

# TOPDOWN

2022  
Issue 4



**AGM + NEW LIFE MEMBER**

## RUNS AROUND THE REGIONS



**MEMBER PROFILES**



## National Committee

### President

Allan Boot, 027 260 0667  
president@mx5carclub.co.nz

### Vice-President

Gary Major, 027 242 6783  
vicepresident@mx5carclub.co.nz

### Secretary

Marilyn Harp, 021 617 729  
secretary@mx5carclub.co.nz

### Treasurer

Sandra Jones, 027 428 4606  
treasurer@mx5carclub.co.nz

### Membership

Ron & Shona Bol, 021 068 7951  
membership@mx5carclub.co.nz

### Merchandise

David Barrett, 021 052 5460  
merchandise@mx5carclub.co.nz

### Committee Members

Barry Potenger – Northern  
b.potenger@xtra.co.nz

Jock Sutherland – Taranaki  
anlas@xtra.co.nz

Leon Barton – Northern  
mx5club@teh.geek.nz

Sharon Ewing – Kapiti Coast  
ksfifties@gmail.com

Kingsley Hockley – Northern  
kingsleyhockley@gmail.com

Karen Struiksma – BOP  
t.k.struiksma@gmail.com

## Regional Co-Ordinators

### Whangarei / Twin Coasts

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

### Northern / Auckland

Allan Boot  
Mobile: 027 260 0667  
Email: northern@mx5carclub.co.nz

### Waikato / Hamilton

Gary and Maureen Major  
Phone: 027 242 6783  
Email: waikatomx5club@gmail.com

### Bay of Plenty / Tauranga

Karen Struiksma  
Mobile: 027 342 7189  
Email: bayofplenty@mx5carclub.co.nz

### Hawkes Bay / Napier / Hastings

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

### Taranaki

Nora Hunn  
Phone: 06 761 8864  
Mobile: 027 2160 608  
Email: norahunn@gmail.com

### Manawatu

To be advised.

### Kapiti Coast / Wellington

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

### Nelson / Tasman

To be advised.

### Marlborough

To be advised

### 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](http://www.mx5carclub.co.nz)

Membership subscriptions – \$70.00 per car, per year for full membership, including full-colour printed TopDown magazine. \$40 digital membership also available. For membership application forms, visit our website or email the Membership Co-ordinator – Ron Bol, membership@mx5carclub.co.nz

## A warm welcome to our newest members

### Northern / Auckland

Geoff & Josy Doyle  
Michael Hall & Callum Jarvis-Hall  
Cameron Hooper  
Robyn & Carey Walter

### Bay of Plenty / Tauranga

Allan & Liz Cave  
Jeff Rees & Jan Carpenter

### Kapiti Coast / Wellington

Hordur Thordarson  
Joe Morris & Marise Gemming

### Marlborough

Everard Petrie

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.

**MX-5 TOPDOWN MAGAZINE**  
[www.mx5carclub.co.nz](http://www.mx5carclub.co.nz)  
[topdown@mx5carclub.co.nz](mailto:topdown@mx5carclub.co.nz)  
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**JULY–AUGUST 2022**

## Contributing Guidelines

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 text.

If you submit an article, you agree to have it edited as the Editor sees fit.

The NZ MX-5 Club does not pay for submissions.

If the article has been published before in any form, please indicate.

TopDown is read by all ages, so take this into account when considering subject material and language.

No article which the Editor or the NZ MX-5 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.**

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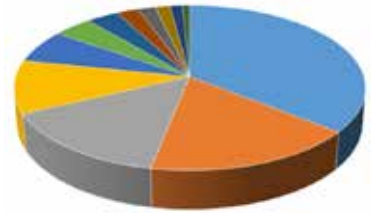
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## MX-5 Club of NZ Life Members

Name	Region	Date Awarded
Bob McCaulay (deceased)	Northern	
Howard Fox	Northern	
Larry Young	Northern	
Lawrie Copp	Kapiti Coast	
Gary Wood & Alison Harold	Waikato	2001
Willie & Anne Williamson	Northern	2007
Kevin & Glenys Everitt	Hawkes Bay	2010
Nigel Every	Waikato	2009
Bronwyn Wilkin	Central Plateau/Manawatu	2010
Peter Glover	Southland	2019
Sharon Ewing	Kapiti Coast	2019
Morrin Leyton	Northern	2019
Brenda & Martin White	Northern	2019
Keith Jones	Northern	2022



# APRIL THAMES CRUISE

**Thirteen cars met at our usual meeting place at the Rototuna. Great to see Cody and Tennile join us again. The usual greetings and briefings over ... off we went.**

The weather was threatening with rain but it is being demonstrated that showers don't put off a hardy bunch of MX-5ers.

Maureen had mapped out some excellent roads to get to Thames and our planned picnic spot just up the Coast. She knows the North East Waikato like the back of her hand, having spent many hours on these roads doing Carpet measurements for home owners when she worked for Forlongs.

After an uneventful run we made it to our planned spot. The Thames coast has many idyllic spots for picnicking, all which have magical views of the Firth



## Waikato / Hamilton

### Report & Photos by Gary Major

of Thames and the majority of them have a little toilet block ... phew.

Thames should never really be a town that is just driven through as it is steeped in a huge part of the history of New Zealand.

With a population of around 7500 today it has been as high as 18000 in its heyday as a Gold mining town. There actually used to be 3 towns close together – Shortland, Grahamstown and Tookeys Flat. Tookeys Flat was the preferred spot for the gold miners as it was close to the goldfields. It wasn't until about 1868 that the three combined to form Thames as Captain James Cook thought that sailing down the Firth of Thames reminded him of the entrance to the Thames River in England.

Until recently Thames was the most industrialised town in New Zealand – believe it or not – and at the end of the 19th Century there were 100 pubs! Unbelievable.

With a vast history in Gold mining there are many opportunities for the tourist who is interested.

Back to the run. Thirteen cars lined up in a side street. Picnic over, some strolling down to the beach, but coming in from the north was a huge band of rain. Fortunately all of us were able to pack up, walk back to our cars and get moving before the rain came tumbling down.

As with most runs, as we journeyed back to Hamilton via Paeroa the line of cars got smaller and smaller.

