



Editorial Ramblings

Hi there

Welcome to the first issue of the Cross Country Chronicle for 2004. I hope you all had a great holiday break and are now back ready and willing for another year's hard work (hope Santa was kind to you as well!).

I actually didn't get any 4WDing done over the holiday period as I was working for part of it, but I did get six days down in the Marlborough Sounds camping, fishing and boating which was really great. And I even managed to catch some fish, which is a first for me, but mind you I haven't been fishing for at least 35 years or so.

Anyway, off to Ernie's and Whangamomona in a few weeks so that should be another one of John's well organized (and patronized) trips.

Alan...



Cedar Management Services Ltd

Wholesale stationery suppliers &
short-run laser printing specialists

Stationery

Stationery supplied direct to your door

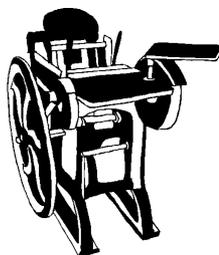
Price includes freight, courier

Prices fixed on a quarterly basis

One stop shop

No need for you to leave the office -

just phone / fax / e-mail your order to us
and we do the rest.



Printing

Business cards

Newsletters

Booklets

Advertising brochures

General photocopying -

Black & white / Colour

Contact Kerry or Debbie at:

12 Kohutuhutu Road, Raumati Beach

Phone: 0800 66 66 30; Fax: 0800 66 66 20; Mobile: 021 441-816

E-mail: kjduncan@cedar.co.nz

Cover photo: This month's cover picture was taken on the inaugural CCVC trip over Johnson's Road.

President's Piece - January/February 2004

Welcome back from your holidays and, I hope, some enjoyable 4wd exploits over the holiday period - there certainly were a good number of trips available for you. Welcome back also to the routine of newsletters, club meetings and of course lots more 4wd trips and events!

This year will be another eventful year for the club. As well as the normal full schedule of trips we have quite a few projects on the go. These are covered by our six sub-committees (Safety, Association, Search & Rescue, Trip Leaders' Forum, 60k, Deadwood) and by various individual club officers.

Some of the projects include: upgrading of the new members procedure including the application form; conditions of access; descriptions of trip start points; club manual; code of conduct; update club rules; update constitution; web-based databases and systems.

Following the club's decisions at the December 2003 club night, where all the advertised four motions were passed, the 60k sub-committee has got under way with the agreed plan. They have set up the 60k establishment team, comprising Bruce Mulhare, Antony Royal, John Walls, Mark Wolstenholm and Andy Cockroft. There are also a few other people who've put their hands up to be called on when necessary, including Eric Bon, Dave Jones and me. The establishment team has in turn done some scouting around in Turangi and is looking at an interesting option. More details at club night.

For your information, the committee will be setting a date for the AGM shortly. We'll also need to re-evaluate the dates for our annual subs payments, to fit in with the timetable for the NZFWD Association subs to be paid.

At the February club night we're expecting a guest speaker, also we need to cover the things we skipped at the December meeting including the proposed code of conduct that we published in the December newsletter. I imagine there will also be some fine tales to be told about trips people have been on - and some even taller tales at awards time!

I'd like to finish off with a vote of thanks to the organisers, trip leaders and especially all the participants who have come along and helped out with the various community events we've held and with the work parties. In particular, an update on the Johnson's Road work party might be of interest to you at club night.

Here's to lots of safe off-roading...

Grant Purdie, Club President, 27 January 2004



Equipment Required

In accordance with club policy, the following equipment is required on all Club trips:

1. Front and rear tow hooks
2. Shovel
3. Fire extinguisher
4. First-aid kit
5. Basic tool kit
6. Kinetic rope or strop
7. Roll bar or cage for all open / soft top vehicles

If these items are not present in your vehicle at the beginning of a trip, the trip leader has the authority to exclude you from the trip.



Trip / Convoy Rules

1. The trip leader is always in charge. Please recognise their authority follow their instructions and give him / her the respect they deserve
2. No dogs or firearms
3. Guests on a Club outing are the responsibility of the Club member who invited them
4. No drinking and driving
5. Keep the vehicle immediately behind in sight. This is particularly important when you come to a turnoff. There is no excuse for vehicles taking the wrong track because of the driver in front not obeying this rule
6. Keep your position in the convoy i.e. no passing
7. Watch vehicle spacing on public roads to ensure that public vehicles can pass in safety
8. Make sure the vehicle in front has cleared an obstacle before you attempt it
9. If you must leave the convoy, inform someone
10. Respect the environment
11. Expect to provide a write-up and / or photos for the Club newsletter from time to time if you participate in Club trips.



Trip Categories

Please be aware that the trip category requirements and any *additional* requirements as detailed on the Trip Information Sheet for the trip will be strictly enforced for safety reasons. The Trip Leader is able to waive a particular requirement for a trip, if the circumstances of the trip permit. The Committee requires Trip Leaders to turn away vehicles or drivers that do not comply. The updated trip category definitions are included towards the end of the Chronicle.



Safety Inspectors

Dayal Landy
Gold Coast Mechanical
2 Epiha St
Paraparaumu
Ph. 04 902 9244

Antony Hargreaves
Epuni Motors 1987 Ltd
2 - 6 Hawkins St
Lower Hutt
Ph. 04 569 3485

Dave Bowler
Bowler Motors Ltd
11 Raiha St
Porirua
Ph. 04 237 7251

Gary Young
VTNZ Upper Hutt
847 Fergusson Dr
Upper Hutt
Ph. 04 527 0501
or 025 686 7689

Steve Lacey
Wainuiomata Motors
Moores Valley Rd
Wainuiomata
Ph. 04 564 8823

Robbie Bromley
Jones Automotive Services
136B Jackson St
Petone
Ph. 04 568 3010

Grant Guy
G Guy Motors
61-63 Thorndon Quay
Wellington
Ph. 04 472 2020

Mike Egan
M Gall 4 Wheel Drive
3 Happy Valley Road
Wellington
Ph. 04 383 6554

Carl Furniss
Fully Equipped
453 Hutt Road
Lower Hutt
Ph. 04 569 1343

Upcoming Events

Feb 4-7, 2004: Urewera Safari. 4 day family adventure for all types of vehicles with Mahia Hunt & East Coast 4WD Club. Contact J Redshaw, PO Box 11, Wairoa.

