah Lomas & Chris Kenett
John Hill & Sassy Welsh
Jane Rice
Claus Plock
Gary Newman & Tabatha Stevenson

Midland
Newmarket
Lindsay
Kilworthy
Uxbridge
Huntsville
Keswick
Orillia

Red 1991
Orange 2000
Green 2000
Silver 1999
Orange 2000
Green 2002
Silver 2012
Silver 1990



In the Rear View Mirror

Spring Fling - Pictorial



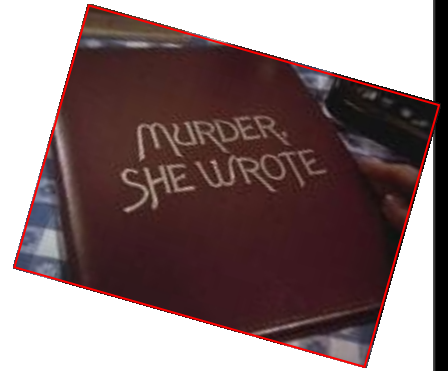


Mistakes @ the Movies

Murder She Wrote - Season 7 Episode 3 See You in Court, Baby

Jessica Fletcher's friend, Insurance Claims Investigator Dennis Stanton played by Australian actor Keith Michell, helps client Amy Sue Kriegler get paid for a sports-car she got assigned in her unfairly advantageous divorce

It is your atypical Murder She Wrote episode as nobody is murdered, not even in the small little Hamlet of Cabot Cove. However, the main character in this particular story drives a lovely red NA while cruising the streets of San Francisco.



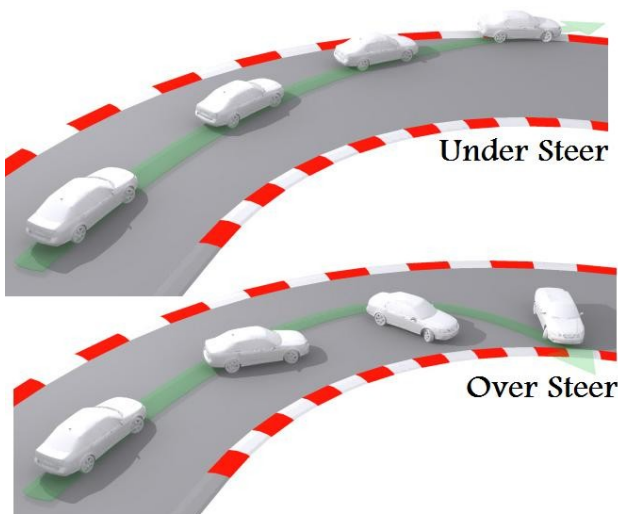
Did you Know ?

Over Steer / Under Steer

Jim Kenzie, one of Canada's premier motor journalists (and Miata owner), explained over steer and under steer thusly in a recent article testing the new Jaguar F-Type.

"There's an old saying that if you go into a corner too fast and the passenger panics, it's over steer. If you go into a corner too fast and the driver panics, it's under steer. That's because in the first condition the tail swings out and you can counter steer to bring the car back under control (or at least pick which tree you're going to hit). In the latter case, you're a curling stone with nobody to sweep for you and you're going straight off that cliff"

Yikes, what is he talking about? Simply put, over steer is what occurs when a car turns (steers) by more than (over) the amount commanded by the driver. Conversely, under steer is what occurs when a car steers less than (under) the amount commanded by the driver.



It turns out that most automobile manufacturers build in some degree of under steer into their cars because it is considered easier for the average driver to cope with than over steer. This is because if you turn your steering wheel, and your car doesn't turn, the instinctive reaction for a driver in a sliding car is to lift off the throttle. Once you slow down to a speed where your tires have enough traction to go around the corner, your car will do what you are telling it to do and go around the corner.

Doing the same thing in a car that's over steering will usually make the situation worse by unloading the rear tires and further reducing their traction.