One thing though .... Picnic runs in the Waikato have been very well accepted and the overwhelming feeling is that once winter is over let's get back to this style of monthly runs. ●

## From the President

**Well, the AGM has been and gone and this was my first as President. I am delighted to have been re-elected for another term and committed to making your Club “better than before”.**

There are reports in this Top Down detailing the AGM, our financial position which is strong and the fantastic new committee that brings a more representative spread of our Membership base.

One of the things we are keen to do is to share more in-depth articles on our members and rather than just what car(s) they have – to learn a little more about them. This issue of TopDown kicks that off with several people and I am certain you will agree they are fabulous reads and show what a diverse bunch we are. One thing in common is the love of getting outdoors in our beautiful country and enjoying the things on offer.

The new committee has had its first meeting and already we have a lot planned for the future. Newer members like David and Kingsley have taken over roles such as Merchandise and social media respectively so watch that space. We have our mini national planned for October 22 in Taranaki and excitingly we have paid a deposit for a full National in Rotorua in October 2023. Committee members Jock and Karen have these items highly placed in their “I’m onto it” baskets. Thank you.

We are looking at how to regain lost ground in

the South Island and an exciting new sponsor has come on board based in Christchurch ... but well known to all of us who regularly buy bits for our cars: Benny Soove from Garage 5 in Christchurch. Welcome aboard Garage 5.

Dunedin had its first run for some considerable time with 13 cars two weeks ago and Christchurch had 16 in this past weekend attend. A special shout out to my daughter Annaliese for organising and doing an amazing job. Now we need to convert them to fully paid-up members but once they see the very exciting package offered by Garage 5 it should help the process. Again, to all our membership – watch this space!

The June to August period has been a mostly miserable time weather wise but Regions have still had events and enjoyed great attendances.

I know that Kapiti, Waikato, Auckland and Christchurch held events this past weekend ensuring that over 80 MX-5s were out and about at one time. That’s pretty cool.

My message this issue to you all is simple – time is short and very precious – none of us know what’s just around the corner. So grab any opportunity to get out and about in your MX-5, especially on Club events and be one of the vigorously waving, enthusiastic MX-5 owners on the roads of our beautiful country.

Zoom Zoom  
Allan Boot - Booty  
President



***The National Committee photographed at the AGM 2022***

Left to right: Sharon Ewing, Ron Bol, Leon Barton, Barry Potenger, Marilyn Harp (secretary), Gary Major (vice-president), Allan Boot (president), David Barrett, Sandra Jones (treasurer), Karen Struiksma, Jock Sutherland. Absent: Kingsley Hockley



## MEMBER PROFILES — HELEN AND PAUL TOPLISS

**Helen and Paul have been together as a couple since meeting at secondary school. They were both involved in the school production of *The Mikado*.**

It was during that production that they found they had a common love for theatre. A passion that they still have today. Their relationship continued during Paul's apprenticeship as an auto electrical engineer and Helen qualified as a school dental nurse.

Their first car was a red Ford Corsair. It was old but it took them everywhere they wanted to go. Looking back Paul says, like most boys he'd always dreamed owning a sports car, however, in his day these were cars like the MGB GT or an Austin Healey long before the MX-5 made its first appearance. He would have to wait many years before he got his dream of owning his sports car.

In 1978 Paul and Helen tied the knot in a country church not far from where they were living. Although money was tight, Paul ensured that his bride to be would arrive at the church in style and managed to negotiate for Helen and her dad to be taken to the church in a white Roll Royce Silver Cloud. Helen often joked that she went from being driven to the church in a Roll Royce to driving to work in a Cube. Life's reality.

Paul always had a hankering to see more of the world, but that dream seemed a distant reality with

saving to get married and putting down a deposit on their first home.

However, not long after being married they were informed that immigration to New Zealand was possible as both their job skills were on the wanted list. They took a great leap of faith and sold everything, including their first home. Packed their bags and embarked on a new life. To put this into perspective of how great a step this was, both Paul and Helen had up until this point never even been on an aeroplane. The only people they knew who lived in New Zealand was an aunt and uncle who they had never met and a cousin Keith and his wife Dennis who they had met briefly while they were on their OE.

Although strangers to their New Zealand family, Paul and Helen were warmly welcomed, not only into their home but into their hearts. Without their help life would have been so much harder. One of the first things Paul and Helen did was find a local theatre group. Torbay Theatre was their first choice and here again they found a warm welcome and people of like minds. Over the years they formed long lasting friendships and an ideal venue for their theatrical talents.

While Helen worked at Auckland hospital dental unit, Paul was looking for a change of vocation. He joined St John in 1980 and later qualified as

a paramedic, a career that has lasted most of his working life until he took early retirement. Helen also had several changes of career during her working life. In the mid 1980s she was working for the then North Shore council as an events coordinator until 2002 when their son Adam was involved in a motor accident. Helen resigned from her work and became Adam's full-time carer while he worked on his recovery.

Once Adam started to become less dependent on his mother for support, Helen decided to take the opportunity to retrain and qualified as an early childhood teacher, a career she has excelled in, and becoming head teacher and school manager of a private early childhood centre.

They both continued their involvement in the theatre with Helen not only being on stage in several stage plays, but she also turned her hand at directing and has directed some of the bigger stage productions, not only at Torbay Theatre but also The Pumphouse, The Rose Centre and Centre stage.

She loves doing the musical fantasies that involve singing, dancing and elaborate costumes. Not only is Helen a proficient actor and director she can turn her hand as makeup artist, production manager and stage manager.

Paul on the other hand has stayed firmly backstage, although he has been seen fronting local club nights as a compare. He enjoys the art

of stage lighting, set design and construction along with set and scenery painting.

He has also penned a few plays over the years. His most notable plays were "Stag Party" a comedy farce and "Roses are Red" a deep reflective play that won him some accolades in the Theatre Federation play festival. Although not a prolific writer he still likes to write now and then. His latest play written for children "The Stolen Crystal" was performed by the junior members during the last school holidays.

Paul also did a stint in the film industry. He took a sabbatical from St John and worked as a medic on a film set, working mainly with stunt crews. Most people think that the film industry is an exciting place, in fact he says it's the total opposite. Long days with what seemed like nothing much was happening. In the end he returned to St John as he found what he was doing in the film industry quite tedious.

