



A Monthly Publication for the Members & Friends of the First Coast Miata Club

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A Two-fer Drive

When: Saturday, September 25, 2021

Meet: Hardee's Restaurant, 2730 Blanding Blvd, Middleburg FL 32068

Depart: 9:00 am

A Two-fer! We're going to head down to the Appleton Museum of Art where we will meet up with our friends from the Ocala Miata Club. From there, you can either visit the museum or Ocala's Lake-to-Lake Miata club will escort us from the museum to a good public parking spot for the NPD Classic Car Show and Beer Fest.

Information on the Museum: <https://www.appletonmuseum.org/>

Info on the car show: Look up "NPD Classic Car Show" on Eventbrite.com (tickets are only required to show your car.

The show is free to the public. The museum has a modest admission fee.

Your choices:

- 1. Go to the Museum. Looks like fun.**
- 2. Go to the Car show after meeting with our fellow Miataphiles.**
- 3. Do both! Go to the car show, and when done, head back to the museum for a very full day!**

Lunch? I am anticipating several food trucks at the car show. Please support them! Oh, and watch the beer – remember you've still got to drive home afterward.

Driving time is just under 1 ½ hours, so with the pit stop, should be 2 hours total. The pit stop works out to be as close to halfway as possible – about 45 minutes each leg. So if we leave by 9, we should get to Ocala by 11. Show is from 11-3. Museum is open 10-5.

Mayport Ferry to Fernandina Beach Dinner Drive - 8/21/21

Editor's Note: These are the only known pictures from this event. You should have been there to know what else happened. I'm not telling!



Mazda again puts the rotary engine's resurrection on the back burner

It was supposed to help squeeze more range from the MX-30

Mazda's on-again, off-again next-generation rotary engine is in limbo once more. It was unveiled as a range extender for the MX-30, but the firm backpedaled and said it's too early to tell when or if it will reach production.

"We are still considering using the rotary engine as a range extender, but the timing of its introduction is undecided," explained Mazda spokesperson Masahiro Sakata.

Reports coming out of Japan paint a different picture. According to the same source, Japanese newspapers Nikkei and Nikkan Jidosha Shimbun claim the range extender has been shelved for good because incorporating it into an electric powertrain would have required a bigger battery, which in turn would have made EVs even more expensive.

Mazda hasn't commented on the Wankel engine's future. Earlier in 2021, it announced plans to release the MX-30 (pictured) in California in fall 2021. The crossover was scheduled to launch with a battery-electric powertrain, but a plug-in hybrid variant that made use of the aforementioned rotary engine was penciled in for a 2022 launch. "The rotary generator will charge the battery powering the electric motor," a spokesperson said, meaning the engine wouldn't have spun the wheels directly. BMW initially made the i3 available with a similar technology.



Firing up the Wankel would have given the MX-30 a more usable driving range. American numbers haven't been released yet, but the EV earned a 124-mile range rating on the optimistic WLTP testing cycle used in Europe.

We don't know if the other electrified models Mazda has in the works were scheduled to use the rotary engine. The company is planning on releasing 10 hybrids and three EVs between 2022 and 2025, but technical specifications haven't been published. What's nearly certain is that the odds of seeing a new rotary engine in a follow-up to the sporty RX-8 (like the RX-Vision concept introduced in Tokyo in 2015) are not in the enthusiast world's favor.

Mazda will electrify the Miata by 2030 while keeping its lightweight DNA A hybrid version of the quintessential roadster seems likely

Mazda announced some big electrification plans last week, and one big question on enthusiasts' minds is what that means for the beloved Miata. It's the last of its kind on the market, a pure sports car in the traditional roadster vein. Adding electrification hardware will increase weight, but lightness — and the driving dynamics that stem from that — has always been a key part of that pure sports car philosophy.

According to Japanese site Kuruma News, Mazda plans to electrify its entire lineup by 2030, but that doesn't necessarily mean EVs across the board. As we reported last week, Mazda is aiming to have 25 percent of its lineup deriving their power from batteries only. That leaves 75 percent with some kind of gasoline-electric hybrid powertrain.

Meanwhile, Motor1 has obtained a statement from Mazda saying that "it is seeking to electrify the MX-5 Miata in an effort to have all models feature a form of electrification by 2030." It seems that the work is still in its early stages, as Mazda added to the statement, "We will work hard to make it a lightweight, affordable, open two-seater sports car."

We've suspected for some time that Mazda is planning a hybrid Miata, so given Mazda's commitment to keep the Miata light, a full-on battery electric seems unlikely. If we had to guess, a 48-volt mild hybrid system, shared with Mazda's upcoming rear-drive sedan and crossover, seems the most likely possibility.



