Miata viper

With an unprecedented year of travel restrictions and safety regulations, SVRA wrote and re-wrote its schedule to successfully host eight event weekends across the country, each offering two feature races for every race group. With over 2, racers taking the green flag this season, it all came down to points for the winners of the Sprint Series Championships. Points were awarded to first through 10th place in every race that included at least three drivers per class. In the true vintage racing spirit, SVRA recognized the podium finishers for the overall Sprint Series championship with the three drivers that accumulated the most points throughout the entire season. Having competed in 12 feature races, he finished on the podium in all but one race. Racing his Porsche in Group 8, Burkland was on the podium in each of his 12 races with six wins, four runner-up finishes and two third-place finishes. In nine starts, Borchetta recorded nine wins in an impressive year racing his Chevrolet Corvette. The Endurance Series featured longer races, set for either a specific time duration or distance. Skott Burkland competed in all six Enduro weekends and finished five of them to secure the overall Enduro Championship in his Porsche Additionally, the driver s securing the most cumulative points at the end of the season was named the group champion in each of the race groups, although not all groups were eligible. The following were our Endurance Series Group Champions:. With double-headers at each event, champions were crowned for the Miata Heritage Cup after the race series. However, given to the prestige of these awards, we have decided to wait to announce the winners until we are able to gather as a vintage racing community when it is finally safe and practical to do so with the COVID pandemic. A video version of this release is available for download, here. Red Bull became the fourth team to take wraps off its Formula 1 car when it released the first images of the RB16B on Tuesday. As part â€¦. The decision comes after the race â€¦. Like everyone else on the planet, prime movers at the Bonduarant High Performance Driving School are looking at as a fresh start with a â€¦. Learn More. New Cars. Buyer's Guide. Type keyword s to search. Trim Select Trim. Drivetrain Rear Wheel Drive. Engine Order Code NA. Fuel System Gasoline Direct Injection. Maximum Horsepower RPM Maximum Torque RPM Cooling System Capacity quarts NA. Transmission Order Code NA. Number of Transmission Speeds 6. First Gear Ratio :1 3. Second Gear Ratio :1 2. Third Gear Ratio :1 1. Fourth Gear Ratio :1 1. Fifth Gear Ratio :1 0. Sixth Gear Ratio :1 0. Reverse Ratio :1 3. Final Drive Axle Ratio :1 3. Clutch Size NA. Fuel Economy and Range. Fuel Tank. Exterior Dimensions. Wheelbase inches Length inches Width, without mirrors inches Height Inches Front Track Width inches Rear Track Width inches Minimum Ground Clearance inches 5. Liftover Height inches NA. Interior Dimensions. Total Passenger Volume cubic feet NA. Front Head Room inches Front Leg Room inches Front Shoulder Room inches Front Hip Room inches Cargo Area Dimensions. Trunk Space cubic feet 4. Steering Type Rack-Pinion. Steering Ratio :1 NA. Turns, lock to lock NA. Front Suspension Type Double Wishbone. Rear Suspension Type Multi-Link. Brake Type 4-Wheel Disc. Anti-Lock-Braking System 4-Wheel. Front Brake Rotors, diameter x thickness inches Rear Brake Rotors, diameter x thickness inches Rear Drums, diameter x width inches NA. Wheels and Tires. Front Wheel Size inches 17 X 7. Front Wheel Material Aluminum. Rear Wheel Size inches 17 X 7. Rear Wheel Material Aluminum. Spare Wheel Size inches NA. Spare Wheel Material NA. Spare Tire Size NA. Maximum Trailer Weight, dead weight hitch pounds NA. Maximum Tongue Weight, dead weight hitch pounds NA. Maximum Trailer Weight, weight distributing hitch pounds NA. Maximum Tongue Weight, weight distributing hitch pounds NA. Weight Information. Base Curb Weight pounds Maximum Alternator Capacity amps Transmission: 6-Speed Automatic -inc: manual-shift mode, sport mode and paddle shifters, Bilstein Shock Absorbers Delete, 3. Wheels: 17" x 7" Metallic Black Aluminum Alloy. Advertisement - Continue Reading Below. Then step this way, the MX might well be the car for you. Clearly paying homage to cars like the Lotus 7, Caterham 7 and various Wesfields and Dax products, the Zero Mazda represents an ideal route into the world of lightweight, road legal track day specials, without the hefty price tag. There have been a number of kits designed to lend the MX-5 an AC Cobra vibe over the years, and the vast majority have, to put it bluntly, failed. Price: varies. The kit utilises the complete drivetrain assembly from the Mk1-Mk2. Another kit from a well established British manufacturer, the Healy Enigma can be ordered in a number of versions and with a variety of engines, though we feel confident in saying that the range topping V8 is pick of the bunch. The V8 in question is taken from the Lexus LS and boasts a hefty 4. Price: varies depending on engine option. Undoubtedly one of the most successful and complete body conversions for the MX-5 currently available, the SPR1 from Widow Sports Cars bears more than a passing resemblance to a certain mid-noughties sports car from a much missed Blackpool-based manufacturer. Without doubt one of the most successful Pininfarinia-style kits for the MX-5 and for the price it should be , the Italia 3 uses the NC as its base and represents the last word in MX-5 re-body conversions. Fancy a slice of Ariel Atom-style lunacy without the dizzyingly high price tag? The kit is based around a carefully