They were first introduced to the MX-5 club by long time members Keith and Dennis who recanted enthusiastic tales of long summer days out, great people and a camaraderie amongst its members. The seed was sown but didn't blossom until Keith generously gave Paul and Helen their blue NA. After that there was no looking back. They soon updated to an NC and now relish their days of top-down runs as they drive the great open roads and visit new places. ●



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# KEITH JONES, NEW LIFE MEMBER

**Keith joined the MX5 Club of New Zealand in 2003, so that's 19 long years of membership.**

He had been on the National Committee (and not only on it, but actively on it) since 2009, through to taking a well deserved break in 2021 – 12 years.

Keith was Vice President 2017-2018 and President from 2018-2021, a total of 3 years.

Keith was Northern Regional Coordinator 2017-2019, a total of 3 years.

Keith has been organiser of the National Driver Training Day since 2011 – a total of 11 events.

Keith has always acted in his own way and style, with the best interests of the Club at heart. He is a good engineer and race car driver, particular about preparation and his knowledge about all things MX-5 is difficult to beat. His knowledge of engines, suspension bits etc, through his vast contact list, makes him a definite go-to person for all technical issues.

It is with great pleasure we welcome Keith as a Life Member of the Club. ●

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## LIFE MEMBER NOMINATION PROCESS

**Just over a year ago the committee introduced some changes to the process of appointing life members, as a result of being tasked with doing that at the AGM in 2020.**

The new changes include :

- Application must come in before the 31 March each year.
- National Committee assess nomination against various criteria but the main ones are:
  - We have a maximum of 5% of membership base as Life Members.
  - Must have been a club member for more than 7 continuous years and during that time been active.
  - Active is defined as being regularly and consistently involved in club events at both a local and national level.
  - Exceptional service – adding considerable value to the club for the past 5 years.

If the National Committee assess the nomination as meeting all of the above criteria, they approve and seek ratification at the Annual General Meeting. That removes the public debate of the relevant merits of one person over another, which we have had previously. If there is a possibility of perceived conflict of interest, then the process is undertaken without that person's involvement. ●







# AN IMPROMPTU OVERNIGHTER

**Two possible car trips over to the Waikato on a wet weekend ended up as an organised overnighter instead in Taumarunui.**

Theo advised me that the Mangakino Lake Hop was to be held on Saturday 9th July and due to COVID there had been limited car shows to attend.

The National MX-5 AGM was going to be held on the Sunday so Dorothy had a great idea to make it a overnighter.

We had our usual morning meet for coffee at The Crossing in Tauranga. Six MX-5s and an invited mustang headed off with clear skies to Mangakino.

On arriving at Mangakino, it was a bit of a job trying to find car spaces, umbrellas were pulled from the boot and used for a short time. It was very wet and muddy underfoot so extra care was taken not to slip over.

Fortunately the weather co-operated enough for us to view the cars on display and find a dry space to eat our hot dog and chips from the food stalls.

A big hand goes out to the organiser of the event and the people that displayed their cars in the inclement weather. Around 2pm four of us headed off to Taumarunui via the western arm.

Before the beverages came out of the chilly bag, we did a wee stroll around the metropolis of Taumarunui and Rail Action Centre. We even found the Taumarunui Racing Pigeon Club if you're wanting something different to do there.

At 4pm we returned to the Twin Rivers Hotel for some drinks and a few laughs. Great to get to know new members Murray and Donna from Auckland.

A table was booked over the road at the RSA for dinner and to watch the All Blacks play. I think we should have joined the singer on the dance floor.

In the morning we set off to town

## Bay of Plenty / Tauranga

**Report by Karen Struiksmā  
Photos by Karen & Dorothy**

for breakfast but alas nothing was open but the bakery, so we returned to the motel room with bacon and egg pies. We then made our way to the Hamilton Gardens to join the AGM, meet old friends and enjoy the lunch supplied. ●



# I'M A LIFE-LONG EARLY ADOPTER

**My name is Charles and I'm a Miata-holic. My first taste was a Eunos Roadster: Marie (my girlfriend at the time, later my wife) took me to Christchurch for a long weekend in 2002 and I arranged to hire a bright red NA for three days. What a blast we had!**

At the time, I loved the convertible idea but I wasn't wedded to the MX-5. A year later, we visited Sydney and hired a BMW Z4, quite a treat. We visited the Hunter Valley in it and again loved top-down driving. We felt the Z4 was a little tight inside, with surprisingly heavy handling, and overpowered for what the car needed to do. It looked nice, with the "flame" styling, but I wasn't smitten. Not with that car.

A friend of mine joined me in an adventure: importing a car from a JDM (Japanese Domestic Market) auction in 2006. Through a local firm with a representative at auctions in Tokyo, we each organised to buy and import a convertible. My friend bagged a Porsche Boxster and I chose an NB Roadster.

When it arrived in Wellington and I laid eyes on it, I knew I would never go back. That was the end of the red Honda Integra.

Alyssa was only 18 months old then, and at 17 she's now my main co-pilot.



Marie and I toured the North Island as far as Pauanui in that car, and used it as our main commuter. After a couple of years, Marie had had enough of driving a manual car in city traffic so she convinced me to trade it for an automatic. We found this beautiful NB in just right shade of green and tan.



Over the moon about convertibles, and needing two cars, we dumped the Toyota people-mover and bought a 1992 Saab 900 Cabriolet, then a Renault Megane CC with the folding hard top. Nobody liked sitting in the back seat of either of those cars, and Marie and I continued to use the green NB as our day car, until we decided to move to Singapore.

Owning a car in Singapore, let alone a





convertible, is a dumb idea. We were carless for 8 years there. But I dreamed of owning another MX-5. When the ND was released in 2015, we took a test drive, but couldn't stomach the "discounted" cost of \$182,000 plus Certificate of Entitlement (which was going for around \$90K at the time). You really learn to appreciate car prices in NZ when you're faced with that. I get it, though – the Singapore government wanted to avoid the road mayhem in other large Asian cities, so they charged enormous import duty, added the CoE, and spent all that extra cash on the most amazing public transit system.

On return from Singapore in 2020, just before Covid hit, I immediately set out to get a car. It had to be an MX-5 and I hoped to find an ND. I got lucky and found a great one – another JDM import with the Roaster badge – for sale just down the road.

