

TOPDOWN

MAGAZINE

THE OFFICIAL MAGAZINE OF THE
MX-5 CLUB OF NEW ZEALAND

ISSUE 6 - 2018





MITSUOKA 'ROCK STAR' IS A MX5 TURNED INTO A CHEVY CORVETTE C2

And it's awesome.

It's been awhile since we last heard about Mitsuoka, the small automotive company from Japan known for building weird (to say the least) cars with unconventional styling. Yes, yes – that manufacturer that produced the mid-engine Orochi (kind of) supercar. The automaker is now back again with a new, this time far more attractive, offering.

Just like its previous project, the Himiko, the Rock Star is based on the latest generation Mazda MX-5 Miata. This time around, Mitsuoka is using the Japanese roadster to build a smaller, modern-day replica of the Chevrolet Corvette C2 and, dare we say, they've nailed it.

It turns out that the proportions of the Miata are a pretty good base for a shrunken Corvette Stingray. It's interesting that Mitsuoka is finding inspiration from an American model for the first, because, usually, its cars mimic British and other European vehicles from the past.

The Rock Star is made to celebrate Mitsuoka's 50th

anniversary and the automaker plans to produce no more than 50 examples, at least initially. It will be available in six colors, Los Angeles Blue, Chicago Red, New York Black, Cisco Orange, Washington White, and Arizona Yellow.

In terms of design, not much is left from the original car. As Jalopnik points out, it looks like only the doors and windshield remain unchanged from the original roadster, and all other body components are custom.

Under the hood, everything seems stock – a 1.5-litre naturally aspirated engine is sending power to the rear wheels through either a six-speed manual or an automatic. An LS V8 swap could bring the spirit of the Corvette C2 even further though...

In Japan, the Rock Star will have a starting price of 4,688,200 yen, which equates to approximately \$41,000 (NZD 60,826) at the current exchange rates. For a comparison, a base Miata starts at \$26,625 in the United States. 🌀

Source: www.motor1.com/news

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- » Feel free to submit articles via email.
- » Articles should be no longer than 900 words.
- » Include your name (and the article author's name if different), contact details and use full names in your text.
- » If you submit an article, you agree to have it edited as the Editor sees fit.
- » The NZ MX5 Club does not pay for submissions.
- » If the article has been published before in any form, please indicate this.
- » TopDown is read by all ages, so please take this into account when considering subject material and language.
- » No article which the Editor or the NZ MX5 Club deems to encourage breaking the law, either directly or by inference will be printed.

Picture Guidelines:

- » High resolution JPEGs are preferred. (300 dpi)
- » The preferred method for submission of images is by email.
- » No single image should exceed 8 MB.
- » All photographs must be submitted with the permission of the photographer.
- » Vehicle registration numbers will be shown unless removal is requested.

Please Note: The Editor cannot guarantee a date for publication. The above are guidelines only, and may be varied in exceptional circumstances. THE EDITOR'S DECISION IS FINAL.

EMAIL: topdown@mx5club.org.nz

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Front Cover: Oruawharo Homestead.
Photo by Lesley Sutherland, Taranaki Club.

Back Cover: Past Top Down Covers

Editor: Vicky Powell: topdown@mx5club.org.nz

Printer: Advocate Print, Rotorua

DEADLINE: FOR NEXT ISSUE - 1 FEBRUARY 2019

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President –

Keith Jones, 0274362568,
president@mx5club.org.nz

Vice-President –

Ron Bol, 0210687951,
vicepresident@mx5club.org.nz

Secretary –

Marilyn Harp, 021617729,
secretary@mx5club.org.nz

Treasurer –

Sandra Jones, 0274284606,
treasurer@mx5club.org.nz

Mark Brinsbury –

mbrinsbury@yahoo.co.nz

Jenny Wieland –

jenny@jwp.co.nz

Graeme Banks –

graban@ihug.co.nz

Denis Smith –

denis-s@xtra.co.nz

Barry Potenger –

b.potenger@xtra.co.nz

Murray Lee –

murray.lee@xtra.co.nz

Donna Lee –

d.lee@xtra.co.nz

REGIONAL CO-ORDINATORS

WHANGAREI/TWIN COASTS

Terry Conaghan
Phone: (09) 437 0898
Mobile: (027) 237 0084
Email: terelene@ultracom.co.nz

NORTHERN (INCLUDING AUCKLAND)

Keith Jones
Mobile: 027 4362 568
Email: northern@mx5club.org.nz

WAIKATO (INCLUDING HAMILTON)

Denis Crossman
Mobile: (027) 693 3773
Email: denisc@xtra.co.nz

BAY OF PLENTY (INC. TAURANGA)

Karen Struiksma
Mobile: (027) 3427189
Email: bayofplenty@mx5club.org.nz

HAWKES BAY (INC. NAPIER/HASTINGS)

Mike & Rosemary Hurley
Phone: 06 878 9265
Mobile: 021 152 6573
Email: hawkesbaymx5club@hotmail.com

TARANAKI

Kaz Bruce
Phone: (06) 7566996
Mobile: 027 2169725
Email: bluekaz@xtra.co.nz

MANAWATU

Denise and Peter Griffiths
Mobile: 027 6558366
Email: manawatumx5club@gmail.com

KAPITI COAST

Sharon and Keith Ewing
Phone: 06 379 7709
Mobile: 027 274 4443
Email: ks.ewing@xtra.co.nz

UPPER HUTT & WELLINGTON

To be advised

NELSON/TASMAN

Kevin and Gaylene St John
Phone: 03 542 3838
Mobile: 021 542 3838
Email: kgstjohn@xtra.co.nz

MARLBOROUGH

Grant and Caryl Simpson
Mob: 027 446 5137
Email: caryl@simtronics.co.nz

CANTERBURY

To be advised

DUNEDIN/OTAGO

Clint Trewin
Phone: (03) 455 3246 (Work)
Mobile: (027) 435 8510 (A/hours)
Email: clintsmotors@xtra.co.nz

SOUTHLAND/INVERCARGILL

Peter Glover
Phone: (03) 217 7187
Mobile: 027 634 3900
Email: verglo@xtra.co.nz

Mazda MX5 Club of New Zealand Inc,

PO Box 15551, New Lynn, Auckland

Email: admin@mx5club.org.nz

www.mx5carclub.co.nz

Membership subscriptions - \$70.00 per car, per year for full membership, including Topdown magazine. For membership application forms, visit our website or email the Membership Co ordinators - Murray & Donna Lee on murray.lee@xtra.co.nz

NEW MEMBERS

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NORTHERN

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Brian and Shona Moffat,
AUCKLAND

A WARM WELCOME TO OUR NEWEST MEMBERS...