Feb 14-15: Kumeroa Tiki Tour & Awariki run. 2 days run by the Woodville & Dannevirke Lions. Limited numbers. Contact Harold Kemp at PO Box 71, Woodville or phone 06 376 5806, fax 06 376 5792 or email kemp.motors@xtra.co.nz

Feb 22: Cookes Snatchmaster Short-Course Enduro. Extreme 4WD Adventure Park, Auckland. All newcomers and road legal classes, speed event based on the English 4WD Championship. Spectators \$10. For more info phone 09 420 3050 or visit www.extreme4wd.co.nz and go to "events"

Feb 28-29: NZ4WD Magazine Baylys Beach / Pouto Readers Trip. Two identical one day trips (same trip each day). Contact Mechelle on 09 478 4771 or subs@adrenalin.co.nz

Mar 12-14: Winch Challenge. NorWest OHV Club in conjunction with the Keneu A&P Show and a property at Kaukapakapa. For more details see www.geocities/nwohvcub/

Mar 19-21: NZ National Motor Show. Mystery Creek Events Centre, Hamilton. For more details see nzmotorshow.co.nz

Apr 4: New Zealand 4WD Show. Auckland Polo Club grounds, Clevedon. Contact Mechelle on 09 478 4771 or subs@adrenalin.co.nz

Apr 9-12: Geyserland 2004 Lakes Safari. Three days touring the lakes and forests of the Rotorua region. See www.geyserland.co.nz/safari

May 1-2: NZ4WD Magazine Woodhill Readers Trip. Two identical one day trips (same trip each day). Contact Mechelle on 09 478 4771 or subs@adrenalin.co.nz

Jul 24: NZ4WD Magazine South Island Readers Trip. Based in Christchurch. One day trip repeated on 25th if demand. Contact Mechelle on 09 478 4771 or subs@adrenalin.co.nz

Details in the column appear courtesy of Sam Parker, publisher of the New Zealand 4WD and Sportvehicles magazine. Potential participants should contact the event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.



Welfare Report

Welfare Report January 2004

It is with deep regret, that the start of the year has been particularly sad for those and their immediate families mentioned below. No time is a good time to lose someone close, so please cherish each other while you can, and lets try and make our world a nicer place to be this year.

News

Trish & Ian Birchall – Lost their eldest son Daryl just before Xmas.
Vic & Sandra Draper – Vic's father Thomas (Tom) died recently.
Graham, & Mary, Terry & Debra Barr – lost their Daughter/Sister also.

Our thoughts are with all of you and your families at this sad time.

Pedro & Melissa Osborne – Have shifted homes. Here's hoping it has all the space you both want!

Taken from a email sent to me.

If 2003 was one of "those" years
You started with optimism,
And ended a little disappointed,
Feeling all alone in the world,
And have a couple of extra wrinkles,
And added a few extra kilos.
If during the year you forgot
More than one important commitment,
Not to mention differences of opinion with the boss,
And more than one goal remained out of reach.
If 2003 wasn't as great as it could have been.
2004 is here now.
So celebrate it the best possible way
With cuddles, and kisses, And lots of humour.
Here's hoping you'll leap into 2004 with prosperity, health & happiness.

Kind Regards
Barbara Blackie K215

« DIESEL & TURBO »

are proud to be associated with the

Wellington Cross Country Vehicle Club

Find us at 63 - 65 Waione St, Petone
Tel: 04 568 9218 Email: Tom@dtw.co.nz



For comprehensive performance and maintenance
Products including



Available to club members on presentation of their current membership card at a

Discount of **20%** off trade

Membership Discounts

The following companies in the Wellington are offering very generous discounts to Club Members. A more detailed list will follow, but the companies include:

Firestone	New tyres
Cookes	Strops, ropes and recovery equipment
NZ Car Parts	Second hand car parts
Fully Equipped	4WD parts and service
BNT	Filters, vehicle parts and accessories
TWL	Vehicle parts and accessories
Pipeline Supplies	Pipe & fittings (for rollcage, etc)
Twiggs	Products
King Toyota	Trade prices on parts & accessories
Diesel & Turbo	Products and Services

Please show your membership card to obtain all discounts.

Club Member Trades, Services and Supplies

Clare Decorators Ltd - House painting (interior / exterior), wallpapering, water blasting. Will do commercial also. Discount offered to club members. Ph Larry on 567 0902 / 025 538 525

If you'd like to include your business on our list please contact the editor on 564 3045 or (preferably) email newsletter@ccvc.org.nz

Aka's Ramble

29 December 2003

I had tried to find out in advance where we were going on this trip, since I didn't want to get into anything too scratchy, but even at the 9:30 briefing Ron was not sure what he would do to fill the day.

After the standard briefing, the group of about 10 of us set off up to the top of Three Skulls Rd and then went down one of the forestry roads through the logged area. After about a km of easy going, we came to our first halt – a swampy areas that needed to be filled in before continuing. We knew it was soft when one of the people checking the route was seen standing on one foot extracting the other gumboot by hand.

A few hundred metres further on we all stopped again. This time it was a tree across the track. The decision was made to winch it down from the bank and over the over the side. With the aid of a pulley block the tree was pulled onto the track, but trying to pull it off the track snapped the sheer pin in Ron's winch. While Ron replaced the sheer pin, the tree was attacked with a chainsaw and rolled down the bank in sections. Once Ron's winch was back in business, the final section of tree, with the roots, was pulled to the side of the track and we were off again for another km before reaching a cluster of 4 fallen trees. Out came the chainsaw and axe, and a bit later, some lunch for most people, and finally the track was cleared and we were off yet again.

This time we got a decent run across the valley floor and up the very overgrown track towards Valley View Rd with only a short pause to re-grade a stream crossing. Unfortunately I lost the track in the overgrowth and after one little stream crossing when the track veered slightly right, I didn't and

YOUR SAFETY COMES FIRST

While you wait service

Specialists in
Performance vehicles

Specialists in
4WD vehicles

We sell all brands!

Wheel balancing specialists
Puncture repairs
Wheel alignment / repairs
Full mechanical repairs
COMPETITIVE PRICES

Your complete tyre stockist

Taranaki St Tyre Service
and
Dave Tunley Wheel Alignment
298 Taranaki Street
Wellington

Ph. 04 384 4363

or

Ph. 04 385 1488

TOTAL SATISFACTION GUARANTEED

Family owned and operated

VEHICLE SERVICING AND REPAIRS
DIESEL AND LIGHT ENGINEERING SPECIALISTS

GOLD COAST MECHANICAL

4 X 4 S P E C I A L I S T S

LTD

W.O.F AND CLUB SAFETY CHECKS

Dayal Landy
2 Epiha St.
Paraparaumu

Ph: 04 902 9244
Fax: 04 902 9243



Stockists of
Black Rat
Recovery
Equipment

suddenly found myself sliding sideways down the bank into some saplings as both left wheels dropped off the edge of a 2 metres sheer drop into the stream. After a bit of bush clearing, tying off and digging, Kirk executed a textbook recovery just as is taught at training day 2 – and it worked a treat. Somewhat shaken but undamaged after my first “incident” it was relief to get back onto Valley View Rd only 5 min drive from where we started 5 hours ago.