welded, fully space-framed chassis that bolts onto the OE MX-5 sub-frames no customer welding is required , with easy to apply composite bodywork all round. The kit is based around MX-5s built from to All of these cars share one thing in common, their Mazda underpinnings. This means that MX5parts is more than capable of supplying you with almost anything you could ever need to keep your MX5-based kit car in fine fettle, with everything from OEM components, to quality aftermarket upgrades from some of the most respected and trusted firms in the business. We really are your one-stop shop for all your MX5 needs. This content was originally posted by a Car Throttle user on our Community platform and was not commissioned or created by the CT editorial team. Please confirm you agree to the use of tracking cookies as outlined in the Cookies Policy. Sign in or register. MX5 Parts 5 years ago 5. Top 10 MX5-based kit cars. Miata Cobra, S2 Racing. Healy Enigma, Enigma. Manta Ray, Simpson Design. Exocet, MEV. Catfish, Baur Limited. More Mazda posts. Sort by Best Sort by Latest. Show Comments. Sign in to your Car Throttle account Before you sign in Please confirm you agree to the use of tracking cookies as outlined in the Cookies Policy. I agree. We'll never say no to a 1,hp crate motor. Then the folks over at FCA's Mopar division took it up a notch with the new Hellephant crate motor , a 7. Since we already created a list of cars we'd love to see with the LT5 engine, we thought we'd do the same for the Hellephant. As brand purists, all but one of the cars on this list are FCA products. We'd absolutely love to see 1,hp versions of the Hellcat twins as range-topping models for SRT. Of course, Dodge could simply rename them the Challenger and Charger Hellephant and price them at a premium over the new hp Hellcat Redeye. It's amazing to think that in , we can describe the Dodge Viper as "only" producing hp from an 8. Even though the Viper ACR was a track monster , its aerodynamics actually slowed it down at higher speeds and the power wasn't enough to overcompensate. If someone could stuff the 1,hp Hellephant motor into a Viper ACR, it would be one of the most insane track cars ever produced. We thought it was lunacy when Jeep announced it would be stuffing the hp Hellcat engine into a Grand Cherokee. Now, FCA has gone even more mental with a hp version of the same engine. The resulting Trackelephant - yes, we know how awesome the name sounds - would easily trump the Lamborghini Urus as the most impressive SUV in the world. What could possibly more insane than a 1,hp Grand Cherokee? How about a 1,hp Jeep Wrangler? FCA has shown that it's possible to shove a Hellcat engine into a Wrangler, at least in concept form. While 1, hp isn't exactly necessary to climb up a mountain, we certainly would mind it when having some fun in the sand. Forget Trailcat, this would be the Trailephant - yes, we know we just keep knocking it out of the park with these names. We'd absolutely love to see a Ram with the 7. This Hellephant engine seems like the perfect engine for a range-topping Ram model. In addition to new cars, we wanted to pitch a few older FCA models that we think could benefit from a Hellephant engine swap. Chrysler's last true sports car, the Crossfire , is now a bargain on the used market and could make for a cheap swap candidate. Although we doubt the engine would fit into the engine bay, we'd absolutely love to pull out the original Mercedes motor and swap in the 1,hp Hellephant engine. Oh, and we have another badass name for this car - the Hellfire. There are few cars in history that look crazier than their actual performance. The Plymouth Prowler may look like a concept, but it's powered by a rather conventional hp 3. Though it isn't easy, tuners have found ways to fit a modern HEMI engine under the oddly-shaped hood of the Prowler. Perhaps with enough money, someone could figure out how to stuff a Hellephant in there too. We mentioned that one car on this list wasn't from FCA. For the sheer lunacy of the idea, we decided to include the Mazda Miata on this list. Yes, we know the engine probably wouldn't fit and yes, we know a 7. Still, tell us the prospect of a 1,hp Miata doesn't sound hilarious. A Hellephant engine in a Miata may not even be possible but we'd love to see it become a reality. Dodge Viper It's amazing to think that in , we can describe the Dodge Viper as "only" producing hp from an 8. Jeep Wrangler What could possibly more insane than a 1,hp Grand Cherokee? Chrysler Crossfire In addition to new cars, we wanted to pitch a few older FCA models that we think could benefit from a Hellephant engine swap. Plymouth Prowler There are few cars in history that look crazier than their actual performance. Handout, conceptcarz. Add first comment. Related Used Cars for Sale. Now Buzzing. What's Hot. Model Overview. First Drive. Test Drive. Login Sign Up. Popular Tags. By Make. By Car Type. By Price. Over the past decade, I have been fortunate enough to have my dream job. I test cars and offer my opinions on them. In that time, I've written for dozens of newspapers including the two largest newspapers in my region as well as many of the top car websites. As my publications list grew, so too did the opportunity to test more expensive and more exotic cars. FCA America and GM have also put me into some of the fastest cars ever built, including multiple Hellcats and special versions of the Corvette and Camaro. For many Americans, these are the cars that would be the ideal dream car. However, my personal favorite dream car is the Mazda Miata. Here's why. Miata Experience To understand why I prefer the Mazda Miata as a dream car , you