Front wheel drive cars generally under steer. That is to say that when turning a corner, the front wheels are performing both the action of changing direction, and moving the car forward. The faster you're travelling, the harder it is for the front wheels to perform both actions at the same time, without causing you to turn in a wider arc than if you'd been driving slower. The wider the arc, the more you're under steering. To counter under steer, you have to reduce speed by lifting off the gas.

Rear wheel drive cars generally overseer. The rear wheels only move the car forward, and the front wheels only have to change the car's direction. Over steer means that the arc is much tighter as the rear of the car tries to 'come around' to the front. Worst case scenario is spinning out. You can counter over steer by applying more speed, and by turning the wheel in the opposite direction -- 'opposite lock'. Lifting off the gas during over steer will cause a weight transfer to the front of the car, reducing grip at the rear which is not good in a rear wheel drive car. If you've ever seen 'drifting', where the car is driven around a corner almost sideways, with the front wheels turned in the opposite direction, that's over steer.

If you're inexperienced with a rear wheel drive car, take it easy. It can take a lot of practice to be able to effectively balance an over steering car with throttle and steering input.



by Terese Mac Davis

The Swan Song of the Tequila Sunrise



Who would have thought that my car would be on display in a museum? Wonders will never cease. Here's how it happened. My local Miata club, Sacramento Area Miata Owners Association (SAMOA) got an invitation to display nine Miatas in the California Auto Museum in Sacramento. They wanted classic, clean Miatas, the best examples of the car. Our president asked for volunteers who could spare their Miatas for a whole month.

Nine of us volunteered. We got our cars shined up and looking their best, got together pictures and memorabilia to go with them, and met up at the museum on Saturday, April 6th, to be, I can only think, "inducted" into the Auto Museum.

I brought the "Tequila Sunrise", my colorful, custom-painted 1995 B Package Miata, freshly detailed by my favorite detailing guy and it looked fabulous. Jimmy and I drove two cars, his and the Miata, up to meet the others at the museum on Friday, April 5th. Yes, I did say Friday, not Saturday. We got there on the wrong date, and we were a day early!

The museum people were very gracious and let Tequila Sunrise (aka "TQ") spend the night with all those amazing cars in the Auto Museum. There were muscle cars, micro cars like the IZETTA, and all the classic cars from back in the day. I spent a few minutes walking down memory lane looking at the British sports cars, and some very cool cars from the 60s and 70s.

The next day, Saturday the 6th, Jimmy and I drove up (again) to Sacramento to meet with the others from SAMOA. I was in seventh heaven seeing some of the best and most unusual Miatas from our club, and talking to other club members. I know the club members through the newsletter and some events, but we don't get to attend very many meetings, since it is a 160 mile trip. Everyone was excited, although some tried not to show it.



The Swan Song of the Tequila Sunrise - Con't

Robin, the SAMOA president, marshaled the cars in one by one, to be backed into their assigned spaces. When it was my turn, since TQ was already there in the museum, I just had to back him in to the spot. I held my breath – imagine a fender bender, here! - and just did it, although backing up precisely is not my greatest talent. It helped that my spot was on the open end, and that I went first!

What a cool place the California Auto Museum is. It's huge, for one thing, and they're moving into even bigger new quarters. I saw cars I'd only seen pictures of, like the 5 or 6 different micro cars ... and cars that I grew up with and remembered fondly, like the MGA, the Austin Healy 3000 and even a DeLorean.... It is definitely a wondrous experience, and if you haven't been there yet, you should check out the museum.



Miata exhibit at the Museum

Sadly, this will be one of my last experiences with the Tequila Sunrise. I'm going to have to sell him. As Miata owners, we've all been through this painful decision. I have two Miatas and can no longer afford both -and I can't drive both, can I?.