Stephen Dye and Sharon Van
Mechelen, AUCKLAND

Rodger and Judy Kallu,
AUCKLAND

WAIKATO

Christopher and Raewyn
Charnley, TE AWAMUTU



New members should start receiving emails from their regional co-ordinator regarding details of upcoming trips. If you are new to the club and coming along for the first time, please make yourself known to the event organiser.

FROM THE PRESIDENT

We have bad news and good news to end 2018. First the bad news. Vicky Powell has tendered her resignation as editor/designer of TopDown due to increased work commitments. Vicky has done a fantastic job with TopDown since she took over back in 2014. The presentation of the magazine has improved considerably over what we were used to, and most importantly, it came out on time. We would like to thank Vicky most sincerely for her work and wish her well with her future endeavours.

Now the good news. Having been through the trials and tribulations of trying to get a new editor several times before, I was dreading having to do it again. However, only a few days after advertising the position, Brian Thurogood offered to take it on. Brian runs Fiery Scribes Publishing, so is eminently qualified to look after TopDown. Brian has been liaising with Vicky during the preparation of this issue of TopDown and will take over responsibilities from 2019. We welcome him on board.

As you will have seen in the AGM Minutes included in the last issue of TopDown, copies of the Minutes of National Committee meetings are provided to your Regional Co-ordinators. If you have any matters that you would like the Committee to look into, or suggestions for how the Club might be able to provide greater benefits for its members, please let your Co-ordinator know and they will pass them on to the Committee. Alternatively you are welcome to contact me direct.

One of the responsibilities the National Committee has is to ensure that all members are protected against legal action should anything go wrong on a Club event. To this end the Club has had Public Liability insurance for many years. However, as was reported in Issue 3 of this year's TopDown, there seems to be an increasing number of areas where we could be at risk of liability. Accordingly the Committee has been looking at alternative insurance policies which give



better cover than we currently have, and I am pleased to advise that we have now switched to a policy specifically designed for organisations such as ours. Hopefully we never have to utilise it, but as the old saying goes, "hope for the best but plan for the worst."

A Merry Christmas and a Happy New Year to everyone. Enjoy the festive season and drive safe.

KEITH JONES, PRESIDENT



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FROM THE EDITOR

Hello everyone

Well, 2018 is nearing a close after another fun-filled MX-5 year, with lots of runs happening around the country despite the changeable weather.



As Keith mentioned, this issue will be my last as TopDown editor. I've been editor now for four years (26 issues!), so definitely time for the magazine to move to the next stage with some fresh energy, enthusiasm and ideas.

Firstly, I'd like to take a moment to thank everyone who has assisted in contributing articles, stories and amazing photos to the magazine – with your wonderful support the magazine has been a pleasure to produce.

Which brings me to welcome Brian, your new editor from the Jan/Feb 2019 issue. Brian will now be your go-to guy for deciding what goes into the magazine, collecting the trip reports each issue and designing the magazine layout. Brian can be reached on the TopDown emails: topdowneditor@gmail.com or topdown@mx5club.org.nz.

Next year will be an exciting time for the MX-5 club with not only the 2019 MX-5 Nationals, but it is of course, the 30th anniversary of Miata MX-5.

Mazda USA is inviting MX-5 owners from around the world to share stories about their iconic roadsters, so be sure to share yours (see back page for details). Closer to home, Mazda NZ will be releasing more details next year on any celebrations/events happening in our region - so watch this space.

Happy holidays and safe driving,

VICKY POWELL, EDITOR



QUIZ ME...

Do you think you know everything there is to know about the MX-5 Miata? Take the quiz and see if you're a true Miata Maniac.

<https://insidemazda.mazdausa.com/drivers-life/car-culture/mx-5-miata-quiz/>

SAME SHIRT DIFFERENT DAY



MX-5 Club Member, Owen Vaughan is walking the Te Araroa Trail, a 3,000km pathway from Cape Reinga to Bluff, to raise funds and awareness for Leukaemia & Blood Cancer New Zealand (LBC). You can support and follow Owen's journey at the link below.

<https://www.facebook.com/Te-Araroa-Trail-Same-Shirt-Different-Day-106031610302810/>



HAVE YOU VISITED MX5 INTERNATIONAL YET?

MX5 International is a major online community network dedicated to the MX5/Miata/Roadster - where owners and cars mix together along with enthusiasts, artists, racers, clubs and pros. It's a fast growing community of 1400+ registered cars and members, 16k+ followers and fans on social networks.

www.mx5international.com

THE SATNAV

WRITTEN BY PAM AYRES // SENT IN BY DENISE AND
PETER GRIFFITHS - MANAWATU MX5 CLUB

I have a little Satnav,
It sits there in my car
A Satnav is a driver's friend,
it tells you where you are.
I have a little Satnav,
I've had it all my life
It's better than the normal ones,
My Satnav is my wife.
It gives me full instructions,
Especially how to drive
"It's sixty miles an hour", it says,
"You're doing sixty five".
It tells me when to stop and start,
And when to use the brake
And tells me that it's never ever,
Safe to overtake.