have to understand my personal perspective. I am not saying this perspective should be yours, or that mine is better than anyone else's. Simply that it is mine based on my experience. For me personally, I enjoy a car that is a convertible as a dream car. I like the added sensations of the wind in my hair, the sounds of the birds as I drive through the woods, and even the smells of a backyard barbeque. I feel as if a dream car should make all of the senses come alive, so for me it has to be a convertible. I also want a vehicle that I can enjoy at speeds that won't get me arrested. Am I willing to risk a moving violation in my own personal car on my own personal time? Perhaps, but never when testing a car given to me by a manufacturer. Fortunately, I get a day or two on track to get my yayas out at higher than public road speeds and I can scratch that itch. That said, I love grand touring driving most of all. By that, I mean driving for two to five hours at a stretch in a rural area, in nice weather, on country mountain roads. In my opinion, there is no better car in which to be in that scenario than a Miata. What may surprise some readers is that the Miata is also one of my favorite track cars. I have driven both the NC and ND generations on track, and I have driven both road-going and race-prepped Miatas on track. I love the elemental feel of a Miata on a closed course. In corners, I can make it slide sideways and then catch it exactly when I want to. I apply power out of a corner by first executing a double-clutched down-shift while braking at the same time sometimes it even works. A Miata can also out-brake nearly every other car built. Before rules tightened up, I drove Miatas with no tops but of course with rollover protection on track many times. I can do things on track in a Miata that I cannot in a Corvette or a Jaguar and still have a high degree of confidence that I can keep the shiny side up. During that time, it never once failed to start. It never once broke down. It never once failed to be ready to hit the road when I found myself with a free Sunday to drive all day. The Miata is among the most reliable dream cars ever created. I was able to get it maintained anywhere I wanted. There were two dealers within 15 minutes of my home. I never had to leave the car overnight at a dealer the entire time I owned it. The tires were "normally-priced" and didn't break the bank when I changed them. During college, I often held three jobs at a time. Both my parents worked - hard - all their lives. My wife has always worked harder than me. As a result, I have a thing about money. Wasting it is not something I am able to do. There is a part of me that just will not allow me to spend more for an experience than I need to. In my life, I have spent big money but I expected when I did that it was still a value. For this reason, when I test cars with a high price I insist that they provide an overall experience that is distinctly better than a vehicle costing less. For me, the Miata is sort of a ceiling. I bought a convertible touring car costing twice as much following the Miata and it was not a better overall experience. That sort of cemented that for me a Miata is the best dream car. What Might Be Better There are a handful of cars that I consider nearly equal to the Miata as a dream car - for me personally. A convertible Jaguar F-Type perhaps. A Maserati Gran Turismo convertible is tempting. The Porsche Boxter always makes the list. Each has a different personality. However, each of these also has a "problem. They are too capable. Coupled that with the fact that each costs dramatically more than a Miata, and I have a hard time imagining buying one. That could be a life-changing or life-ending experience for me. It is so much more involving than any other. I feel like I could spend a decade learning how to make it do what I ask. If my dream car was for track use only I would consider it. His answer expanded how I thought about such cars. He told me, "Where I live near Detroit, there are no turns. The roads are a grid. So, acceleration is the name of the game in terms of enjoyment. I attached the video in this story to add a third perspective on why the Miata is the best dream car for some buyers who can have any car they wish. Now that you know what my dream car is, please feel free to tell us what yours is and why in the comments below. John Goreham is a life-long car nut and recovering engineer. John's focus areas are technology, safety, and green vehicles. In the s, he was part of a team that built a solar-electric vehicle from scratch. His was the role of battery thermal control designer. For 20 years he applied his