We then adjourned to the Orange hut where I had my much needed coffee break. While Ron took a few people that had to get away out to Maungakotukutuku, the rest of us went to the manufacturer’s challenge area for a play in the mud. Great fun was had by all, especially those watching the antics. Special thanks to Chris for his entertaining way of turning round on three wheels and to Pierre for deciding that driving through a swamp to get to the bog was a good idea. Watching the Suzuki trying to snatch Pierre’s Disco was like watching a tennis ball on a piece of elastic. Kirk in a heavier Hilux finally managed the recovery after about 10 attempts, but not before snapping one strop and almost burying the disco in mud spray. Once Ron returned it was out via the zig-zag and Puketiro track to Bulls Run Rd to air up and head for home. Unlike the BBQ, this time we beat the rain.

Thanks again to Ron for leading such a great days outing.

David Coxon
K 247

'The Christmas Do' Day Orongoronga Ridges Trip

29 November 2003

17 shiny trucks, glinting in the sun, sat idle and empty. Their drivers and passengers alike, out listening to Rons thorough pre trip briefing, at the Rimutaka Forest Park gate. You know the story Plenty of First Aider's hand's up. A few volunteers for tail end Charlie (Pete - K228 got the job). But not a raised hand in sight for a writer of the trip report. Funny that eh? So it was decided the person with the first 'moment' should be volunteered. And off we went.

Our first stop off road was at the airstrip on Cattle Ridge – a sunny, clear day meant the snow-capped Southern Alps were a photographers dream, and cameras clicked furiously, while the rest of us ooh'd and ah'd. I believe Ron had been doing a reece close to the airstrip recently, and had discovered a good (but dead end) side track he thought might be a nice surprise! So less than an hour into the trip there we (us personally) were, slippy, sliding down the wet grassy track (AT's, with 22psi!) and fast gaining on the back of Wayne's newly painted Nissan. So, with nowhere else to go, Colin drove the Pajero off the track and slightly angled it (shall I say) into some sturdy Manuka, to slow us down. It certainly did that. We came smartly to a halt. Broke our radio aerial, and from that point on we realised we had just volunteered to write this report.

Land & Range Rover - Landcruiser - HiLux - Suzuki - Jeep

M. GALL 4 WD PARTS / SERVICING

3 Happy Valley Rd.
Owhiro Bay
PO Box 14 256
Wellington

Phone 383 6554



Club Safety Checks
Full Mechanical Repairs
Specialists in 4-Wheel Drive Repairs

DEMILLAR

PANEL & PAINT *limited*



111 NAE NAE RD,
NAE NAE

Phone 567 8243
LOWER HUTT

Some found this greasy slope on the edge of their comfort zone, going down, and it was a little more difficult getting back up. Ron had a bit of trouble – but kept pretty quiet about it. Then Ewen lent some assistance and stropped Raymond, in the big new Pajero, up the worst of it. But with plenty of run-up, gas and scattering spectators, the convoy kept on the move and we followed the main track slowly down the steep rutted side of the hill towards the valley floor. Raymond and Magdalin had another ‘moment’ when the Pajero tilted frighteningly, into a deep rut, but righted itself.

Ron picked a sheltered spot for lunch..... among the Stinging Nettles at the bottom of the hill, happily telling me “they are a good cure for Arthritic joints” (righhhttt – rub a bit of that stuff anywhere and it’d soon take your mind off your joints!). We were all a bit cautious where we sat though - it’s a good year for the Nettles!

After lunch we journeyed down to, and crossed, the Orongoronga River to the eastern side. Surprisingly, we turned left up the track beside the river, and drove on until just past the Rimutuka Forest Park sign, where Ron found an entrance to the riverbed.

The river showed evidence of previous days steady rain, and was muddy and swift. Ron suggested those who were brave or had snorkels would be OK. There was much surveying of the scene and argy-bargy, before 3 trucks went off back the way we had come, and the rest of us, with some apprehension (this is a Family Shiny remember), set off down the river. We bounced our way along, missing all the submerged boulders we hoped to,

and the water didn't get too deep. We all exited every crossing with dry carpets.

Back on the track, we passed the homestead, and went through the gate to the left onto the beach. Left again up the steady climb past the old Radar stations, and way along the hilltop to just above Barneys Whare (on the beach way below). We took a loop track past the once majestic, now lifeless, forest of Beech trees – renamed for the day 'Womping Willows' (Harry Potter, I'm told), and back down onto the beach for a cuppa.

At 5pm it was home for some, or to the Wainui Camp where the 'Christmas Do' was about to begin, for us, and others. At 7pm, when we had to 'make tracks', we left a large and happy crowd, all of whom appeared set for a long night of noisy fun and frolics. But that's another story.

Ron, it was a fun, interesting, safe Family Shiny. It's our third trip on the Orongoronga Ridges with you, and each time you manage to throw in something new and varied. On behalf of all of us on the trip, THANK YOU.

Call for partial four-wheel-drive ban

A Wellington City Councillor's call to ban four wheel drives from areas of the South Coast has been labelled extreme by local 4WD users.

Councillor Ray Ahipene-Mercersays the increasing number of 4WD users around Wellington's South Coast are causing environmental damage and destroying the amenity value of the area. "It's primarily about physical damage to the

environment. It kind of follows on from the culture of beaches being used as race tracks."

He says there needs to be better education of people using 4WDs and would like to see designated areas created through the provision of a bylaw or other effective means. "At the moment there is no really effective mechanism or deterrent other than a few signs."

However, Wellington

Cross Country Vehicle Club member Barry Insull who has used the South Coast for the last 40 years says restricted areas are not the answer.

The 200-member club has been working with Wellington City Council to create an education programme and code of ethics for people using 4WDs.

He says there are a number of groups using the 4WD accessible South Coast for

snorkling, diving, fishing, tramping and tourists who go to view the seal colonies. "At the moment we are looking at a mixture of leaflets and signage. On the South Coast we've had an open system for many, many years. There are a range of other interest groups, let's see if we can educate them."

It is still in the early days of consultation and will be some time before the project is completed.

Mr Insull says the main issue with those causing environmental damage is ignorance.