It tells me when a light is red,
And when it goes to green
It seems to know instinctively,
Just when to intervene.
It lists the vehicles just in front,
And all those to the rear
And taking this into account,
It specifies my gear.
I'm sure no other driver,
Has so helpful a device
For when we leave and lock the
car,
It still gives its advice.
It fills me up with counselling,
Each journey's pretty fraught
So why don't I exchange it,



And get a quieter sort?
Ah well, you see, it cleans the
house,
Makes sure I'm properly fed
It washes all my shirts and things,
And keeps me warm in bed!
Despite all these advantages,
And my tendency to scoff,
I only wish that now and then,
I could turn the bugger off. 🌀



THE FUN OF IT

THE NORTH ISLAND OF NEW ZEALAND

ALLEN CASTLETON, MANAWATU CLUB

Have you ever planned an MX-5 club run?
Have you ever even thought of doing one?

Well, I, that's Dum Dave here, thought well this must be easy. After all it's easy enough to drive one as a "competitor" isn't it. OK, well, I'll offer to do the next one. No probs!

Well, where shall we go to? Where haven't we been before? Must be lots of places around. Need about 100 to 120kms. We could go out towards Oh, no. That was July's run. OK then, we'll go to B..... ! That's been done too! Darn, well. I'll go to sleep and think about it tomorrow... Oh, can't do that I'm going to the dentist and that takes all day to get over.

Two days later. Now I thought of a great little run in the early hours of this morning. Where was that now. I'll probably remember later.

What time will we start.? 10am will be fine, and we can gather at the local pub car park. That's right Mark and Murtle's religion won't let them go on licensed property. The Council car park will do. Then we can drive out through the town. No we can't the Anniversary Parade is on that day. Well we will meet at the "leaving 50kph" sign at Bridge Road.

Now lets look at Google Maps and figure out an interesting course. The run is next weekend so I had better get motivated. Not much time left. Remember nobody likes taking their clean pride and joy on metal roads, or really narrow roads, do they?

OK, we will cruise out to Mangarua, turn right at Tahitua and then to Jimsville. Have lunch at the Jimsville Burger Hut, spend a couple of hours at the local lake watching the radio control boats then drive home.

That's no good. It is only 70kms! Need another 50kms! Well that's OK - there's that road that goes around the back of Mount Yeenah and that's only 55kms, That'll be good, and we can have "afternoon tea" at Mary-Joesephine Smith's tearooms. Great, now I'll drive the route and check the No Exit roads, metal roads, private lanes, etc.

This is at the stage you find that Google Maps may not be quite up to date and there is no road that actually joins up with the Main road, and, another that despite the legend, is a secondary metal "track" – (grass down the centre type). AND in one case there is no road at all!

The next weekend, you think, I'll drive around the route, check the turn instructions and road conditions then type up the route "book", and let the Club editor have the written gen for the magazine. Great!

During the next night's midnight brain storming session (I usually experience that every night) I decide that I should check the route one final time! No, that won't be necessary. There can't be any mistakes. The run is next weekend anyway. Not enough time for any more route checks.

THE NEXT WEEKEND.

The members gather at the right place, right time, set off full of good cheer and looking forward to a pictorial, leafy, shady cruise though some bush, and then the foothills of Mount Yehnah and great views, then coffee and cup cakes at Mary-Josephine Smiths café.

After all the work I have put in to this great event, I, that's Dum Dave again, decide I will just drive to the café and be one cup and cup cake ahead of the bunch before they arrive. That I do. Then I wait..... and wait..... and wait!!

NOT ONE CAR ARRIVES!

I wait until 6.30, still no one, so I go home. Something must have gone wrong! Next night the phone goes. The voice on the other end – the club president, says "What the b..... h... did you do with that Fun Run. The folks are mighty *%&^&^%\$^&^%@\$% (not happy!) They got to Hamilton and waited for you for hours. (A bit peculiar, I thought, we all live near Eketahuna – 400kms away!)

Turns out I left out one instruction. ONLY ONE instruction! Then "the boss" suggested I never organise a run again, in fact, probably not even turn up at the club again!

IT WAS ONLY ONE INSTRUCTION!!



MAZDA MX-5 IS THE UK'S FASTEST APPRECIATING CLASSIC SINCE APRIL

Hagerty's Price Guide and Classic Index has revealed the latest movements in the UK classic car market, and values are on the up.

The latest from Hagerty's UK Price Guide (HPG) is good news for Mazda MX-5 owners, as the small Japanese sports car has been the UK's fastest appreciating classic car since April 2018. First and second generation MX-5 owners will undoubtedly be beaming at the news.

As a whole, the classic car market in the UK has grown by 1.07% since April, with over half (52%) of all tracked vehicles rising in value, which is impressive stuff. When you consider the famed economic theory on 'the market for lemons', then it likely means that buyers are becoming more certain of the quality of cars they're buying, or the quality itself is increasing.

To create as representative set of data as possible, the HGP's Classic Index focuses on the 50 most popular UK classics.

The top risers include the second generation Mazda MX-5 1.6i at a staggering 8.5% increase in price, and Italian classics Lancia Fulvia Sport Zagato 1.6 and Fiat 500 F at 5.0% and 4.3% apiece. What these cars share in common is their practicality compared to more high-market vehicles, and often go for prices the everyday motorist could afford.

The HPG has tracked over 40,000 individual prices of over 2000 different classic cars, and it collects its data from auctions, insurer values and private sale prices and although it shows continued growth of the classic car market, it is the smallest incremental increase in six years. 🌟

<https://www.autoclassics.com/posts/news/mazda-mx-5-uk-fastest-appreciating-classic>



THE POPULAR NAMES KIWIS GIVE TO THEIR CARS

Kiwis have always had a special love affair with the cars we rely on every day.

The bond runs so deep that, in many cases, we feel the need to make any car our own with one special personal feature; a name.

New Zealand owned petrol company GAS knows this and conducted a survey to discover our most popular car name, with unsurprisingly colourful results.

Betty and Betsy were the most popular names, which mirrors a trend seen overseas, as it is also the most common name amongst US and UK drivers.

Kermit was second, with Bob and various names involving the word 'little' also recurring in the survey.

Some other noteworthy names to appear were 'Mazdarati', 'Stella McCARTney', 'Hondaway to the scrap yard' and 'Lancer Armstrong.'