engineering and sales talents in the high tech world and published numerous articles in technical journals such as Chemical Processing Magazine. In he retired from that career and dedicated himself to chasing his dream of being an auto writer. In addition to Torque News, John's work has appeared in print in dozens of American newspapers and he provides reviews to many vehicle shopping sites. You can follow John on Twitter , and view his credentials at Linkedin. Skip to main content. The Mazda Miata is the best dream car in the world. Visit Torque News homepage for more stories. Latest Automotive News, News Opinion, Performance Vehicles. Mazda Miata. Subscribe to Torque News on YouTube. Mazda CX Premium vs. Comments Jimmy Dinsmore wrote on April 10, - pm Permalink. Some have ridiculed me for it calling it a "chick" car. That's not only sexist, but is wholly untrue. It over performs its output numbers and is squatty and fun. DeanMcManis wrote on April 10, - pm Permalink. I have always liked the Miata. It truly is one of the best examples of a modern, balanced, sportscar. It is unfortunate that the current popular vehicles are mostly crossovers

and SUVs, and convertible roadsters are fading from the spotlight, when they are some of the most fun vehicles on Earth to drive. I've had convertibles most of my life, and zooming not racing through twisty mountain roads is one of life's best experiences for me. I've had a Karmann Ghia convertible for many years, which is kind of a predecessor to the Miata. However even with all of the compromises of being a 60 year old VW, despite updates it's still great fun to drive! It was my dream car and still puts a smile on my face, especially with the top off. The Viper is an impractical, wild, unicorn that you must respect or it will bite you. But driven reasonably, it's simply a fun sportscar that is always exciting to drive. For a future dream car, I'd pick a Tesla Roadster as an open-top, over achiever. John Goreham wrote on April 13, - pm Permalink. Joseph Thaler wrote on April 10, - pm Permalink. I have taken the ribbing about the chick car, but pay it no heed. When a car is driven in anger on the twisties, gender labels, and other put down bull shit no longer apply. My '07 was a GT. Does your '08 still have the cupholder sticking out of the driver's door? That was the 07 car's single flaw. I still have a dent in my left knee. Keith Monteith wrote on April 11, - pm Permalink. I've owned a variety of sports cars over the years, including an Austin-Healey , a Jag XKE roadster, a track-prepped Porsche , a first gen RX-7, and four Miatas - a '90, '96, '99 and an ' My '06 is mildly modified, but it's true to the Mazda vision of horse and rider as one, as it's got razor sharp turn-in, a willing engine and a transmission that begs to be shifted. I could afford one of the much faster sports cars mentioned in the article, but the Miata provides superb driving fun on a daily basis without attracting the attention of the constabulary. Rick Wagner wrote on April 21, - pm Permalink. I felt I could not have top-end fun in the corvette without putting my budget, license and life on the line. The MX-5 is top-end fun without breaking my wallet, my car, my body or the speed limit. John Goreham wrote on April 21, - pm Permalink. And your Miata does not want you to shift from first to fourth :. DeanMcManis wrote on April 21, - pm Permalink. That first-fourth shift transmission lock-out was annoying, but a simple resistor inline with the transmission connector, bypassed it without having any lights or codes. I added it to my Corvette, and later my Viper. But of course most newer cars do not need those types of sneaky gas mileage aids. Stan Adams wrote on April 27, - pm Permalink. I loved your selection of the Miata for your sporty car. I have a that I have owned since and have loved it I have also considered more horsepower but have vacillated between supercharger and turbocharger until I purchased an 80 volt leaf blower from Lowes. Which caused me to consider putting it into the miata. Alan Lieberman wrote on April 30, - pm Permalink. Thanks so much for your reasoning behind your preferred "fun time driving machine". I've been thinking about purchasing a Miata throughout this past winter. Whether to snag a NC or shoot for the ND is still in the decision process. This recent piece reinforces my craving for a miata. John Goreham wrote on April 30, - pm Permalink. I've logged a lot of hours in Miatas. The ND is the best by far in my opinion. Note that there are two ND versions. This year's and last have more power and it makes a difference. I'd get Nav in my Miata if possible. When you are out getting lost on purpose it actually helps you continue to find fun roads to explore. I loved the NC. If you get an NC, get one newer than a There were some nice changes. Doug Allen wrote on May 15, - am Permalink. I have traveled faster than most alive, kts at ft in a fast corporate jet. For me, my True Red Miata pleases me on the road better than any other car I have driven. It's the "affordable" sports car and a dandy at that! I so love my Miata and my wife too loves her copper red Grand Touring Miata. Robert Law wrote on September 29, - pm Permalink. When I retired from the Army in I decided to purchase my dream car. I have always loved the lightweight 2 seater