I would like to find a buyer who can take this car to the next level. It would be nice to see this car jazzed up in performance mods, as I did with the cosmetics. I put the story of the Tequila Sunrise, along with picture, in my book, so it's a tiny bit famous. Tom Matano, the original Miata designer, signed the car (his signature is in the trunk) at Laguna Seca Miatas at Mazda Raceways in 2011, where I launched the *Just Miatas* book. And now TQ is in the California Auto Museum! Pretty special, huh?



Terese and TQ at the Museum

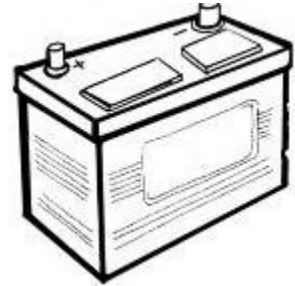
Although it's sad, I kind of look forward to showing TQ off and meeting other Miata people like me who buy and sell Miatas. Some will come to look, some will come to buy, and all will think TQ is cool. It would be lovely if TQ could find a home in SAMOA, but I'm sure he'll be well taken care of wherever he goes.

How much am I asking for the Tequila Sunrise? That's the hard part. I really don't know. I'm "entertaining offers" over \$6k. Much depends on the person who wants the car and their plans for the Tequila Sunrise.

TQ will be leaving the Auto Museum early, on April 25th, so we can go to Miatas at Mazda Raceways in Laguna Seca for our last time ... or maybe, someone else will be driving TQ away.

Helpful Hints - Battery Basics

If you're like most drivers, you likely don't think about your vehicle battery until your car fails to start. While batteries don't require much maintenance, some simple tips can help prolong their life span and reduce your chances of needing a boost.



Keeping the battery clean and dry

- Avoid discharge and corrosion by removing dirt that may build up on the battery's surface.
- Keep batteries clean from oil or grease, as this attracts dirt to the top of the battery.
- Batteries can be cleaned with bicarbonate baking soda and water. Never remove vent caps while cleaning the battery and always wear safety glasses.

Periodically checking the battery terminals

- Dirty or corroded terminals should be cleaned with bicarbonate baking soda.
- Terminals should be free of any moisture prior to reconnecting.
- Terminals can be coated with heat-resistant grease.

Avoiding vibrations

Vibration due to an unsecured battery can cause internal battery damage, resulting in shortened battery life expectancy.

Recharging dead batteries

Batteries that are dead due to lights and accessories being left on, or due to an electrical fault, should be properly recharged (ideally on a trickle charge vs fast charging) on a charging stand at a service facility to ensure the battery returns to its optimum condition. You must be careful to avoid Overcharging which produces corrosion and rapid deterioration, which results in shortened battery life. In periods of extended storage i.e. over the winter months the battery should be connected to a smart charger (e.g. Battery Tender) which controls and regulates the speed and amount of an unattended battery. If the battery is removed from the car do not leave on a concrete surface (i.e. garage floor) as this will quickly discharge the battery.

Proper testing equipment

Autotest Electrics Analyzer: This multi-function tester is able to test almost all electrical systems in a vehicle.

Drinking & Driving

I would like to share an experience with you all, about drinking and driving. As you well know, some of us have been known to have had brushes with the authorities on our way home from the odd social session over the years.

A couple of nights ago, I was out for a few drinks with some friends and had a few too many beers and some rather nice red. Knowing full well I may have been slightly over the limit, I did something I've never done before I took a bus home.

I arrived home safely and without incident, which was a real surprise, as I have never driven a bus before and am not sure where I got it!



SPOTLIGHT ON

MX5 Ibuki Concept

In a recent edition of Show Me Your Curves we looked at several artistic renditions of the next generation Miata MX5. It's funny how history repeats itself as the Miata concept car Ibuki introduced at the Japanese Auto Show in January 2003 displayed the basic look and several features that eventually made their way into the new generation Miatas (NC) introduced for 2006.



All the dimensions (save length), engine & new suspension were identical to the NC although it sat on larger 18" five spoke wheels for a more dramatic effect.