Others were: Black Beauty, Bubbles, Cee cee, Delilah, Fast Kev, Gertie, HumbleBee, Juju, Lolla the Oll Corolla, Mabel, Mildred, Muldoon, Noddy, Old smokey, Pocket Rocket, Silver surfer, Snifter, Steevee, The Batmobile, The Mazdabator, The Swamp Rat, Zippy. 🌟

Discover more names at:
www.driven.co.nz



Stay tuned...

WATCH THIS SPACE FOR UPDATES IN 2019!



FREY'S MAZDA CLASSIC CAR MUSEUM

REPORT BY: TONY AND PAULINE STENHOUSE, KAPITI COAST MX-5 CLUB

You may have seen in a recent Zoom Zoom magazine, a story about the Frey's Mazda Classic Car Museum in Germany. We (Tony and Pauline, Kapiti MX-5) happened to be in Europe for a month, and decided that we should check it out.

Being keen Mazda enthusiasts we kept a close eye open for any MX-5's (and Mazda's of the RX variety, our other interest) throughout our holiday. It would be fair to say that Mazda's are not so common in that part of the world. After spotting a rusted out NA MX-5 driving from Charles de Gaulle airport into Paris, that was it for a week or so.

However the further east we got, the more Mazda's we spotted. Then in Vienna, we stumbled across a local MX-5 club run... with a great line-up of around 40 + cars angle parked around the streets one Sunday morning. Unfortunately, we were on a bus and unable to stop and say hello... or even get a decent photo! What we did manage to see in Vienna

was the largest ever image of an MX-5 we have ever seen across the front of the Votive Church - the photo does not do it justice - it was huge.

On the very last day of our trip we visited the amazing Frey's Museum in Augsburg, Germany. As well as an incredible collection of old and new(ish) Mazda's, what really stood out was the hospitality and warmth of the reception we received – the onsite team and owners really made us feel welcome and part of their international (Mazda) family.

Getting to the museum was reasonably straightforward. We were staying in Munich for a few days and for just a few Euro's we took a subway ride into the main rail station (Munich Hauptbahnhof), and then around an hour on the high speed ICE train (InterCity Express) to Augsburg. A comfortable walk from the train station and we were there (thanks Google maps!).

The museum is a recently

converted tram workshop, and is a wonderful setting for all types of Mazda's. Unlike the rest of Europe, you pretty much get the place to yourself – no pushy tourists or queues – and all for a very cheap admission fee.

The majority of the cars are completely unmodified. Originality is what the Frey's focus on, and it was a little odd seeing RWD 323's as they came out of the factory! My favourite was the Parkway26 – the incredibly rare factory rotary powered bus... which I had the chance to jump into the driver's seat. What a cool piece of history. There were three MX-5's on display – a stock standard (super low K's) blue NA, a factory NB hardtop coupe – super rare, with the hardtop handcrafted where a metal roof was hand welded onto the base Roadster body. Very pretty in red, and a great shape no matter which angle you viewed it. And finally, a 'superlight' concept special... built by Mazda and very trick looking. This was the only car in the collection that was on loan (thanks to Mazda).



As well as the collection of cars, static displays and graphics (including a full sized MX-5 print in the men's bathroom!), there is a great little gift shop with a variety of books, clothing, and memorabilia... all Mazda related and extremely tempting!! We came away with fair swag of purchases, and Pauline was very happy with her MX-5 top that will feature at the next Kapiti MX-5 event.

After spending a couple of hours looking over the cars, we then enjoyed a fantastic and traditional German pub lunch just up the road. In the afternoon we were fortunate to meet several of the Frey family, including Markus (taking time out from his role at Frey Mazda).

Because we are keen rotary enthusiasts, we were unexpectedly offered a personal

tour of what Markus described as a "couple of cars in the shed"... (that are not part of the public collection). When asked how many cars we are talking about, Markus replied "not sure – maybe around 120?"... Whoa! Naturally we jumped at the chance – and wow what a collection! At this stage we met with Walter (founder of Auto Frey – the local Mazda dealer since the 70's) and even Mrs Frey who popped out to see if we would like a cup of tea!

In the "shed" were mainly Mazda's, along with rotary bikes / rotary lawn mowers / a rotary snow-mobile / rotary chainsaw / etc... you name it and it was there. Even a rotary powered plane was hanging from the roof. There was also a range of other related items that have been collected over many years, many that are incredibly rare.

What a special day and an amazing collection. And what fantastic and welcoming people the Frey family are. We were very grateful for the VIP treatment; this day was a real highlight of our holiday.

If you are interested in Mazda's then you need to visit the Frey museum. Next year marks a special anniversary of the MX-5, and the Frey museum has big plans to display to celebrate this milestone with a variety of MX-5's (and yes they have them in all colours and all specifications!!). I am sure it is going to be spectacular.

With such an extensive collection, the display is being regularly updated and added to, so we hope to get back again one day and catch up with our new friends in Augsburg. Put it on your bucket list NOW..! 🌀



Club member David Crook in his MX5 Racing Series car

NO LONGER A HAIRDRESSER'S CAR

BY KEITH JONES

Following on from Rex Oddy's article in the Jul/Aug issue of Topdown on the exploits of MX5s in Classic Trials, people might be interested to hear about our cars in other racing series in New Zealand.

When I started racing my MX5 in 2003 there was, to my knowledge, only one other car that regularly competed in circuit races. This belonged to a Taupo couple, Barb and Trev Wilson. Some older Club members may remember them. Fast forward fifteen years and there are MX5s competing at several major clubmans series and it is becoming an increasingly popular car for racing at all levels.

The first of these is the MX5 Racing Series. Following the well proven path of Spec Miata in the US and the MX-5 Championship in the UK, the NZ Racing Series was developed by the Manawatu Car Club. The cars are all 1.6L NAs and must use mainly original specification parts, eg. brakes and transmission. The engines can only be blueprinted, not modified in any way.