Andy Cockcroft, author of the *4WD North and South Island* books, says in areas around Red Rocks and further along the coast are rare native plants, but no signs anywhere to point them out or restrict driving.

He says there will always be a few "hotheads" who ruin it for others, but the main thing is groups such as WCCVC are working with the council to develop a programme for public education.



Trail blazing – Barry Insull at Wellington's 4WD accessible South Coast.

Insert Clothing Order Form 8 here

**The following is a collection of comments heard on a CCVC
“Family Shiny” trip:**

“Ron’s stuck”

“We have a puncture up here” (half way up the cliff on Devils Mile)

“We’ve got another puncture”

“We can’t go up there. It would not take much to clear the track but the wind would blow vehicles over the cliff”. (second part of Devils Mile)

“Ron’s stuck again!”

Bruce: “Can Andrew come back and give me a hand ? I need a winch, I’m on my side here!”

“He can’t he’s busy up here”

“Can you get out ok Ron?”

“Yeh. I’m ok”

“Have you got any water inside?”

“It’s up to my seat”

Female visitor after having had a puncture on her vehicle on the cliff track, watching Jeep being recovered from being on it’s side and Ron’s engine being put back together after a swim in the river: “I really do not want to be here!”

“We are moving again!”

“What’s the hold up, up front?”

“Ron’s got a problem”

“What sort of problem”

“Technical”

“What sort of technical, does he need a hand?”

“Something to do with the wheels”

“You mean they won’t go around?”

“Yep, you got it”. (Ron’s starter had given up after being drowned a bit earlier)

“We are ok now he’s just crash started it down hill in reverse”

He: “...where are you?”

She: “Driving along the track”

He: “Well wait for me I am walking up!!! Why didn’t you wait?”

She: “Well you didn’t tell me where you had gone and we were holding up traffic”

He: “You knew where I was, you could have waited for me”

“What’s the hold up?”

“We have sent some vehicles on ahead to see where this track goes”



Track Maintenance

Do you know of any tracks that are in need of some maintenance? If you do then please make some notes to indicate where and what repairs are required (digital photos & GPS coordinates would be nice) and give the details to Ray Harkness at a clubnight or email them to rayh@paradise.net.nz

NB: Please do not ask us to do any work that would make "The 24 Hour Track" into "The 12 Hour Track" though!

"What's happening Ron?"

"Ron's radio is not working" (after its swim in the river)

"I have a spare prs radio here for Ron"

"What's the hold up?"

"We are just getting a gps position to see which track to take"

"This is a shiny trip?"

"Well I'm down to shiny metal!!!"



PHOTO: KIRSTY HEAD VAC040080

IN TOO DEEP: A Toyota four-wheel drive vehicle was almost completely submerged by the 4.21pm high tide at Kai Iwi Beach yesterday. Mowhanau resident Graeme Cook, who had a perfect view of the mishap, said he had heard the vehicle was driven by a young man who intended to head back to Wanganui via the beach. The front end of his vehicle got stuck in a hole below the beach's southern cliff about 1.30pm, leaving the rear end in the air. Mr Cook said a number of people attempted to get the vehicle out before it was swamped by the **16:18:34** tide, but they were unsuccessful.

I seem to recall Andy's first book had some useful advise on Kai Iwi Beach access!!

Johnson's Road - 17 January 2004

First a bit of history (courtesy of Andy Cockroft) to set the scene:

Johnson's Road has been a watershed in the New Zealand legal process. In that with greater pressures being placed on lands, certainly in semi-urban areas, unused portions of Legal Roads have been closing at an alarming rate.

In New Zealand, when the Country was first settled, vast roading networks were laid out on paper, and as land was occupied, only about 40% of these legal roads were ever created. The remaining 60% remain technically as roads, but frequently have no visible trace on the ground - the Kiwi's call these legal but unformed roads "Paper Roads".

Yet Kiwi's have an absolute right of passage along these roads - exactly as in Canada - the "Law of Highway's" is derived from ancient English rights.

Johnson's Road was one such road that the local Territorial Authority sought to close. Despite a so-called "consultation process", the closure was set to proceed until we sought to challenge them at law. It cost the 4WD movement just under \$30,000 but it has been money exceptionally well spent. The case created legal precedent in New Zealand, and has in effect stopped the ability of Authorities to close roads at will.

Have a look at web site <http://andic.co.nz/id21.htm> for a fuller explanation and the Court's decision.

The confrontation comes about when landowners whose land the road crosses, have become so used to regarding the road as their own, and object to anyone coming on to "their" land. Technically though, the road is a legal parcel of land in its own right, with a registered title in favour of the local Authority. It is in effect a very long but very narrow piece of land that is in Public ownership. Where a road crosses say a sheep station, the station owner has title to the land on both sides of the road, but the road itself is owned by the Crown.

Even so, many landowners get very hot under the collar, and want to continue to keep the road as their own private property, and deny access to the Public. Large landowners such as Forestry corporations, and even the government's own Department of Conservation are amongst the worst offenders in erecting unlawful gates and fences across legal roads.

Johnson's Road is therefore only the beginning of the fight - lots more yet to come.

Now turn the page and see a report on our first foray into Johnson's Road that took place early January 2004.

The day was not without incident, and it started with a small confrontation with the adjoining landowner, his brother and various family members getting pretty hot under the collar. It became clear that they weren't prepared to listen, so in front of a reporter from the Dominion Post, I gave them my name and suggested they call the Police!



Then Murray Dean (Secretary of ARAC) and I set about an illegal fence with crowbars, hammers and bloody-mindedness! Once through the fence, the next part was to cross a small creek. The press took heaps of photos.

Next came what many thought to be a bottomless mud bog. Indeed, testimony was offered in the Environment Court that this mud bog would be impossible to cross! Well, Grant Purdie, President of CCVC, was first to prove them wrong! True, it put his Warn winch to the fullest test, but he got through, ploughing a huge swathe behind. Others crossed with no less difficulty, and two winches paid the price.



Just as Grant was crossing this "impossible" bog, the local Constabulary arrived. Proceedings were stopped at their request whilst a short conference was held. Now full marks to the Cops, they were great. Nonetheless, criteria were agreed to, and people understood what the expectations of the day would be, but basically, the cops were not going to interfere

with our exercising our rights along the road - including driving 4WDs. Great support for us in our legal case to use the road. OK, so the next couple of hours were spent traversing just about 1Km of the Road - to a point we agreed with the police. A quick photo shoot, and then return - another epic adventure.

The police are keen to get all parties around the table to discuss the future of the road, and maybe they can help break the stale-mate that has arisen over the use of this road - at least they aren't playing the political game perpetuated by council if "allowing" access, but denying our right to do so.