sports cars growing up around MGBs, z etc. Zipping through the DC traffic in this nimble car astonished me. From that day I knew I would get one one day. I was leaning toward a NC till the ND came out. I waited about a year till I found the color I wanted. Notify me when new comments are posted. All comments. Replies to my comment. We love a good rendering over here at Autoweek. Please excuse the arrows, we had to cut three Insta photos together. NA Miatas 1st gen are pricey at the moment, while NBs 2nd gen are underpriced. He also worked at Fiat Chrysler. The front end of his design is even more slanted than the fourth-gen Miata , and the headlights are smaller. The rear looks similar to today's Miata, but a little more like an auto show concept version. The fender flares look great and so does the tiny gap between the wheels and the wells. Car Life. Type keyword s to search. Today's Top Stories. Cipriani Augusto - Instagram. This content is imported from Instagram. You may be able to find the same content in another format, or you may be able to find more information, at their web site. View this post on Instagram. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano. Advertisement - Continue Reading Below. More From Mazda. Endurance racing is hard. Doing it on a budget is even harder. Doing both while shooting for a podium finish? Then, well, we moved on. Did we still like it? Did we think it could be faster, and produce a good story along

the way? We pulled the Miata out of storage with new goals: Kick it up a notch, move away from low-buck racing, and go really fast. With our biggest limitation, the budget, removed, we grabbed a blank sheet of paper and started planning. What would our Miata look like in a perfect world? What were our pain points before? Goals in hand, we started making calls and putting feelers out to our fellow friends and racers in the industry. Gradually a path emerged, with more and more arrows pointing to one answer: It was time for a V6 swap. There was one last question: Which all-aluminum, horsepower V6? Facts in hand, we decided to use the V8 Roadsters kit. The Minitec kit, in contrast, keeps the Miata transmission and differential. Decision made, we ordered the V8 Roadsters swap kit, then called a local salvage yard and ordered a Camaro engine and transmission, as well as a limited-slip differential from a Cadillac CTS. After some serious ups and downs in its career, it was time for our Miata to receive engine number five. I'm not sure if it's available in the US at the moment but it's pretty nicely done. There was just some traffic on Miata. As far as I know, there is no US turnkey builder. It would be worth your while to spend lots of time picking Ryan's brain The lfx has a good horse on it though. And swapping the differential makes a huge improvement. The Honda lover in me wishes you went with the J series, but admittedly it seems that the LFX is a far more complete option, for not only the reasons you list but because making hp from an early gen 3. LFX is fun in a big first gen Camaro, can't imagine it in a Miata. One request, please open up the exhaust if it doesn't violate noise levels, it sings The LFX looks very compact. Does anyone have dimensions and weight? Also, you don't mention engine management for the LFX. What's up with that? I'd like to see it happen. US emissions laws are a problem. Not for everyone, but for us. Flyin Miata certainly isn't "everyone. It's interesting that there isn't a Cyclone v6 swap out there being sold, too. Must be a much bigger engine For a different, and perhaps cheaper but harder option would be the Lincoln LS V6 with manual swap. It's been done before, and drives really nicely- but not hp But the LFX kit should make for a much faster car. The Hondas are not very acceleration prone, even in Accords. I would recommend reinforcing the steering rack mounts in the V8R subframe and putting a cross brace between the rear control arm mounting points to avoid failures - especially on a track car. Dunno- I don't know what year of "Jag" engine they are using- if it's one from the early '00's, then it's really a Taurus engine- not an actual jaguar engine. And for anyone considering this swap in the US- the Lincoln V6 with a manual is a better choice, since it has a 5 speed transmission attached- just like the Camaro choice that GRM made. The S-type and X-type 3. The big reason I know of why people tend to avoid the LS 5spd is because it's non-overdrive with 5th being Not that that matters on race car once you're swapping the rear end out for something in the low 3s:1 and you rev to Anwyay, I'm interested to see how this goes even though I personally partially from my experience as a tech am more interested in the Honda J series. The LFX will still be fast as long as it's working, although you could say that about the turbo engine too. Plus side is, for a racecar that practically doesn't matter at all! The LFX will be more powerful for a smaller amount of money engine itself than the J since only certain J parts are easy to make hp with and there is a market for them, versus the LFX in which hp versions are plentiful and enthusiasts more or less ignore them once they hit the junkyards. Non overdrive transmissions are great because they cut down on driveshaft RPM. I've heard that gripe too, that they are