The Series started in 2012 and has grown to a regular grid of around a dozen cars that race at Manfield, Taupo, Hampton Downs and Pukekohe. David Crook, an MX5 Club member, is

a competitor in this Series having bought his car last year.

For those with more modified MX5s, there is the All Classic Japanese Series (ACJS). Similar to the Classic Trial rules, the cars must be older than a certain age, in this case 20 years for Groups 1 and 2 and 25 years for the Invitation Group. ACJS has been running since 2007 and up to about five years ago Honda Civics were the cars to beat.

Lately MX5s have taken over the tops spots. In the 2016/17 season, MX5s were first and second in both Groups 1 and 2, and one was the overall champion of the Series. In 2017/18, MX5s again were first and second in Group 1 and took the overall championship.

There will be at least six MX5s running this coming season, ranging from David Crook's mainly standard 1.6L, up to a 300 bhp turbocharged 1.8L. Due to the rules, only NAs have been eligible for the Series up until now, but we expect to see some NBs in the near future as these now meet the 20 year age limit.

ACJS races are part of the Auckland Car Club Summer Series and run at Pukekohe, Hampton Downs and Taupo. For anyone wanting to watch a meeting, spectator entry is free for the 2018/19 season. 🌀

INTRODUCING....

REDLINE ENTERPRISES LTD

My name is Kevin Hunt, my wife Joy and I have recently joined the club since buying our NC from club member Ralph Attwood.

I have been involved in manufacturing scratch built sports cars from the early 1990's until recently. I raced the cars that I built and have continued racing to date.

I am very aware of the escalating costs of racing and have decided to concentrate my efforts with my NC in the area of Track days.

I have been very impressed with the capabilities of the MX5 in standard form, but having done some minor handling and brake modifications have improved my lap times on the Pukekohe track significantly.

I would like to be able to help other club members to get the best in both performance and safety from their cars for the track without adversely affecting their enjoyment on the road.

I have full workshop facilities and am happy to have people work with me on their cars if they want or not as the case may be.

My aim is to manufacture as much in-house as possible and have already manufactured a roll bar for my car which allows full use of the soft top and retains the OEM trim. I also have patterns for bonnet louvres for the NC and am working towards under body and strut bracing in the near future, and at the moment I have a 2.5 litre repower in progress on my car.

I am looking forward to meeting more of you in the future and if I can help anyone out in any way, please don't hesitate to give me a call on 021 619 848. 🌀

SEE REDLINE ENTERPRISES AD
ON PAGE 11.





LUNCH IN MAHIA

HAWKES BAY REPORT:

HAWKES BAY RUN: 14 OCTOBER 2018 // REPORT BY MIKE HURLEY & PHOTOS BY ROSEMARY HURLEY

After being woken in the early hours by frost windmills going, we get up to a fine looking day. The weather forecast was for showers but it certainly doesn't look like it. Pretty chilly but that will fine up.

Meet up at the designated spot for Hastings people and set off for Bay View to pick up the others.

One wee problem on the expressway, roadworks and new tarsealing! After a lengthy wait, Mike decides to backtrack and go another way around.

It's a bit like a queue at the supermarket checkout, will we stay in this line or move? Whatever, it's always the wrong choice!

We are late, so not a good look for the new people, but that is soon smoothed over, and we get on the road, the hardy ones top down, the sissies top up. Well, the wind is pretty nippy!

Not too much traffic so apart from the obligatory idiot that just has to pass a sportscar come hell or high water, and dodging the numerous roadworks, we make good time to Raupunga for our customary stop for a coffee and a natter.

On the road again and make good time through Wairoa and on to Mahia. Meet up with the Gisborne cars by the boat ramp only to find that the wind is freezing, so picnicking doesn't seem to be a good option so we go to the

local tavern instead. Well, what a surprise! Really nice facilities, happy staff and a great meal served up.

Catch up with the news out of Gisborne, briefly discuss what and where we could go next month and all too soon it is time to head for home. One or two cars opt to head straight home, the others take a short walk along the beach, then a bit of a meander to check out Mahanga and the beach there then head for home.

Clouds are threatening in the direction we are going, but it turned out we beat the rain.

And so home for a picnic tea! ☼

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BOP REPORT:

THE BLUE SPRINGS AND THE GREEN CHURCH

BAY OF PLENTY RUN: 11 NOVEMBER 2018 // REPORT & PHOTOS BY HESTER RUSSELL AND SHIRLEY SPOONER

Sunday 11th was fine! Relief as this trip was cancelled in February due to bad weather.

Ten cars met at the Ruahihi Power Station to travel to the Blue Springs at Putaruru - early start due to limited parking. Thank you to Warren Higgins who stayed back to ensure the cars were safe.

A short walk across farmland took us to the first viewing of the blue stream where we saw several trout. Then on to the main viewing point. The photos do not do justice to the amazing colour of the water.

The spring is fed from the Mamaku Plateau which takes 100 years to filter to destination and is so pure it supplies approx 60% of the country's bottled water (hopefully not by overseas bottling companies!).

Coffee called and the Wooden Farmer at Putaruru was the perfect place. As it was Armistice Day, at 11am John Spooner invited all to stand and it was very emotional to listen to Laurence Binyon's poem read... 'They shall not grow old...' and maintain a minute's silence.

We then drove to "The Tree Church" at Ohaupo via Arapuni, Horahora, and Karapiro. It was a beautiful drive through South Waikato.....the smell of newly mown hay, sweet honeysuckle and every shade of green imaginable across the landscape a reminder as to why we love top-down driving.

The "Tree Church" is a living breathing structure set in three acres of distinctive gardens. Cut leaf Alders cover the church frame. We all enjoyed our walk around the gardens meeting for a picnic lunch under a canopy.

After much chatter we were back in our cars. The plan was to drive back roads to Matamata for an icecream en route to the BOP. However it never eventuated. We set out from Cambridge on a magical mystery tour and with utter dismay ended up back in Cambridge! Had driven through Te Miro and Maungkawa with magnificent views from great heights, and through a native bush reserve. We had to forgo the icecream and make for the Kaimai's. 🌀



KAPITI REPORT:

HERBERTVILLE

KAPITI RUN: 18 NOVEMBER
2018 // REPORT BY AND
PHOTOS BY SHARON EWING

We started on Saturday with a Barbeque in the Wairarapa, for those who wanted to take an hour or so off the Sunday journey. We had a nice evening with nine of us.