Andy

Photos can be found on Andy's web site, starting at <http://andic.co.nz/preview/PC00060.htm> and working forwards.



CCVC Tyre Discounts

Firestone

BRIDGESTONE

For those of us in the market for one or a set of tyres, Marcus has arranged a great discount for club members. The discount covers both Firestone and Bridgestone tyre brands.

For further details, contact Marcus on 021 439 183.

The full competitive calendar of the New Zealand Four Wheel Drive Association is:

7 February	Waikato
6 March	Taupo Club at PioPio
11 April	Wanganui (final)



Rallywoods In The Sun - "Sun"day 14 Dec 2003

No sun to start with, just 5 trucks with attitude. Steve O'Callaghan in the lead takes us many places we have been before and a few we haven't. Most fun was probably "Neil's climb". Managed only when tyres were let down to alarmingly low but staggeringly effective pressures. Helped also by some

unnecessary and unwelcome advice by a fine chap who knew it all on how to drive, this inspired sufficient anger to keep the loud pedal down and the valves bouncing all the way to the top.

Later, there was a sweet opportunity for those who chose to attempt to drown in mud to do so, which we did. Happily. Once. It was enough. At least we had the presence of mind to attach our strops before entering... Poor Jeep bust a U.J. up front and had to beetle off early taking the only other club radio, so Steve had to talk to himself for the rest of the afternoon.

From a psychological perspective this is considered quite healthy. Arguing with yourself however is a little dodgy, but not seriously so. But when you argue with yourself and lose.....you've got problems. Steve gave us a very nice demonstration of how to winch yourself back on to the track after being launched of the end of it due to the fact that there was no way of staying on since it was a completely slick mud slide.

Credit where it's due; he predicted precisely that this would happen and then had the commitment to go ahead and prove it, in very impressive fashion. All were quite taken by his very well set up mobile winching arrangement too.

I certainly had a great day and I believe the others did too. Steve's trips are always a favourite for me, and I look forward to more safe silliness in the future.

Cheers dude

SNATCH MASTER

high elongation nylon recovery straps

Minimum breaking load 8,000 Kgs
Offers similar elongation to nylon rope,
but requires less storage space.

Described by users in trials as 'magic,
the best product I have ever used!'

Manufactured by **COOKES**
in
association with **DONAGHY'S**
PERFORMANCE FIRST

100% New Zealand made

Bring in your club membership card and receive 15% discount off our Snatch Strops, Shackles and Chains.

Standard lengths 6.0 metres & 9.0 metres
with special lengths manufactured to order in
either our Auckland or Christchurch factories.

**AUCKLAND
FACTORY**

6-10 Greenmount Drive
East Tamaki
09 274 4299

**WELLINGTON
BRANCH**

2 Udy Street
Petone
04 568 4384

COOKES & TWL

BRANCHES THROUGHOUT NEW ZEALAND

View point

Time to give offroaders a break

BY NICHOLAS DOYACK

It may seem a strange thing to say but firebreaks could be a major asset to this city.

If you stand just about anywhere in the Hutt Valley, the harsh clay soils of the firebreaks stand out. Some people regard them as ugly scars on the hills, whilst others are itching to get up there.

Some years ago the city council banned offroaders (four wheel drives, quads and motorcycles) from the firebreaks citing safety concerns. At the time the offroaders reacted with some anger and promised to fight the ban.

For the last 18 months, those representing the offroaders have been saying they want to run a controlled trial on the firebreaks. This would involve the offroaders running open days up to six days a year. First of all, however, they need resource consent and that has been a burden

they have been unable to overcome.

Walking on the firebreaks, as I do almost daily, it all seems a silly argument. Very few people walk on them and mountain bikers are most often seen on weekends.

It is not easy to see why offroaders are so keen to get their wheels on the tracks. As well as mud and steep tracks, there are a large maze of tracks that provide magnificent views. There are few other areas in the region offroaders can go and it is hard to see why the council is so anti them.

It seems obvious that the best solution is to allow the offroaders on to the firebreaks on a strictly controlled basis. Chris Gaud there are many could be given the task of making sure offroaders follow the rules.

Access to the firebreaks is already restricted and it would be easy to just open two or

three access points. Anybody who breaks the rules would be denied access.

What could be wrong with granting offroaders access once a month? Walkers and mountain bikers could hardly complain if they knew that on a set Saturday every month, someone else could enjoy the magnificent vistas.

Controlled access could see offroaders coming from throughout the region, which could have some

economic spin-offs.

Hutt City lacks a major event, that regularly exposes it to national media coverage and brings people to the city. With a little bit of forward thinking, the firebreaks could be part of such an event.

How about a multisport event called from the *Sea to the Sky and Back Again*. Contestants could start with a swim along the Petone Beach. From there they would run to the top of Wainioma

Hill and cycle along the firebreaks and then kayak down the Hutt River, with the race finishing with a sprint along the Petone Esplanade.

There are also obvious possibilities for off-road (as well as mountain biking and mountain running) events on the firebreaks. Instead of locking them up, so only a handful of people can enjoy them, maybe it is time for the council to treat the firebreaks as an asset.



Why should only walkers get to enjoy the firebreaks?

FOR SALE

Brand New 12V
9000lb winch
\$1200

Contact Kevin on
566 6141
or 027 248 1469

STOLEN (from home garage)

Four ROH 16x 8 steel rims (normally white from new but I had them powder-coated in silver) with BF Goodrich 245x75 mud terrain's (50% tread). One of the rims has a dent in it as the edge and one of the tyres has one of the lugs completely gone. They weren't interested in anything else - just the wheels.

If anyone sees them, please contact Brent on 232 5651 or at work on 527 2510.

Ron's Ramble to Somewhere - 29 December 2003

Left home at 815am this morning (29th) to get out to Totara Park. Started off going to the old Training Ground - but the track beyond is currently closed - so off up the road a bit & turn off down into cleared area. Got a wee way down the track & had to clear a slip (1/2 hr) - Wally used the belly of his Grand Vitara as a bulldozer to shunt a big log. Actually, those little Grand Vitaras go quite well off road with mud tyres.

A bit further on a tree across track (1 hr to clear) this included Ron replacing his sheer pin - then another tree (1/2 hr) - then 4 x trees across track took about 2 hrs this time - a long slow day! And now for the first excitement of the day - a bit further on Dave & his red IFS Prado dropped his 2 x left wheels over a bank (another 1/2 hr) - I was two in front of Dave & I dropped left rear wheel over, but thought nothing about it - it was a bit tricky getting him back on track, but with getting the strops to the vehicle in front and the vehicle behind nice and short & at an acute angle he just popped out. Over the Pram track which was in surprisingly good condition after all the rain the previous couple of days.