However, that doesn't necessarily mean the next Miata will take this form. Miatas tend to have a lifespan of 10 years, and with the current ND generation having debuted in 2015, that still leaves room for a next-generation Miata sometime mid-decade.

In addition, Kuruma News reported that Mazda reaffirmed its pursuit of synthetic fuel research in order to serve owners of classic Mazdas. These so-called eFuels are human-made, burn significantly cleaner than fossil fuels, and can be used in existing ICE cars with no modification.

Regardless of what form future Miatas take, Mazda seems dedicated to providing Miata owners a long future of driving joy. Now let's see if they can pull it off.

Which Mazda MX-5 Miata roof would you choose? By John Beltz Snyder, Autoblog

Like choosing a taco shell — hard or soft?

I recently spent time in a 2021 MX-5 Mazda Miata RF — you know, the one with the retractable hardtop. With the top up, it cuts a nice figure — sleek and aggressive, making plain the car's sporting intentions. And yes, I loved it. It confirmed, yet again, my long-held opinion that I should own one someday.

But, as much as I love the look of the RF, that's not the Miata I would buy. I love the MX-5's soft top. I love how quickly I can drop it or pop it back up even while sitting in the driver's seat. I like the fact that even with the top up, it looks like the convertible it is. I also appreciate its simplicity and its added headroom. While the hardtop is quieter when closed up, the soft top is quieter with the top down (which is how it should be driven). The ragtop is also lighter, which should at least have a placebo effect when tossing this thing down dynamic roads.

Finally, the soft top versions are cheaper. The Sport trim starts at \$27,825 (including \$995 in destination fees). The Miata RF doesn't even offer a base Sport trim — which is probably the one I'd get — but starts at Club with an MSRP of \$34,040. That's a \$2,755 premium over the soft-top Club. While the manual-equipped Club also includes a limited-slip differential that the Sport trim does not, I don't know if that feature is enough to make me upgrade.

That said, there are some real advantages to the RF's hardtop. Like I said earlier, it's quieter when closed. It's also easier to find a comfortable temperature with the tin can sealed up — the soft top is hotter in the summer, and colder in the winter. And in addition to looking super sharp with the hard top closed, it also provides more security. I suspect, though, that someone with the will to slash the top probably wouldn't mind breaking a window, but on the other hand, a window is cheaper to replace.

So, I ask you, dear readers, which roof would you choose for the current-generation Miata?



Ripped from the Internet—Miata Porn



FCMC EVENTS CALENDAR

- **September 14 - 6:00 pm Monthly Club Meeting**

The meeting will be held at Sonic Drive-In at 5080 Butler Point Rd, Jacksonville, FL 32256. Come early and hang out with fellow club to get the most out of your evening. Then stay late to pop the hood on a Miata or two and check out everyone's ride!

- **September 25 - 9:00 am Two-fer Drive (Details on Front Page)**

This is the drive that is full of choices! You definitely don't want to miss this! Check out the front page for all the details - ok, not too many choices or you would be overwhelmed and we wouldn't want that.

- **October 12 - 6:00 pm Monthly Club Meeting—location TBD**

The meeting will be held at a nice place that serves food, I bet! Make sure to be at the September meeting to help choose the best location. Make your voice heard! And keep an eye on our website and Facebook page!

Happy September Birthdays to:

Paula Horning, Mike Dougherty,
Ronald Emanation, Mike Hearn, Bob DeLoatch, Joe Iannotti,
Irene Holt, Hank McLeod and Darlene Sira

Welcome to Our Newest Members:

Ricky Falkenstein & Nathan Yothers, Charlie Radford and Genevieve Hall

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We're on the Web! Check us out!

Web Page: www.firstcoastmiataclub.org

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facebook.com/groups/firstcoastmiataclub

Tom Cruise's BMW stolen during filming in U.K.

Tom Cruise got a small taste of how the rest of the world lives this week when his security staff's BMW X7 was stolen from outside his hotel during filming of the next installment in the "Mission: Impossible" franchise.

According to the Sun, the car was stolen from outside the Grand Hotel in Birmingham and was later found abandoned in Smethwick. While the BMW may be safe, it reportedly held thousands of pounds worth of luggage and other personal items, which have yet to be recovered.

Local authorities believe the thieves spoofed the BMW's key fob signal in order to gain access to the car; it was reportedly not parked in a secured lot. The car was equipped with a tracking device, which quickly led police to the location where it was abandoned.