Sunday morning, we met at Wild Oats in Carterton, we had 13 cars. Some had breakfast and some just coffee. We left here at 9.30 driving up to Masterton then out onto Route 52, through Alfredton and on to Pongaroa, which was about hour and half drive. We met another car here; we had a half hour toilet and drink stop. Herbertville was just under an hour drive, it was an overcast day, did get a few showers. Route 52 is a great MX5 road which goes back of Wairarapa up to Hawkes Bay.

At Herbertville we went to the Pub for lunch, after lunch some went and checked out the beach.

It was a great day, with great driving and company. Thanks everyone for coming. 🌧️



TARANAKI REPORT:



TARANAKI GARDEN FESTIVAL RUN

TARANAKI RUN: 28 OCTOBER 2018 // REPORT & PHOTOS BY KAZ BRUCE // RUN LEADER: BRUCE & PAM PALMER

Bruce & Pam had worked out a great mix of lovely country road driving around Mt. Egmont/ Taranaki together with a mix of gardens and attractions. We all met at the Ink Pot Café in Stratford for coffee at 9am ready for an early start. 17 MX5's then set off for a day's driving.

Our first stop was at Willow Creek Gardens on Auroa Road, a very

interesting property with not only gardens but with a train, and a variety of out buildings and other things of interest. Next stop was the Trolove Garden on Patiki Road where we enjoyed a walk around the large garden. Then off to Opunake for a photo shoot down at Opunake Beach followed by lunch at the Sugar Juice Café. After lunch we drove to Newell Road and explored the Brophy

Garden, the largest property that we saw on the day. Then we headed back down Surf Highway 45 and visited the Stoney River Pottery.

Thank you Bruce and Pam for a great days driving, Tops down. Once again everyone thoroughly enjoyed our wonderful MX5 roads around our special Mountain, and a very enjoyable Garden Run. 🌀

TARANAKI REPORT:



ORUAWHARO HOMESTEAD-TAKAPAU

TARANAKI RUN: 6 OCTOBER 2018 // REPORT BY NEIL GOODWIN // PHOTOS BY LESLEY SUTHERLAND

Ready for the drive down our State Highway's to Oruawharo Homestead, 12 MX5's set off from outside McDonalds Hawera at 8.00am. This is a 515Km return drive from Hawera (add another 140 Km's for the cars from New Plymouth and we had six hours return driving ahead of us.) First wee wee stop being Waverley then on to Viv's Kitchen at Sanson arriving there at 10.00am.

Such a brilliant morning that everyone travelled with the tops down, after 3/4 of an hour and several eaten cream horns everyone was fed and watered and off for another hour's driving to Dave's toy car museum in Dannevirke. Dave has been collecting models since 1980 and has gathered 8,000 different models.

After some time spent there and a few of the club members purchasing some models that were for sale we headed off to the homestead at Takapau, weather still brilliantly fine with not too much sun which it made it pleasant for driving.

We arrived at the Homestead at 12noon to be greeted by Peter the owner of the property. We were

taken into the old church building for our High Tea menu with flash cakes, club sandwiches scones and savories and a choice of teas to pick from and coffee. Peter set up the big TV screen and explained about the property and showed pictures from when they first bought the place. It was very interesting listening to his commentary.

When we had finished eating, he then took us over to the Oruawharo Homestead. This place was built with all native timber back in 1879. Well what a Homestead, high stud old directive ceilings, an old wooden staircase and the real deal 'old' furniture. I think everyone was just blown away with how this building looked in the old days. There were even two old pianos in the building, one of our lady members gave one of them a bit of a work out. She wasn't too bad at it either (bit of hidden talent there I reckon).

After spending some time talking to Peter and the odd question thrown at him about what he did for a living and how does he make his money, one of the clever members of the Club got out of him that he is a millionaire, (nice) he told us it is cheaper for him and his wife to



fly First Class to Canada to see his family in the winter every year than pay to heat the old Homestead. It costs \$1150 per week to insure the place. This property is really worth the drive to look at it.

Later in the afternoon four MX5's left to set off back home while the other eight headed off to stay with family members over night while some stayed in motels and returned the next day. I am sure this trip was one to remember especially the old Homestead. 🌟



PICNIC RUN TO SOMEWHERE

TARANAKI RUN: 18 NOVEMBER 2018 // REPORT: OWEN JOHN // PHOTOS: LYNDA BELL //
RUN LEADER: OWEN JOHN & GRANT THOMPSON

The forecast for the 18th wasn't looking good for a picnic but seven cars took the challenge.

We met at the Casa Pequena Cafe in Stratford before a 10.15am start. Beryl and Stu and Glenys and Peter received the vouchers for free coffees.

It was only a 10 min drive to Toko our first stop to meet Simon @ Purely Wood. This was a really unique shop of handcrafted woodwork. The colours of different native woods put together in tables, drawers, jewellery boxes, etc was amazing.

Then tops down for an hour or so drive to our destination. A melody of horns as seven MX5's went through the lengthy Brewer Road

Tunnel. Now a 20km unsealed road to Aotuhia. We had a real back country experience with wild goats with kids and poaka with piglets at the road edge.

On reaching Aotuhia we stopped at the "Bridge to Somewhere" "the sister bridge to "Bridge to Nowhere". The bridge was built in 1936 for the small settlement with school and post office for the farmers breaking in the unforgiving wild land. Settlers first arrived from the Whanganui River in 1896 and with the 1920 depression, the remoteness, and the horrendous flood in 1943, the last man, wife and 22 children walked out. The road we travelled was not formed until 1985.

Aotuhia is now a massive sheep and beef station run by the Downes family. Thanks to them for permission to enter and have the use of the shearers Bach. Very light drizzle put us inside for lunch instead of deck chairs and picnic.