We crossed the creek at the Orange Hut end of the Pram Track - it was running at 3/4 wheel depth & about 10 metres wide - we could see the scour marks from the storm that flooded Paekakariki - it must have been running about 15 metres deep & 40 metres wide We got to the Orange Hut for late lunch at afternoon tea time. Ron then took some peeps out to the Maungatuk gate. Some person, name unknown, has placed a massive log across the exit to the creek by the concrete ford! The rest of us had a play in the Manufacturer's Challenge Area - no one got through that mud hole (centre fork) across the stream - we had to leave before Ariadne had a chance to try :<(.

Pierre in his Disco got horribly stuck in the swamp. A little Suzuki tried to snatch him to no avail & then someone in a Lux snatched him too hard & broke his strop - so I went over & marshalled the recovery & he slowly got pulled out backwards - however came close to using my winch. Chris in his Surf was getting into all sorts of trouble in the first of the mud holes - does not go very well with 1 x front and 1 x rear wheel off ground. Noel in his GQ was doing a sterling job as recovery vehicle. Then off up to the Pylon & down the zigzag - a great view of Cook Strait & the other Island & then there was this massive pine across the road & creek - far too big for chainsaw - fortunately we could cut a track down into the creek & drive under the tree - then off to Bulls Run Rd exit. And by the way, the hole (that Roger fell into) by the gate has been filled in. I got home at 8 pm after being stopped by the cops & Booze Wagon in Glenmore St. A good day - even though it started off very snail pace - oh & I broke the air grill in my snorkel intake.

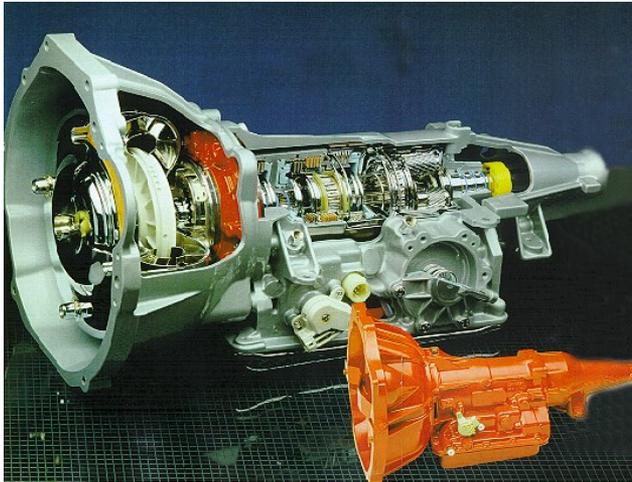
Gordy & Ariadne K237

Automatic Transmission Fluids (ATF's)

Following on from last month, this second technical article will cover Automatic Transmission Fluids (ATF's).

AUTOMATIC TRANSMISSION

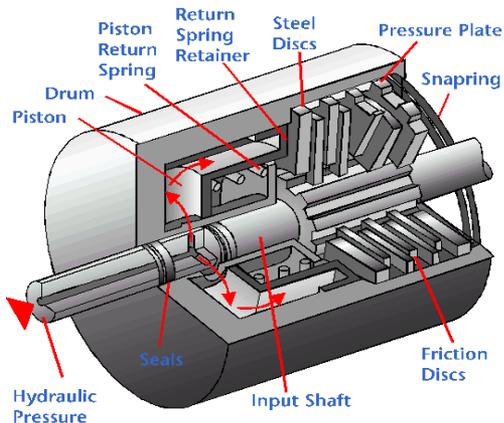
Whereas a manual transmission would actually work without an oil (albeit not for very long), an automatic transmission would not work at all. An au-



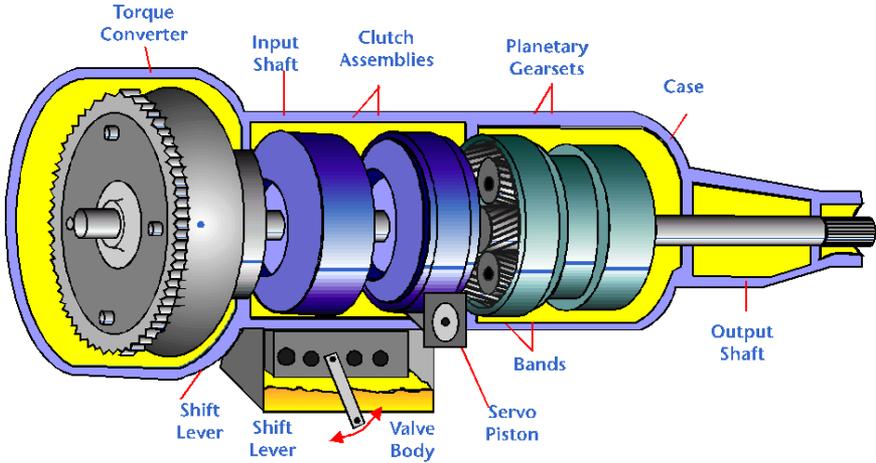
tomatic transmission has no physical connection between the input from the engine and the output to the driveshaft and relies on the action of oil (fluid) under pressure, to engage hydraulic clutches and brakes in the transmission as well as driving the torque converter, for the vehicle to move. This means

that the oil acts like a hydraulic fluid, however it also has to be a gear oil and prevent wear from occurring to the various gears and bearings in the transmission.

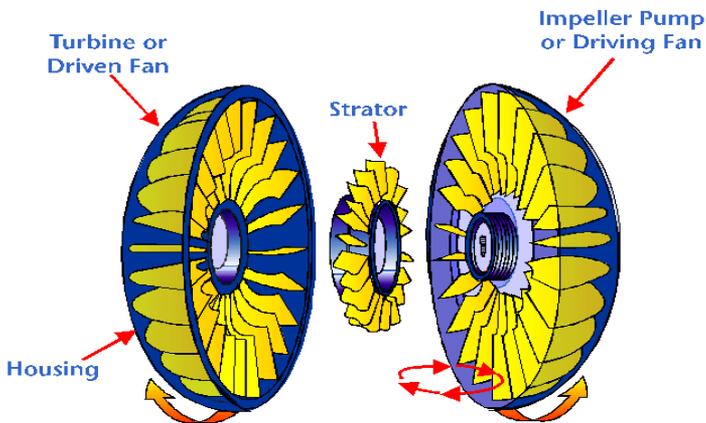
A MULTI-DISC HYDRAULIC CLUTCH ASSEMBLY



BASIC PARTS OF A SIMPLIFIED AUTOMATIC TRANSMISSION



ATF fluids are specifically designed to perform these functions and to do so for extended periods of time under the most severe conditions, but the most demanding aspect is withstanding the heat that is generated by the torque converter. In a torque converter, the impeller, connected to the engine, directs oil against a turbine, which is connected to the input of the transmission and this causes the turbine to rotate. When the transmission is in “drive” and the brake is on, heat is generated by the fluid hitting the stationary turbine and if it remains “stalled” for some time, or the engine is accelerated while braked, then significant heat is generated. Transmission oils need to be able to operate at temperatures up to 150°C for a reasonable length of time without degrading.