I immediately joined the local MX-5 club, and have attended almost all the outings since mid-2020. I just love driving it, especially on twisty roads, which we have plenty of here in the lower North Island. This little car has taken me all the way up to Kaitaia, up and down both west and east coasts of the North Island, around Gisborne and

East Cape, and even over the Cook Strait to Picton. Next trip will be on the ferry again, as far south & west as Westport, and around the mountains in the Tasman District. It will be a lot of fun, but I don't think I'll bring the bikes this time.

I love my MX-5s so much. I also love the idea



that Mazda could be designing the NE with a hybrid power-plant. Count me in! I'm a life-long early adopter, and I think I may be signing up for the NE Skyactive-X before I know it.

That's my MX-5 story. You won't see me giving it up, and you'll have to pry that steering wheel from my 'cold, dead hands'. ●

– Charles Thompson

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# STEVE BASS – MY LIFE WITH A MAZDA MX-5



at the place I got my cars serviced – Magic Motors in Penrose – I mentioned them to Mike the owner and was told no no don't get one of them they're crap, go and buy a Mazda MX-5. He gave me a phone number of one of his mates in Parnell who was importing them from Japan. Mike said there's a really nice green one with tan leather upholstery and it's real smart. Needless to say the following weekend Sally myself and the kids went to have a look and it ended up being bought for \$22,000 and only had 42,000k's on the clock. Mike checked it out and gave it the thumbs up. So the love affair of MX-5s began.

That was early 1994 and it was my daily driver car and I decided to find out about the Mazda MX-5 club and got info at Silverdale Mazda from Rod Harman who was the workshop manager, so my club days started. In those days club runs were done by mail or phone calls and so Sally and I would go on many club runs mainly down south but quite a few

**My first encounter with an MX-5 was when I was riding to work from home at Stillwater to Penrose at the end of 1989 when I saw this totally amazing little white sports car just coming up the southern side of Auckland harbour bridge.**

I thought wow, what a neat little car, I want one. And so after researching what the car was and its price I soon thought maybe it'll have to wait. At the time I had a young family so the thought was on the back burner. At the time I was a big Ford fan and had a Mk2 escort with a Cosworth engine in it so kept that.

After going on for a few more years I looked at Ford Capris as Ford had bought those out. But

up to Snells beach, the Salty Dog, Matakana and Mangawhai Taverns for lunches. I remember going on a run down to Paeroa and the Karangahape Gorge and stopping at a small cafe for lunch and hearing about Princess Diana's Death – that was October 1997 I think.

My little green NA just went on and on and got up over 200,000 km's with very few problems at all but it came time to think about getting another MX-5 so I started looking around and in 1998 the NB was launched so I thought, OK maybe a new one is on the cards. So March 1999 came along and I went to Greenlane Mazda to have a look and they had this beautiful shiny GREEN new MX-5. After consulting the boss, I mean Sally, the car was purchased for



\$39,600 + on road costs and I had to have an alarm fitted for insurance, final bill \$41,000. Whew, but what the hell it was brand new.

One great trip Sally and I did was to the South Island which was arranged by a guy in Wellington to go to the Warbirds over Wanaka in 2004 and there were 9 cars all meeting up at Wellington and it was a typical Wellington day – raining, blowing – so off we went on the Lynx over to Picton. We were told that because there were 5 metre waves in Cook straight that the bar had to be closed, so I went and bought 3 stubbies for the trip! And what a trip it was, really rough and many people being sick. As we got out of the harbour the boat was crashing and twisting and I felt really uncomfortable as I had been on the Wahine when I was just 16 years old when it hit Barrets Reef on the 10th April 1968 at 6.15am.

I remember putting my hand under the seat and finding a lifejacket so thought, oh well we'll see what happens with the Lynx. The 3 beers went down really well and thankfully not the ferry.

However we got Picton and went off to Hamner Springs, Christchurch, over to Wanaka for the airshow. That was awesome. We even had a fly in a Catalina flying boat! Had a great time driving around the South Island up the west coast to Nelson, Picton, and back to Wellington. The trip back across Cook Strait was flat calm and an over night stay at Otaki and off home.

Sally and I did many club runs with the club but in 2010 disaster struck when my lovely wife was diagnosed with stage 4 ovarian cancer so the club went on the back burner. Sally battled on for 9 months and she saw our daughter Jess get married in March 2011 but she sadly passed away on May 23rd 2011. That was a huge blow for me but I found going on runs with the club gave me a hell of a lot of inspiration and I have kept on going enjoying the comradeship of the club and my little green NB MX-5.

My MX-5 shares the garage with my 3 old Yamaha Motorbikes – SRX400, SRX600 and a FJ1200 – and also 2 Bengal cats and 1 Siamese who all love curling up inside the MX-5. Apart from the bikes and the Mazda my daily driver car is a Toyota Yaris RS 6-speed manual as is the MX-5. And yet another interest I have is my little 20 foot Kauri Launch which was launched in 1947 and is moored in the river at Stillwater.



I bought the boat a month after the MX-5 Easter 1999, so I have 3 things that I love using and a lot of great memories of trips in all of them-. What will happen to them all? I think that they will be given to my grandsons in the future and hopefully all will be looked after very well. In the meantime I will keep using them and going on runs with the club!

The only problems I've had with the MX-5 was a leaking water pump – an easy fix – and HT leads and caps a common problem. I had that problem on my NA just 2 days before one xmas and rang Rod Harman at Silverdale Mazda. He said, leads and caps, that's why it missing! We'll drop them off in your letterbox for you and you can sort payment in the new year! That's Mazda dealers backup service for you!

Later on I had to replace the radiator, another common problem of them blocking up, and a new clutch slave cylinder. Apart from that only new tyres, brake pads, oil changes and filters etc. And a broken ignition barrel. All I can say is they are a real GREAT car and GREAT fun, especially with me belonging to the club as well! ●



# JULY MULLED WINE RUN



## Kapiti Coast / Wellington

**Woke up to a fine crisp 3 degrees morning, seemingly appropriate for a midwinter mulled wine run.**

Made our way to the Judgeford Golf Club Café (Flightys) for a 9.30 meet. 18 of our cars managed to find a park in a very full car park. What did Oscar Wilde say about golf? "A Fine walk – Spoilt!" Apologies golfers.