Tops down again for the trip back out to civilisation. We had a good zoom back on Highway 43 to Stratford for coffee at the Ink Pot Cafe.

Thanks to Grant for your liaison with Aotuhia Station to make such a memorable trip happen. All of us had a very enjoyable history trip day. The other option was to go north and do the David Tua Tour, but I'm glad we chose the one we did. Cheers and good zooming. 🌀



MANAWATU MANOEUVERS

MANAWATU RUN: NOVEMBER 2018 //
REPORT BY ALLEN CASTLETON

November 11th in our world signifies Armistice Day and remembering all those from all wars who are not now with us.

In the Manawatu this year it dawned as an Unmemorable day because there was at least a 50/50 chance of rain. Always the weather on the Manawatu side of the ranges is different to the weather on the Tararua side. This year the weather looked pretty much the same on both sides!

We congregated at Woodville near the service station, pointed towards the gorge we haven't been able to use for a good few months – or is it a year by now?

There were nine cars this month and we welcomed a very nice blue NA into our group. Near new,

only 300kms and it is very nearly original.

Usually we drive “hoods down” but this was enforced as the prospect of rain was present. Fortunately only some drizzle eventuated and we ended up at Mangatainoka Brewery (sans Tui Girls) for an outdoor sunny lunch.

The course was to go to the eastern end of the Manawatu Gorge and follow Gorge Road generally towards, but not into, Pahiatua and then further southwards to arrive at Eketahuna where we crossed SH2 and headed towards Alfredton. At



Pa Valley Road we turned north and headed towards Pahiatua / Mangatainoka. The run ended with a page of “matchstick” or straight line instructions to addle the crews mind before arriving at the brewery for a relaxed lunch.

No one lost, none broken down (Don't think MX-5s breakdown anyway), and no complaints I heard of. All in all a good day at the end. 🌀

MUSCLE CAR GARAGE MUSEUM VISIT



WAIKATO RUN: 28 OCTOBER 2018 // REPORT & PHOTOS BY DENIS CROSSMAN //

Fourteen MX5's plus one Honda Integra Type R met at our usual meeting spot at the Rototuna Shopping Centre in Hamilton. Included were three cars from Auckland and it was great for them to be able to join us. After a catch up and good chin wag we headed off to Cambridge via a bit of a circuitous route which included the Hamilton Northern Suburbs, bridge over the Hamilton Expressway Bypass and Matangi. There was a small amount of drizzle early on but not enough to put off most people having their tops down. The day improved and ended up being pretty good.

At the Museum we met another three MX5's along with a group from the MG Car Club who were visiting. As some of our MX5 members had previously belonged to the MG Car Club there was a bit of friendly banter between them.

Some people were a bit shocked when asked to remove their shoes upon entering the Museum but they could soon see why when they saw the highly polished black

and white tiled floor. The Museum is in two parts, one with cars and bikes the other with Machinery and Trucks. There were some stunning Muscle Cars in the collection in outstanding condition. One car which attracted a lot of interest was a State Troopers car from Minnesota. The car was a 1978 Plymouth Fury with a 440 cu inch engine. When it was retired from Police Service it was purchased by the Police Officer who drove it and because of this all the original equipment was left in it.

In the Machinery section, which is entered by passing through a cut out in a very large digger bucket, a Komatsu D575A-2 was centre stage. The Komatsu D575 is said to be the largest Dozer in the world. It weighs 130 tonnes, has a 46 Litre motor, takes 2,100 litres of diesel and is 5 metres high. The blade is 3.6 metres high, 7.4 metres wide and can move 70 cubic metres per pass.

I'm pretty sure everyone was blown away with the high standard

of the Museum, it's a real credit to the guys that set it up. It's a private Museum and not open to the general public so we were very lucky to be able to visit.

There was a bit of a delay in leaving the Museum as Ian had managed to lock the keys in his NA. Fortunately we had a Locksmith in our group who managed to professionally break into Ian's car, I'm not too sure how many beers Ian was charged!! A few cars headed home from here with the balance heading with the group for lunch.

Lunch was in Tirau and we dined at a variety of Cafes in the town. After lunch we headed off via Scotman Valley, a favourite MX5 route and then onto Laurie and Owen's home in Cambridge for a coffee before everyone went home in their various directions.

Many thanks to Nik Lowther for arranging the visit to the Museum and to Graeme Denton for being "Tail End Charlie" for the day. 🌀



QUARTZ HILL AND MAKARA BEACH

KAPITI RUN: 14 OCTOBER 2018 // REPORT BY CEINWEN

Members from 13 cars met at Ground Up Cafe on a cold but sunny day.

Two cars had cancelled. All had tops down after a thorough warm-up in the cafe, for the drive to Quartz Hill and Makara Beach.

My apologies for incorrect directions which put one car back on the motorway heading north instead of south.

They caught us up a little later at the wind farm.

Very cold up there, great place for a wind farm. Three navigators missed the turn and arrived early at our lunch destination, time for a bracing walk along the rugged coast.

Lunch was good, hosted warmly by Brett and Phil. A fun day out. 🌞



REDWOODS AT ROTORUA

HAWKES BAY RUN: 11 NOVEMBER 2018 //
REPORT BY MIKE HURLEY & PHOTOS BY
ROSEMARY HURLEY

Heading to Rotorua to do the Redwoods Tree Walk, we meet at BP Bay View at 8.30 and hit the road with the weather not looking too flash, but at least it's not raining.

Nice smooth ride to Taupo with little traffic, so we make good time and pull in for a quick coffee, then hit the road for Rotorua.

Pull into Long Mile Road in Rotorua expecting to see all the carparks full, but we have timed it good and find a good space for all of us to park up. First things first and out with the picnic and get into some lunch.

After lunch we stroll along the road to check out the tree walk. This consists of a series of swing bridges strung between the mighty Redwoods. Pay our money (half price for us oldies!) and get going. Up the circular ramp to a height of about 7metres to the first platform and start the journey. Can't afford to be afraid of heights or wobbly bridges!