The profile shot clearly mimics the NC profile with the smooth beltline front to back and bulging wheel well openings.

The shorter length of the Ibuki using extremely short overhangs is a result of not having to include energy absorbent bumpers.

The NC is approximately 2" longer than the NB..

Profile shows basic NC shape with minimal overhang.

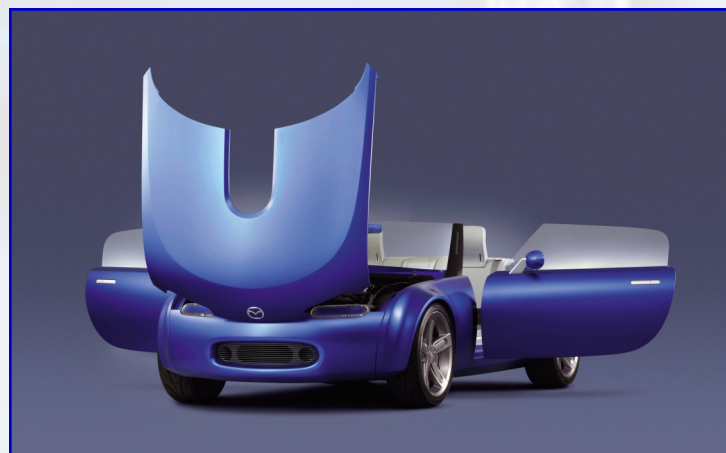
From the front there is an obvious allusion to the NA style front end but if you squint just a little the resemblance to the NC is definitely there. Even the hood bulge on the front hinged hood made it to the production vehicle.

The same cannot be said of the rear however as only the rounded profile hints at the NC while the central exhaust tips and LED tail and brake lights are strictly unique to the Ibuki.



The interior also has it's similarities with dimensions again almost identical to the production version. The steering wheel was lifted almost verbatim as were the door panels and even a similar rear centre storage section between the seats is evident.

The Ibuki had a special set of roll bars under impact sensor control that would deploy in case of a rollover which perhaps was a hint of the factory "style bars" all NCs display.



The word ibuki has to do with "breathing new life into" something or "adding vigor," and Mazda was up front about the fact this concept was a possible direction for the NC Miata. So next time you see a rendition of the next generation Miata MX5 look real close you may be actually looking at parts of the ND.



The Ibuki in June 2002 at the design studio in Japan before receiving it's immaculate Mica Blue paint



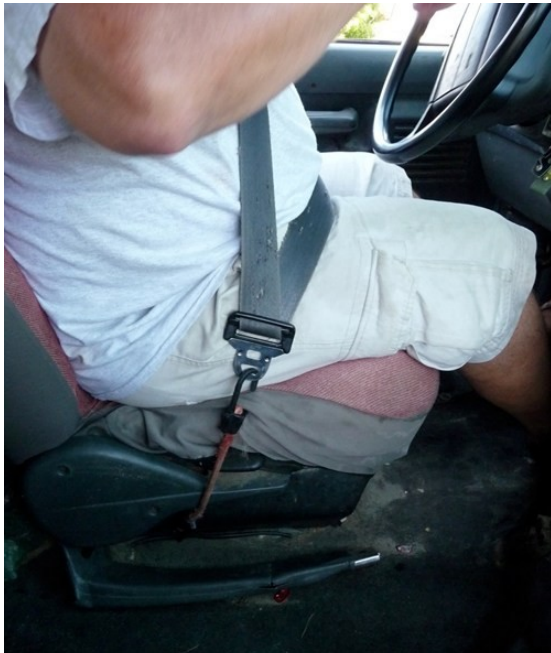
MX-5 NC design sketch (2005)

To watch the Ibuki Introduction video at the Japanese Auto Show click [here](#).



Things that make you say ...Hmm?

Things that make you say ...Hmm?



Seriously ??



Redneck power windows