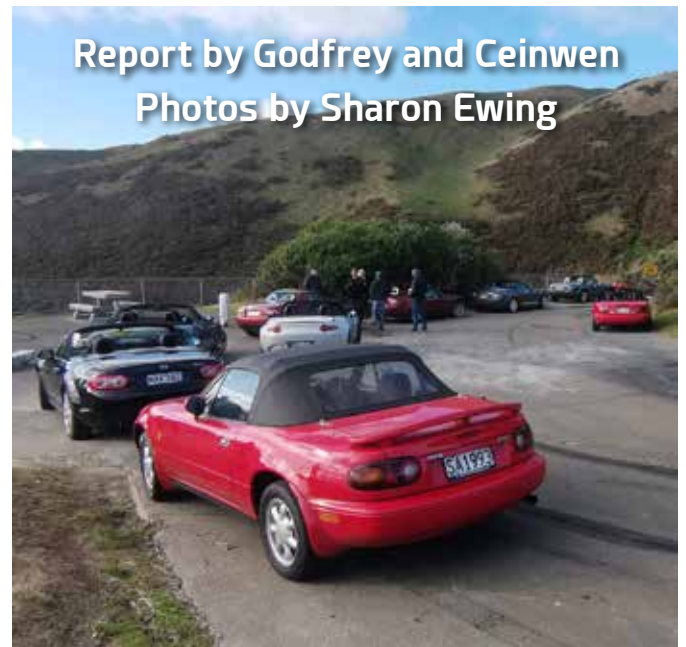
After tea, coffee, hot chocolates, some breakfasts, lots of chat, the raffle winners got their petrol vouchers and Sharon (now on the National Committee) gave out some flasks. At 10.30 it was back onto State Highway 58 and through several roundabouts, under the new Transmission Gully highway, through Pauatahanui and up Paekakariki Hill. We stopped just over the summit for photos, but not for long in the very cool breeze.

Wound down to the bottom and left onto SH59, the old State Highway 1. Noticed the lack of traffic on this previously very busy road. Drove through Pukerua Bay and right into the beautifully maintained Whenua Tapu Cemetery. Out of the cemetery and right onto Airlie Road, over the narrow winding hill to Plimmerton Beach.

Through Plimmerton, over the railway and right

onto SH59. Eventually arrive at 40 Tweed Road for mulled wine, make your own ham sandwiches, and yummy cakes brought by some (thankyou). Mike and Sue had the fire going and the wine warmed up, so a very pleasant outing was had by all. ●

Report by Godfrey and Ceinwen  
Photos by Sharon Ewing



# MX-5S GET INTO YOUR VEINS

Article by Frank Willett

Our venture into our first MX5 was in 2011 ... Shelley and I had just given up motorcycling but still needed that “open air” experience – and what does it better than an MX5?

I've always been the “master of the mechanical stuff” in our family. I trained in the RNZAF as a mechanic and have always been into customising cars. Conversely, Shelley is the “master of animal stuff” and while I always had a range of cars, we had many various pets too and it worked (most of the time) and at one stage, we bred Persian Colour Point cats.

Our first MX5 was a silver 1998 NB 1.6. [photo A1] This got the mild ‘treatment’ but was lacking



A1

power for me, so...it got traded in for our first of many NC's [A2, A3]. It was then we decided to join the Club and really enjoy what the car, and likeminded people offered.



A2

It was this car that introduced us to the never-ending myriad of accessories, options, and upgrades. We became one of the best NZ customers for MX5PartsUK.

I have to thank Shelley for her love and unfaltering support, as after we lost our first NC, I think I caught a virus, and started to collect them.

First was an '89 NA done 80,000kms bought for a



A3

friend. He reneged on the car when it arrived and Shelley said, “keep it and tidy it up” – to me that sounded like “buy more and spend money on them”.



A4

After 37 years of marriage, she knew that's what I heard!

From there, we have had some of the best fun we've ever had with cars. First, a 2006 NC RS I supercharged with an imported kit from Flyin Miata in the US [A4]. That took countless hours of installation and tuning – all done in our garage at home. Then came “Version 2” – a 2009 NCRS [A6]. With final tuning, this car delivered 300 bhp to the rear wheels and flew.

While building this car, a golden opportunity



A6



A11

arose to own another unique example – a 2005 NC with a 6.2 ltr LS3 corvette engine under the hood. We thought this car deserved its own name to reflect the shock and awe it produced when out and about and “Jack-in-a-box” was born [A11, A12]. 425 bhp, while a lot of fun, was very scary and we sold this car (regrettably now) before the speeding tickets started coming...

A change in focus started in 2018. Shelley and I decided to start collecting Mazda Roadsters that were “special” and produced in very limited numbers. My roll at Autohub NZ made it easy to see such examples come up at auction in Japan, and occasionally, we were successful in securing some real gems. During this time, right through to today, I source specific vehicles on behalf of club members in Japan if they feel that importing one is their best option.

The first, and probably most precious, is our 2004 NB RS Coupe Type A [A10]. Apparently, there



A12



A10





**A13**

were only 19 of these produced in yellow.

Next was Shelley's 2001 NB Mazdaspeed [A13] – one of 200.

(In the years to come, I have been lucky enough to visit their centre in Portsmouth, England [A8]. I always feel like a kid in a candy shop there).



**A8**

We also have a 2004 NB factory Turbo, one of 350 JDM's, tucked away in the shed too. So far, this is the only factory turbocharged MX-5 Mazda ever produced.



**Frank & Shelley**



**A14**

We currently have a mildly customised 2007 RHT NC for club events [A14], but as usual, my itch to customise has returned. .

We have just secured another NB coupe that will get "the full treatment" starting with a Turbo conversion from Garage 5 in Christchurch [A15]



**A15**

Shelley and I love the Club, the cars, the people, the whole MX5 culture. It gets into your veins, and I cannot ever see us being with at least one! Unfortunately, our two daughters are not interested in cars, despite 1 working for Autohub, and the other for the AA – oh well, their loss, our gain.