TORQUE CONVERTER

ATF's are therefore manufactured from very high quality base fluids (approx. 80%) and a range of additives. The additives are required to do the following tasks:

- oxidation and thermal stability (prevent degradation through heat)
- wear control (provide anti-wear and EP protection)
- foam control
- rust and corrosion protection
- deposit control

As well, and very importantly, they need to be relatively thin at cold start-up so that they circulate quickly, and this is why they are typically the same thickness as an ISO 32 hydraulic oil, such as Caltex Rando HD 32. Even though they are thin, their level of anti-wear/EP protection is usually API GL-4, which if you recall from last month, is the same level as for most manual transmission oils.

What are "DEXRON®" Fluids?

The most common specification relating to ATF's is General Motors "DEXRON®" fluid (licensed to GM), which was introduced in 1967. This was further upgraded to DEXRON® II and then DEXRON® III in 1993. Fluids meeting this specification have to pass numerous tests to ensure they can withstand the rigorous life in a transmission. GM chose to dye their DEXRON® fluids red as part of their specification and also to identify them. The red colour has no bearing on performance or compatibility of the fluid and has become a symbol of ATF fluids with other manufacturers also retaining this colour. Dexron fluids are "friction modified", meaning they allow the clutch plates in the transmission to engage gradually ensuring a smoother gear change, and consequently the material used for the clutch plate linings is designed for this purpose. Using a non-friction modified oil such as Ford Type F or G, will cause damage to the plate linings. Ford also has a MERCON specification which is similar to DEXRON but primarily for North American vehicles and so is not called for very often in NZ.

For many years most vehicles used a "DEXRON®" type fluid, however over the last decade a number of manufacturers have made design and material changes which have resulted in different fluids being required. Examples of these are the Ford LE transmissions, Mitsubishi's "lock-up" torque-converter, Honda, MB, and Mazda's transmissions, all of which have their own particular fluid.

Because of the different frictional characteristics of the clutch plate linings it is very important that the fluid used is the type of fluid specified by the vehicle manufacturer, or else it could result in damage to the clutch plate linings or shuddering of the converter and transmission.

When and how should the oil be changed?

Also, very importantly, is to have the transmission fluid changed at the manufacturers recommended periods for the type of operation of your vehicle. If you exceed this period and the oil starts to deteriorate and oxidise, then it will thicken and form acidic deposits inside the transmission. These can corrode parts as well as cause sticking control valves, resulting in an expensive premature rebuild being necessary. When changing the oil, draining from the oil pan unfortunately only gets rid of a portion of the systems fluid, as much is still retained in the torque converter, oil cooler and lines. If this product is not removed, then it will cause the new oil to degrade far more rapidly than it normally would. I consider the best way to change the fluid is to use a service outlet that has the special transmission flushing equipment that removes all of the existing oil and replace it with new product. It may be a bit more expensive, but is probably the most practical way.

Alex Stephenson

Lubricants Technical Manager - Caltex New Zealand Limited

Are you a new member? Do you get the News emails from the club? Do you have access to the club's website memberzone? If not then have a word with a committee member as these are all ways in which the club communicates with it's members.

Some useful email addresses are:

webmaster@ccvc.org.nz (general web site queries)

lists@ccvc.org.nz (contact the person who administers the list servs)

trips@ccvc.org.nz (contact the Trip Coordinator)

newsletter@ccvc.org.nz (to send stuff to the newsletter editor)

database@ccvc.org.nz (contact the membership database administrator)

Mamaku (Rotorua) Forest Trip

3rd and 4th January 2004

Day 1

The distinctive, harsh hissing screech of the Long-tailed Cuckoo echoed above the forest, and we all looked up to the clear blue, sunny sky to see a group fly from the trees in alarm. They had been disturbed by the 8 shiny trucks, and our chattering, as we waited (09:30 and the day already hot!) for John Reid – a friendly, energetic Jack Nicholson look-a-like, hell bent on providing the sort of Shiny 4x4 excitement that Kerry Duncan (our trip organiser) had asked for.

John R was our esteemed guide from Forestland Adventures, and a member of Geyserland 4x4 club. Driver of a Mu, he had had an early start to fix its mechanical problems in order to be with us for the day.

We were at the edge of the Mamaku Forest Park – 20 or so kms northwest of Rotorua. A good briefing from John warned us of possum bait, lost hunting dogs (that might be hungry enough to think we were dog roll), booby-trapped Marijuana plots, and.... falling pine cones. This huge forest extends from SH5 near Rotorua to SH1 near Putaruru, and south to Tokoroa; we were to explore just a tiny corner of this “play area” owned by Carters. “We should have plenty of excitement” said John R. “There’s no ‘Tread Lightly!’ policy in this forest. We can do what we like (except burn it down perhaps?). We had 50-60cm of rain between Christmas and New Year, so I don’t know what the tracks will be like. However the permit lasts for 7 days, if we get too bogged!”

We were soon to find out what this forest had to offer, with a narrow scratchy track first on the list. Phil S was cringing in his sleek, dark-green, 2 month old HiLux as the track closed in and a branch gave him a nice scratch ‘down to the primer’. Others of us hoped our superb waxing would hold up. The clay surface was quite dry on this loop – maybe there will be no mud, we thought, despite the rain. Shortly, John Vruink’s Cruiser began leaking brake fluid, so Daniel V thought it prudent to walk the ups and downs.

Well, there was nothing much dry about the later tracks. Recovery became the name of the game! As we travelled the forest deepened and the bush closed in. So began the sloppy, slushy, sticky mud; up to the top of your gumboots in some places (higher in the ruts). Then there were the slaps in the face from the odd wet fern frond. Trying to keep wheels out of the ruts and watery holes wasn’t easy in this slippery mess. However, there was nothing too scary or dangerous, but concentration was required. By the time we stopped for lunch we felt we’d earned our food.