The circuit is about 700 metres all told, and consists of 22 swing bridges. Some long and some a bit shorter with platforms at each tree with signboards giving a bit of history etc.

One platform even has a section of glass floor for those brave enough! We managed to navigate our way around without incident.

Back to earth and head into the city for a quick check on the lake, another coffee and a natter then time to head home.

The tree walk is certainly a bit different, but is accessible for all ages, so if you are looking for something different to do it is worth a visit. 🌲



WARBIRDS RUN

NORTHERN RUN: 18 NOVEMBER 2018 //
REPORT & PHOTOS BY MORRIN LAYTON //

Here we go again another fine day and time to set off on one of our monthly runs, this time ending up at the Warbirds Armistice Day display at Ardmore Aerodrome.

As usual we gathered at the BP Drury for a 10am start, 17 cars arrived all looking smart and polished up.

As we arrived one noticed a gathering around a red NC, Frank's v8, bonnet up and Frank with his foot on the throttle, yep certainly a v8.

After the usual meet and greet Murray Lee gave us the traditional OSH lecture and acknowledged the new members on their first run then allocated me to be tail-end-Charlie and we were off.

The course took us through to Papakura, which immediately divided us up at the lights, then we wound our way to Clevedon then out to Kawakawa Bay then on to Kaiaua along the coastal road some great scenery.

A wise person up front decided a comfort stop was a good thing the toilets were well used. From Kaiaua we headed back up to

Mangatawhiri then across to Hunua then we wound our way to the Papakura Clevedon road then on to Ardmore Aerodrome.

We arrived just as the air display was under way. Aerobatics from various old aircraft, Mustangs, Harvards, Spitfires and a collection of other aircraft were on display along with vintage cars Ferrari's and Ford Mustangs.

One of our members Josette Watson was chuffed to find a vintage car that was called a Josette.

After lunch of yummy chips and coffee and smoothies there was another display of aerobatics by



a collection of aircraft including a couple of world war one bi-planes.

A great day was had by all, another great run and an afternoon of something special.

Thank-you to Keith for setting up the run and to Murray Lee who oversaw the day for Keith who was in Taupo racing his car. 🌟

BOP REPORT



GENTLE ANNIE RUN

BAY OF PLENTY RUN: 26 OCTOBER 2018 // REPORT & PHOTOS BY JEFF AND CHELLE GRIFFIN

With the promise of rain, 11 cars converged on Taihape, uniting at Aspen Court Motel Friday night for nibbles and drinks before retiring.

Saturday morning 9am start, luckily, we all fuelled up before we made our way through 150km (next fuel stop 140km) travelling through great MX5 windy country roads known as the Gentle Annie. Helen and Nick caught a souvenir on their bonnet from a Seagull, they almost collected a "Hawk enjoying dead rabbit for breakfast" and also almost collected a roaming sheep. (Desmond would have been proud).

We stopped half-way across the Gently Annie for a flask of coffee and some biscuits (thanks Clive and Jonnee for the peanut brownies – YUM).

Once back out on the plains three cars past our turn off, but teamwork had us back together within five minutes. We continued onto Havelock North for lunch and a little shopping, teapots and all.

We visited Birdswood Sweetshop where we ambled the garden looking at the finely priced sculptures, oh and the lolly shop of course. A few may have indulged here.

Moving onto Arataki Honey where many sampled the products, then a smaller group travelled up to Te Mata peak to take in the Panoramic views of the wider Hawkes Bay. After this we visited The Blackburn Winery for a little tastings (or a lot) before making our way to BK's Motel in Napier where we socialised (more

tastings) before heading out for dinner at a Thai Restaurant.

Sunday morning saw another beautiful day stopping at a café before heading out via Poraiti/Puketitiri, more awesome MX5 country roads on our way home.

5km out of Taupo and the promised rains arrived but disappeared by the time we stopped for our last get together at The Spoon & Paddle Café to say our goodbyes.

Thanks to all whom attended making this a great weekend and special thanks to Helen and Nick for organising an awesome event. Thanks Dan Corbett (TV1 Weather Presenter) for getting the weather forecast wrong (yet again). ☀

NELSON/TASMAN REPORT:

ST ARNAUD

NELSON/TASMAN RUN: 28 OCTOBER 2018
// REPORT SENT IN BY GAYLENE ST JOHN //
PHOTO BY COLIN WILKIN



There were 11 cars and 18 people at St Arnaud Alpine Lodge for a very enjoyable and social lunch organised by Eileen and Colin Wilkin. En route from WOW we met cars at Kohatu and followed Colin to St Arnaud. This is a beautiful route.

We welcomed Shirley and Ivan

Marinovich from Blenheim and enthusiasts from Motueka and Nelson.

The sun was shining, and our table set up inside overlooked an inspiring view of the countryside. This was not a distraction but a peaceful background for the major topic – yes, you guessed it - cars,

driving experience and stories, what have you been up to and what are your plans for the future?

Then people travelled back home in their own time and along their choice of route. Many thanks to Eileen and Colin for organising this event. 🌀



IMPROMPTU RUN

NELSON/TASMAN RUN: 28 OCTOBER 2018 // REPORT SENT IN BY GAYLENE ST JOHN //

Here's feedback from Sandra-Louise and Ash about this impromptu event:

"A weekend away in Golden Bay had been planned by Harold and Betty for November 16th-18th, but unfortunately not enough people were free to attend so it was postponed.

An impromptu catch up for the Sunday was suggested as a filler.

Ash sorted out a short country drive down Aniseed Valley Road ending up at the Hacket Track car park. Sandra suggested starting with a coffee, snack and chat at the Honest Lawyer pub in Monaco.

Happily, the wet and windy weather forecast for Sunday turned out to be rubbish, instead we had a bright hot sunny morning.

12 keen MX5ers arrived at the pub to socialise, and 8 of them had time to spare for the very pleasant drive afterwards.

So impromptu is definitely good, by hook or by crook we'll get our MX5s out of the garage and drive." 🌀

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