We still love our animals too, although German Shepherd's, Bozley and Benny can't join us for a drive – well at least not comfortably or legally! [A18]



**A18**

# MINUTES FROM THE AGM 2022

## Mazda MX5 Club of New Zealand

**Minutes of the Annual General Meeting held on Sunday 10 July 2022 at the Chartwell Room, Hamilton Gardens, Hamilton**

**Present :** 88 (individuals)

**Apologies :** 65 (individuals)

### **Minutes from the 2021 AGM :**

Matters arising - nil

*Proposed as a true and accurate record:  
Marilyn Harp / Seconded Glenn Campbell*

### **Presidents Report :**

Presented by Allan Boot – see following page.

*Proposed President's report be accepted:  
Allan Boot / Seconded Sue Potenger*

### **Treasurers Report :**

See following pages.

There is a deficit of \$7,000 approximately this year as more funds spent on club members in the form of drink bottles and \$40 vouchers at runs.

Sandra proposed that the membership fees for 2023/2024 be raised up to \$75, with digital to remain at \$40, a TopDown printed edition being \$9 to \$10 per issue. It was noted that a digital subscription of \$40 was very reasonable.

Gary Saunders asked about printing costs – he will talk about printing the TopDown magazine to Allan directly.

*Proposed Treasurers report be accepted:  
Sandra Jones / Seconded Kevin Scrimgeour*

### **Correspondence :**

Federation of Motoring Club (FOMC) – notice of annual meeting 24 July 2022 – Attendee required. Keith Jones very kindly offered to attend on the Club's behalf.

### **Life Membership :**

Keith Jones has been nominated to the committee for life membership. This has been accepted and the Club is thrilled to have Keith as a life member. A summary of Keith's club participation is attached. Keith received his Life Member badge and placed his name on the Life Member plaque.

*Passed unanimously*

### **Election of Officers :**

The nominations for Executive and Committee had been received by 30 June 2022 as follows :

President : Allan Boot

Vice President : Gary Major

Secretary : Marilyn Harp

Treasurer : Sandra Jones

Committee : Ron Bol, Barry Potenger, Leon Barton, Jock Sutherland, Sharon Ewing, David Barrett, Kingsley Hockley, Karen Struiksma

*Passed unanimously*

### **General Business :**

National Taranaki event in October 2022 – 37 out-of-town cars and 10 local cars have registered so far. There will be one major run on Saturday, a function on Saturday night and three runs on Sunday going north and south, so participants can continue to their homes.

The idea is to keep it simple, have a get together and drive on nice roads. It was noted this is not in place of the National Rally, rather supplementary to it.

Glenn Campbell (Northern) asked where we are at regarding organisation of a national event – This is anticipated to be in October 2023 and being organised by Bay Of Plenty.

Keith Dalby (Northern) enquired about the Christchurch region. This area needs a coordinator and work is being done behind the scenes on this. At present there are approximately 70 to 90 NAs at every MX5 event held in the region, so hopefully by this time next year, the MX5 Club of New Zealand will have a presence in the area.

Regional reports – Most regional reports have been sent by email. The remaining reports will be sent separately.

Nelson / Marlborough membership – numbers are increasing, which is great.

There being no further business the meeting closed at 1230hrs. ●

# PRESIDENTS REPORT FOR AGM 2022

**Well that year flew by quickly even although at times it felt we were standing still due to COVID**

The club ended the year in really good shape, in a very sound financial position with a strong growing membership base and an enthusiastic committee.

Firstly, a huge thanks to all the members of the club who make it feel like a big family. It's you who make the club. Smiles and hugs (when seeing new and familiar faces) when allowed, is part of belonging to this MX-5 community

A very special thankyou to the Regional Co-ordinators who I know put hours of their own time making things happen. You are the glue.

As a National committee we had a number of firsts this year and I would like to outline a few of these.

We ran our monthly meetings online – initially via zoom but for the past 6 months on a platform called Discord. For those of us who remain technically challenged it was sometime chaotic at times and also occasionally hilarious as people searched furiously for that elusive mute/unmute button.

What it did mean however is greater involvement of people within the club spread throughout NZ so we felt more like a National club. It certainly helped those of us in Auckland spread from Albany to Waiuku with not having to brave Auckland traffic to make meetings and the resulting fuel costs that these entail.

We want to expand our committee to include more members from around the country and that is possible with technology.

We had a motto of "Better than Before" which essentially meant that in everything we do/plan to do we try to make continuous improvement. It was and is never intended as a criticism of past efforts, and ranged from simple things as more robust and meaningful reporting, focusing on areas that would improve our members experiences with the club, having plans in place that we could keep track of progress etc.

I have to thank all the Executive and committee members who each in their own way added value. It's great that we have different views and sometimes robust discussions on how to make the club better than before, and that all us were aligned in seeing that through. For

many, you stepped outside your comfort zones – thankyou. Some made huge contributions and you know who you are.

We have introduced a number of things – here's some that are top of mind.

Introduced a new 2 tier fee structure and at the time of writing its pleasing to see the 60% of members taking up the more economical digital option. We also completed all the constitutional changes around a newly created associate membership status.

Providing Regional co-ordinators with a quality First Aid kit and extinguisher plus offering to pay for one or more members to attend a "roadside First Aid "course.