a little slow to rev. I wonder if a really light flywheel would make the J-series feel much sportier. The main problems with the J swap that I've seen documented are the engine being cantilevered off a rear bellhousing mount, lack of ground clearance for the oil pan, and re-locating the steering rack. If anyone out there is seriously tracking a Miata with the J swap, I haven't seen it on any of the various forums. There was a guy up in brooksville florida that did the J swap, sounded like he was tracking it for a while and he showed up to one corvette autocross, but it seems he went to tracking bmws. Wish I took a good look at it when he did come, I saw it as "just another" miata at an autox with a different sounding motor. On a side note- questioning the V6 choice, seems like a good one to choose would be the one that has shown tons of success in cheap car endurance racing. The Alfa v6. Jaguar AJ30, which is the LS engine. Rocketeer mates it to the Miata trans, which means everything from the bellhousing back is Mazda engineered. Even the clutch is a Miata unit sourced from FM. Runs bespoke engine management. It's a more distant relative. That's the "Taurus" engine that Alfa referred to, I believe. To me, being able to to take most of the powertrain and swap the intake manifold is easier and more properly engineered than an adaptor plate set up. Uh, the Jag and Lincoln motors are both basically the Taurus engine. The may have added a slightly different valvetrain, and did add electronic throttle. But the engine is the basic Ford unit. Depends on where you think the difficult points are. If you use an LS transmission, you need to re-engineer either the Power Plant Frame or come up with a way to secure the differential and transmission. You also have to deal with where the shifter ends up. Meanwhile, a transmission adapter plate just has to be square and accurate. It's a flat piece of

metal with two sets of holes. You'll also need a custom flywheel or a custom clutch, both of which are pretty straightforward. I'm not sure if they got the Taurus or the Lincoln. Sounds like something you'd have to worry about if your differential and transmission weren't held in perfect alignment by a large C-channel. In other news, I authored a whole thread about why I thought 3. This LFX swap will still be a thrill ride in its intended environment. Assuming you can get perfect alignment in the first place. If there is a floor in the way, you might not. The Honda option died when it reuired custome drivetrain bits to mate the engine to the gearbox. Oddly that is a point in the Honda setup's favor to me. Meanwhile, when you swap transmissons, now you have a bunch of liability happening in the drivetrain if anything ever happens that damages the driveshaft. And driveshafts are wear items, besides. Maybe not a big deal on a race car, but real important otherwise. Yeah, and the starter bottom center blows in my book. Please correct me if this is no longer the case. I wonder if adapting a rotary transmission would be easier. The starter is on the trans side of the bellhousing like a Honda J application, and if you are bolting into a Miata, you use an ' nonturbo transmission and stick the Miata tailhousing on it. Which means it's in a different league as far as price goes. Thing 3 Racing out of Indianapolis has had success with their J swap in AER but I think you'd definitely need to go into it understanding the limitations. The rx7 trans does not have a replaceable bell housing and the bolt pattern is different. So adapter plate to rotary trans and then miata tailshaft so it still has ppf. I wonder who the first person to LFX swap a Genesis will be? They've already been LS-swapped for Formula Drift use, but the chassis proved to be pretty unsatisfactory, as every driver who tried one dumped it in pretty short order. Hmm, interesting. I'll have to go do some digging, find out if there's more specific feedback about issues with the chassis. Dennis Mertzanis had one that was supercharged LSX-wapped. It never seemed to work well, and he did so poorly that he lost his competition license and hasn't been seen again. Pat Mordaunt was supposed to drive one with the the V6 with a blower. The first event it barfed the rods out on all 3 engines they had, and he rented an S-chassis the rest of the season. I don't know what happened to that car, its never resurfaced. He ran at it a limited series of events, with the plan of developing the car and then phasing out his S14 and replacing it with the Genesis. He ran it for a handful of events 1 season, never seemed to do as well, and then it vanished and he stuck with his S Odi is heavily involved with Feal's Suspension, so he knows suspension well. Rhys Millen was the only one who had some semblance of success with one. Not sure if that was just because it was Rhys behind the wheel though. After all, he won a championship with an '04 GTO. He finished 3rd overall one season, then retired from drifting to go do rallycross. Its funny, everyone expected the Genesis to be the next big platform in Formula D, and then it wasn't. The team name is Thing 3. And with mods cams, porting, throttlebody, E85 etc. I will be happy to answer any questions about build. Aside from the air ducting and the carbon fiber, that looks really OE-like. Very nice. I like the little