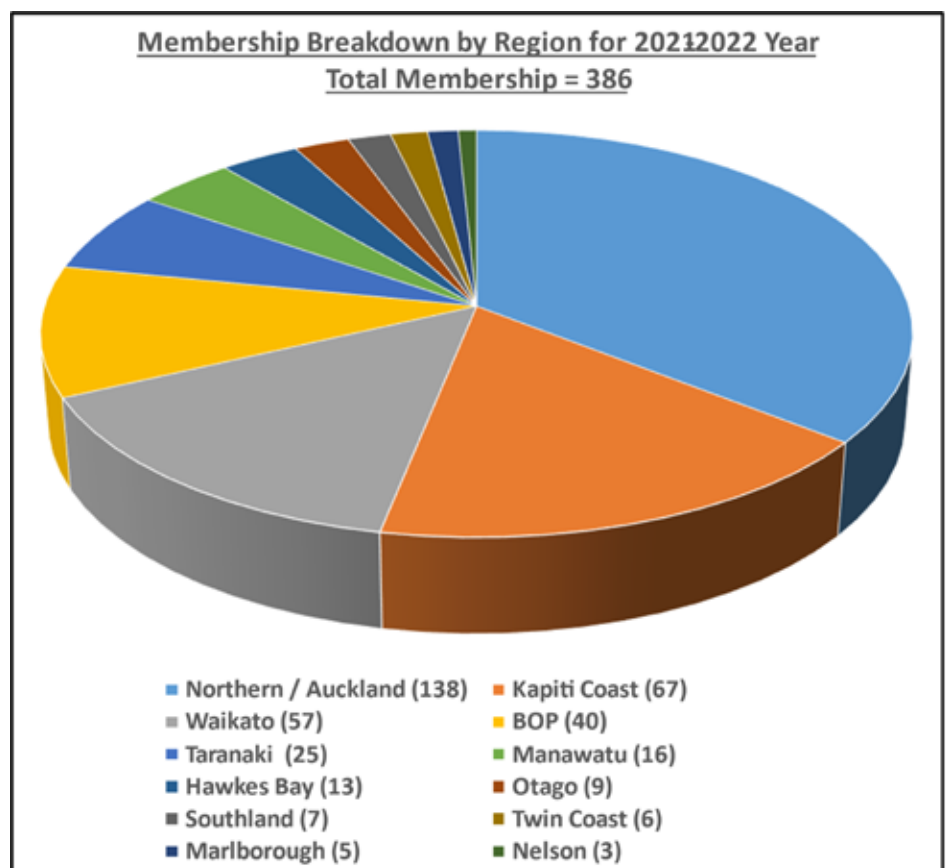
Bringing in the \$40 petrol voucher for every region to use at their monthly club runs in a way that works best for them.

Providing a free gift of a quality drink bottle to every financial member – the catch being you need to attend a run to collect it! Those have theirs have provided great feedback. We wanted to thankyou for your support.

For a bunch of volunteers, there's never enough time to do all the things we would love to do so whomever is involved in both the Executive and Committee after the AGM won't find a shortage of things to focus upon in making the club "Better than Before"

Below is a quick snapshot of the makeup of our membership across NZ.

– Allan Boot, President



# Mazda MX5 Club of New Zealand Inc.

PO Box 15-551

New Lynn

Auckland 0604

## Statement of Financial Performance

for the Year Ending 31 May 2022

FY 2020 / 2021	Income	FY 2021 / 2022	
\$		\$	\$
22,431	Membership	21,282	
6,522	National Events	4,383	
0	Regional Events	0	
2,057	Merchandise Sales	2,974	
0	Donations	0	
317	National Raffles	147	
1,043	Advertising	1,043	
<b>32,369</b>	<b>Total Income</b>		<b>29,829</b>
	<b>Cost Of Sales</b>		
1,958	Merchandise	2,652	
6,909	Top Down Expenses	9,556	
2,273	Membership Expenses	1,270	
160	Event - National	128	
725	Event - Regional	0	
5,773	Track Day - National	4,324	
<b>17,799</b>	<b>Total Cost Of Sales</b>		<b>17,930</b>
<b>14,570</b>	<b>Gross Profit</b>		<b>11,899</b>
	<b>Expenditure</b>		
242	Stationery	0	
4,807	Postage	6,327	
417	Bank Charges	389	
0	Website Expenses	280	
510	MYOB Online Software/Support	510	
91	Raffle Costs (includes unused prizes)	76	
30	General Expenses	798	
0	Regional support	9,280	
0	Sponsorship - National Events	0	
0	Donations	0	
1,071	Insurance	1,122	
0	Subscriptions	461	
<b>7,168</b>	<b>Total Expenses</b>		<b>19,243</b>
<b>7,402</b>	<b>Operating Profit</b>		<b>-7,344</b>
	<b>Other Income</b>		
31	Interest Received	42	
<b>31</b>	<b>Total Other Income</b>		<b>42</b>
<b>7,434</b>	<b>Deficit/Surplus of Income over Expenditure</b>		<b>-7,302</b>

I certify that this Statement of Financial Performance has been submitted to and approved by the members at the Annual General Meeting held on 10 July 2022.

*Sandra Zoner*

Signed:

..... Position

*Treasurer*

.....

# Mazda MX5 Club of New Zealand Inc.

PO Box 15-551  
New Lynn  
Auckland 0604

## Statement of Financial Position

as at the 31st May 2022

Year 2020 / 2021			Year 2021 / 2022	
\$	\$		\$	\$
21,313		<b>Assets</b>		
38,964		Cheque Account	13,116	
0		Savings Account	38,990	
1,008		Trade Debtors	0	
712		Stock On Hand	880	
865		GST receivable	2,213	
		Prepaid Expenses	470	
	62,862	<b>Total Assets</b>		55,670
		<b>Liabilities</b>		
0		Accruals	127	
883		Membership Fees In Advance	865	
	883	<b>Total Liabilities</b>		992
	<b>61,979</b>	<b>Net Assets</b>		<b>54,677</b>
		<b>Equity</b>		
54,546		Retained Earnings	61,979	
7,434		Current Year Earnings	-7,302	
	<b>61,979</b>	<b>Total Equity</b>		<b>54,677</b>

I certify that this Statement of Financial Position has been submitted to and approved by the members at the annual general meeting held on 10 July 2022.

Signed: *Sandra Zones*

Position: *Treasurer*



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# TYRE PRESSURE MANAGEMENT SYSTEM

MX-5 ND models from mid-2019 onwards have a new TPMS (Tyre Pressure Management System).

Previously, the ABS system was used to detect low tyre pressure, however later cars (P-spec+) have a TPMS sensor installed in each wheel (as shown in the picture below).



This clever little gadget continuously transmits a unique identifier code along with tyre pressure and temperature over radio waves although, in the case of the MX-5 ND, individual tyres aren't monitored because the built-in receiver only checks the variance between all tyres.

If that variance is too great, the TPMS indicator will light up on the dashboard and you're supposed to get out of the car and check which tyre has actually deflated.

So, TPMS sensors are potentially pretty clever, just not fully implemented on the standard MX-5.

You can get your own receiver and Android software to display TPMS status on the console, but I think it's a bit cumbersome, while I just don't have the time or inclination to write it myself.

Anyway, all this will only matter if you decide to get another set of wheels. If you only want one set of wheels, then the

**Article by Simon Waymouth (MX50K)**

solution is easy, your tyre expert takes the TPMS sensors out of your standard wheels and installs them in your shiny new wheels. Job done!

In my case, I required two sets of operational wheels/tyres and my experience went something like this.

Initially, I thought I'd try running my new wheels without TPMS sensors, which worked fine for about 20 minutes, at which point the tyre check lit up on the dashboard. I know nothing is wrong, the tyres are fine and I'm thinking I can put up with another light on the dashboard keeping lane departure and ESC lights company.

However, two weeks later, I discover a raft of errors showing up on the computer; ABS failure, brake failure, pull over immediately or you'll crash, call MazdaCare, blah, blah, blah. The car functions normally, but it wouldn't pass muster in the event of a WOF check or insurance claim.

I concede that the only way to solve this problem for good is to purchase another set of TPMS sensors for the new wheels and what a (not totally unexpected) surprise that turned out to be.

Mazda BDMC37140 TPMS Sensors \$440 plus \$100 at tyre shop to get them fitted/balanced.

TIPS: TPMS reset should occur automatically in less than 5km; Check sensors fit your wheels, rim contour and valve location vary; Check the right frequency, mine are 433MHz (tyre shop removed tyre for photo); USA spec has different frequency; Battery life about 10 years, not replaceable. ●



# SAVE UP TO \$10 PER \$100 WITH CLUB SPONSORS

Sponsor	Product/Service	Benefits to Club Members
<b>ALL CARE</b> 18 Arklow Lane Whangaparaoa Ph (09) 4241711 Mobile: (027) 283 7533	Specialist roof, interior, zip and plastic window repair and replacements. The best for MX-5 cloth and leather repairs	<b>Discounts to Club Members.</b>  Event Prizes.
<b>AUTOWAY SERVICES LTD</b> 123 Columbo St Frankton, Hamilton Ph (07) 847 5484	For all your Mechanical work, Tune-ups, Lubes, WOFs, Alignments and more!	<b>5% discount on Parts and Labour to members.</b> Spotted Campaign Major Sponsor, Membership Card Sponsor 2001/2, Magazine Advertiser, Prizes.
<b>BROOMFISH AUTOMOTIVE</b> Internet sales only: www.broomfish.co.nz PH: 027 7337410	Mazda MX-5 parts. Ships nationwide.	<b>10% discount for Club Members.</b> When ordering, use coupon code "mx5club" (case sensitive) to get the discount.
<b>CITY GARAGE</b> 16 Waverley St, Auckland Ph (09) 379 5649 citygarageltd@xtra.co.nz	Full mechanical and auto electrical repairs; WOFs, tunes, lubes, brakes, clutches. Carried out by expert Mazda trained technicians	<b>10% discount to Club members.</b> Magazine Advertiser 5% rebate to MX5 Club
<b>CLASSIC COVER INSURANCE</b> www.classiccover.co.nz 0800 456 254	Motor vehicle insurance	<b>10% on premiums.</b> Must give Club membership number when obtaining quotation.
<b>COOK STRAIT CROSSINGS</b> 021 726 711	Cook Strait ferry booking agent <a href="http://www.cookstraitcrossings.co.nz/">http://www.cookstraitcrossings.co.nz/</a>	<b>Lower crossing rates.</b> 15% to 40% discount depending on time of year.
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<b>MAZDA DEALERS</b> Nationwide NZ		<b>10% discount for club members on parts</b>
<b>MIATA PARTS NZ</b> www.miataparts.co.nz info@miataparts.co.nz 0211021390	Mazda MX-5 Miata OEM and Aftermarket Parts. New and Used. Located Auckland. Looking for a part? Contact Us	<b>10% Discount for Club Members.</b> When Ordering use coupon code MX5CLUB
<b>WANGANUI MOTORS</b> 82 Ridgeway Street Wanganui Ph (06) 349 0930	The Mazda Dealer to see in Wanganui	<b>10% discount on parts.</b>

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Phone: 027 501 8748

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Do you have a trade, job or skill that you think others may want to use? Trade Off is exclusively for Club members, and it's free to list! Simply email your BRIEF ad (up to 50 words) to [topdown@MX-5club.org.nz](mailto:topdown@MX-5club.org.nz) and put Trade Off in the subject line.



# ENJOYABLE DAY TRIP TO OKERE FALLS

**Waikato / Hamilton**

**Report by Ken Brown**

**Photos by Dougal Mair**

**This run started for me when I got a call earlier in the week from our co-ordinator Maureen asking for a big favour.**

“Would I please lead the run on Sunday, as she had tested positive for Covid after attending a family get together a few days earlier”.

“Yep, no problem, pleased to help out”. After emailing me details for the run and a list of participants, I was ready to go.

On my way over to the meeting point I called in and picked up the fire extinguisher and first aid kit placed ready for me at their front gate.

A cool overcast morning greeted us as we gathered at Rototuna ready for our run to Okere falls via a roundabout route.

After a briefing, fourteen cars started off, heading south through the city. After a number of roundabouts and sets of traffic lights, we regrouped near the Major's place, and Maureen waved at us as we passed by.

Through Melville and Glenview, we picked up another car as we turned into Kaipaki Road just

before Ohaupo. This took us towards Leamington School where we had another couple of cars waiting for us, a quick regroup and we were off towards Lake Karapiro.

After crossing the Dam and regrouping, we had a very tricky right turn onto SH1, followed a few kilometres later with a left into Karapiro road. This lead us onto Taotaoroa Road and up over the hills, past Hobbiton, left onto SH29, then right onto SH27 and through to our comfort stop at the “Sheep Dog” in Tirau.

A market day was on, so the town was busier than usual. We picked up another local MX-5 owner here, and headed off towards Rotorua, a few tops going up as the weather ahead over the Mamaku Range looked very bleak, and the temperature dropped quite a few degrees. Left into Oturoa Road at the top of the Range and we were well on our way to our destination.

A nice drive through Hamarana and around Lake Rotorua brought us to the Okere Falls Store for our lunch stop.

A wide range of food, and craft beers, was available so everyone had something to suit their taste.

After lunch we all made our way home with some forming a convoy to cruise back to our home towns after a most enjoyable day. ●