touches, like the use of the GM coolant tank and power steering reservoir. That engine scoots in a CTS, I could only imagine what it could do with about lb less fat surrounding it. I get that comment a lot. I am humbled that people respond to the car the way they do. You're welcome! Seeing "sano" swaps like that is inspiring for all of us to do just a little bit better. The black-painted engine bay helps a lot, too, as it mutes the Mazda portion of the car. To be frank, I had to squint and think to see just what car it was I was looking at, even though the headlight covers should have been a dead giveaway. I don't remember now if GM was doing it on other cars, but I remember for certain that Saturn painted their engine bays black no matter what color the car was. It works. Keith making a real street car with this swap is not any kind of a problem. Not sure what your reservation is? More power helps, a better powerband is amazing. Less shifting, more fun. My "reservation" is that we won't get to see it. A race car build skips over the hard parts. It may be possible to build an LFX Miata that feels like it came out of the factory with all systems fully integrated, but you don't bother with the full level of finish on a track car. Again, it may be possible. But you don't find out on a race car. I've seen a number of failures of those. My own car has broken two of them, and having the steering rack come off the subframe is not good for car control. I wonder how unimportant NVH isn't for an endurance racer. If you are in the car for hour stints, excessive NVH wrecks the driver. The driver is the most important component of any racing vehicle, after all. That's the same reason I have PS on my track car. But you have to admit that most racers will take high durometer motor mounts over soft ones if it makes the shift better Focusing on driver comfort and eliminating rattles, bangs, etc has made us about 1 half a lap faster per 2 hour stint. We actually jump out of the car versus being "poured" out because of our focus on this. Fast lap hasn't changed. Average laps are now within tenths for our drivers. Nice observation! Well, I guess we'll see how much effort the guys put into making it a cushy race car. I happen to agree. When Ford bought Jaguar the small cars were basically all Ford's with different body skin. Well not exactly but that's how I feel about them. But all of those were based on much earlier designs intended for

far lower production volumes. Like it came from the factory. So yes it is possible. So far so good. You've got the same basic subframe as the LSx cars. There have been rack failures reported there. We've had two break on our own cars - I only ended up in the gravel, another ended up in the trees. Your talking about production run in for the subframes. Units were warranted and no failures have happened since. What is your problem Keith? My problem is that the "corrected" units are still weak in this area - the design change was minimal and marginal. Reinforcing these mounts with gussets is the work of a few minutes. I've had one fail. A coworker had one fail last summer and went into trees. The parts are only being warranted after a failure. I've had other subframe failures that are due to design choices that have not changed, but the steering rack mount failure is the most dangerous one and also the most easy to avoid. If you're building an endurance race car around one of these subframes, it would be negligent not to reinforce this area given the low effort and high consequences. You'll need to log in to post. Log in. Visit our store. Login Digital Edition Buy a Subscription. Every single race, even our podium finish, surfaced new problems, with everything pointing back to one issue: the turbo. Yes, it worked. We wanted Miata 3. Better fuel mileage. Proper suspension. All updates. Join Free Join our community to easily find more project updates. Join Free. Very much interested in anything about rehoming LFXen In reply to Keith Tanner : You're not wrong, but it's not really possible to buy it yet. LFX is probably the best choice for racing. I'll be watching your progress with just as much interest! You coulda done a for challenge money Tom Suddard said: In reply to Keith Tanner : You're not wrong, but it's not really possible to buy it yet. There is not currently a US one. Rocketeer would bring the DIY kits back online with the right partner, I believe. Maybe Tom will change the oil often enough to keep the timing chain in it. That's one problem delayed, anyway. Looking forward to future updates! Looking forward to updates. Sounds like an opportunity for FM Working on Hondas makes me interested in the J-series kit. Keith Tanner said: alfadriver said: It's interesting that there isn't a Cyclone v6 swap out there being sold, too. In reply to Keith Tanner : To me, being able to to take most of the powertrain and swap the intake manifold is easier and more properly engineered than an adaptor plate set up. Keith Tanner said: It's a more distant relative. Jag people will cringe and argue that all day long, but it's the same engine. This is, of course, a major advantage to keeping the Miata transmission. Really makes me appreciate Guibos. Or CV joints in the driveshaft. Rodan said: The main problems with the J swap that I've seen documented are the engine being cantilevered off a rear bellhousing mount, lack of ground clearance for the oil pan, and re-locating the steering rack. This solves the starter issue! I still think finding a more suitable trans would make more sense. Especially since you're specifying a transmission that is between 39 and 28 years old. In reply to Keith Tanner : NC 5 speeds are the same trans, too. Excellent choice., doing one myself!! Also came here to say you should've gone with a Marine Outboard J series. In reply to Knurled. NA no, NB yes. Knowing the guy that makes V8R stuff makes me nervous about the swap. Sometimes the best mod is "working air conditioning" and that is for cone-killing BS. In reply to Keith Tanner : Your talking about production run in for the subframes. In reply to SVreX : Thanks for you compliments and interest in my car. In reply to Keith Tanner : That sounds about like the level of "engineering" I'd expect. Buy the back issues April May Aug. Supported by. Try Our Other Magazine. Get our newsletter Sign up. Follow us on. All rights reserved. Site by Rise. Skip to main content of results for "hot wheels miata". Skip to main search results. Eligible for Free Shipping. Customer Review. Toy Character. Toys Age Range. Toy Vehicle Type. Toys Interest. From Our Brands. Packaging Option. International Shipping. In stock on March 2, in stock on March 3, Amazon's Choice for hot wheels miata. Get it as soon as Thu, Feb Ages: 36 months - 3 years. Only 1 left in stock - order soon. Ages: 4 years and up. FREE Shipping. Only 4 left in stock - order soon. Ages: 3 months and up. Get it as soon as Tue, Mar 2. Ages: 3 years and up. Only 3 left in stock - order soon. Ages: 0 - 3 years. Only 8 left in stock - order soon. Only 2 left in stock - order soon. Need help? Visit the help section or contact us. Go back to filtering menu. There's a problem loading this menu right now. Learn more about Amazon Prime. Get free delivery with Amazon Prime. Back to top. Get to Know Us. Amazon Payment Products. English Choose a language for shopping. Amazon Music Stream millions of songs. Amazon Advertising Find, attract, and engage customers. Amazon Drive Cloud storage from Amazon. Alexa Actionable Analytics for the Web. Sell on Amazon Start a Selling Account. AmazonGlobal Ship Orders Internationally. Amazon Rapids Fun stories for kids on the go. ComiXology Thousands of Digital Comics. DPReview Digital Photography. East Dane Designer Men's Fashion. Shopbop Designer Fashion Brands. Deals and Shenanigans. Ring Smart Home Security Systems. Amazon Subscription Boxes Top subscription boxes – right to your door. PillPack Pharmacy Simplified. Amazon Renewed Like-new products you can trust. Amazon Second Chance Pass it on, trade it in, give it a second life. Due to bandwidth limitations on his site he was no longer able to host them, so I volunteered to give them a new

home. I know nothing about these kits so please do not contact me asking where you can get one or what the kit is called because I do not know the file name may give you a hint to what the kit is. I just wanted to show people what has been done to the Miata over the years. If you want a personalized image to appear with your comment you need a Gravatar. Sign up for a Gravatar today. It's free and easy. Name required. Email required. I see several different nose jobs I would like to have for my Miata. A redneck in a 4X4 drive pulled out in front of me on a rainy day. I slid into his 4 Wheel hub. He got yellow paint in his Dodge logo hub. I got a pretty messed up nose job. The car is a 92 Sunbrust yellow Miata. Sort of rare I understand, but the Ins Co wanted to total it. I pulled the nose out the best I could. Made a Mazdaeritta Logo for the front , drive it like that. Maybe something on the Italian side of fun. Something sexy. This are such fun cars to play with. I gave my red one to my daughter. Great Cars! I really like the looks of the black Miata with the large rear spoiler shown in two pictures. Can you tell me any more about it, and maybe where I could get the kit? Thank you. Bentley Turner. These are great pictures. There are a few that I would say are just a bit over the top, but most are really fine pieces of work. I have had a Miata for 6 years now and have changed the body kit countless time

gmc sierra club
cargurus nissan xterra
2008 chevy cobalt transmission

 sI A note to Bentley Turner: it was explicitly mentioned that you refrain from posting comments asking where you can get the kit and for how much! I have a Mista roadster Mazda 94 model. Can i know the rough estimate of the costs? I was wondering where to get the body kit picured in image You should come up with a small research on the Internet to find such information. Continue to give them in small installments to view whether or not they show any interest or not. These fishes alternatively were developed beyond common carp only- and mainly in Japan. Good-Win Racing Monsterflow Intake. Racing Beat Miata Header. Enthuza Miata Performance Exhaust. Miata Chrome Gauge Rings. Miata Chrome Door Handles. Fiberglass Subwoofer Box. Miatas at Thunderhill March 24 and 25 Miatas at Thunderhill March 24 and 25 pt. Driving a Miata Cross Country. Driving a Miata Cross Country pt. Miatas at the Gap Miatas at the Gap pt 2. My Mazda Miata. Miata Desktop Wallpapers. Mazda Miata Body Kits. Miata Videos.