Following the pleasant lunch break, spent listening to John R’s 4x4 tales (he has a well earned knowledge of the area) and the birds, it was hard to say



Don’t forget that the club has a number of comprehensive first aid kits that are available for trip leaders to carry on any trips they lead.

Note that they are designed as a backup emergency kit that are supplementary to (and not instead of) those kits required to be carried by individual trip members.

Contact Wayne (025 467 935) to arrange collection.

who didn't often get stuck. Our esteemed guide showed us what 'firmly stuck' meant just a few metres into the first track, and from then on it was..... the chain-saw, axes, machetes, saws, spades, ropes, strops, winches, ground anchor, hi-lift jacks. The young men, the two Daniels (V and H) and Ashley S, lent the old(er) men a hand, while 'we women' kept out of the way and an eye on the children – Nicole and Terry H and Brandon S. Slowly we covered only 5-8kms in the next 4 ½ hours. Wayne M in his Nissan popped a tyre off it's rim in a rut, and while he changed to his spare, the others in the row were extracted from their various predicaments. John V's problem changed from not stopping to intermittent not starting, with the Cruiser in its death throes. He then blamed lack of power steering and the puna, rather than inattention, for rearranging the left front "headlight"!!

By 16:55, when we re-joined the main track out, Phil was having overheating problems in the Hi-Lux (temporarily fixed as we emptied our water supplies to help). Howard's Cruiser's battery had nearly died, John Reid's Mu had a dead alternator and John V's Cruiser had been left on one of the main tracks to 'just rest' until tomorrow. All said and done, there was lots of fun, very minor vehicle damage, and we had all stayed upright. John and Daniel V settled for the comfort (and legality) of the Nissan for the drive back to the motor camp.

As seems to happen on these Away Trips, there was much convivial socialising and hilarity (not around the camp-fire, but around John V's 5 litre plastic bottle and it's contents!) at the Top 10 Holiday Park where most of us stayed, until late into the hot night. John Hegarty produced some fine photos from the days outing on his laptop, and we all heard of the sad death of his old dog Bundy in the kennels back in Porirua that day. We also thought of John V's poor Cruiser (sick and all) waiting deep in the forest (to where it had been A-framed) for our return, for Day 2, in the Mamaku...

Day 2

We started the second day two trucks down. The first loss was to an alternator problem in Howard Yates' Land Cruiser and the second to an unknown problem in John Vruink's Cruiser. With the sudden departure of two very capable trucks seats needed to be found to house these lost soles. However, seats were unnecessary today because within the first 15 meters of the track the next 2km was going to take 4 hours.

The first challenge was a bog shortly followed by a steep rutted uphill. The first two trucks, that being the leader from Rotorua, John Reid and Kerry Duncan made the climb but for the next 6 trucks this was a test of strength that none could muster. Much whinching and stropping was required to get the group up. From there, it was a rutted roller coaster down hill to another bog. This down hill was deemed easy but due to the low clearance of John

Haggerty's Pajero it was hung up on the first meter. After a quick stop, much dirt was removed and the ruts seemed much smaller. From there, the bog had been emptied and that allowed John's Pajero an effortless sprint across the bog that swallowed the Rotorua leaders MU. While we were stopping everyone through the last bog John R drove down the track to find a grass spot for lunch and decided to return to see where we were and got stuck in a bog now facing the wrong way after about half an hour of wincing and stopping we extracted John R's truck and winced it around to face the right way. This bog was now deemed not passable.

This decision was made after Kerry and the John R spent an hour trying to pass this four-wheel drive eating monster. Looking around another track parallel to this monster bog and effortlessly bypassed it saving the group a lot of time. This new found track involved new road construction over a little ridge. Due to the sharp nature of this corner and the ruts, this new track involved wincing over this new ridge but by the time the last truck had got to the obstacle the Nissans had plowed a super highway through. Looking at the watch we are astonished to find that it is 2 o'clock, and had only traveled about 2k's, time for a lunch break someone yelled, a sigh of relief rained amongst the group like a cold breeze on a warm summer's day. Everyone all fuelled up it was time to carry on 10 meters to the next bog. This bog previously explored by John on a prior occasion was told to be up to your windows. Due to the mud, it did not look like this but with closer examination with a spade, you could not find hard ground. So we created a new track - an impossible bog passed within minutes. That was the end of this gruelling track, we had overcome the monsters that lay in our path and tamed them with creative thinking and brute power. Back out on the road again it was now 4.30pm and there was another track to be done so John gave the opportunity to anyone to go or carry on for another two hours. Some people took this opportunity to leave, to drool at the possibility of new bogs and while others considered seriously weather, these two hours would turn into four.

So with the departure of three trucks it was off again and boy where we off, by comparison this section was so fast I can hardly recall what really happened apart for a couple events. The first, a Nissan stuck at the bottom of a climb and could not go back or forwards. So out came a 50 meter winch cable and 50 meter extension cable and a snatch block, the Nissan was up the hill in the same time it took John Vruink to roll up the extension cable up. From there, it was only another couple of minutes to the end of the track. Here at these last few minutes was the location of the Warn Winch challenge so a few trucks had a play around on a very steep descent and a few other tricky pieces. From there it was back out onto the main track to pump up the tires and have the usual stand around and watch other people work with compressors while you sit back and talk because you have on board air.

And that rounds up the day. Thanks to the Rotorua guys for being just awesome. A special thanks to John Reid, the Rotorua leader who has to be one of the friendliest guys I have ever met. Finally to Kerry thanks for nominating me to write this trip report, I knew there was a reason why I don't go four wheel driving much now. However, you organized a great trip that was just somewhere different to go and somewhere to meet different people.

Daniel Vruink

INSURANCE - Off Road Cover. I was approached at the club champs about 4wd insurance cover. I understand that a number off members are having trouble insuring their 4wd when off road. A number of companies have stopped this cover. If you are having trouble give me a call.

**Noel Cook, phone 566 6182 (wk), 027 445 8473
or email noel@apexfinance.co.nz**

Trip Report Aka's Night Drive and BBQ - 27 December 2003

About 20 trucks turned up at about 4:30 in cloudy but fine conditions for Ron's Family Shiny trip from Totara Park to the Orange Hut for a BBQ. The trip in was uneventful except for yours truly bumping the horn when steering and causing the driver in front to think that there was a problem – what a weak excuse for having to write the trip report! Having off-loaded the BBQ at the Orange Hut, Ray and a small team of helpers were left to do the cooking while Ron took the rest of us on Tiki-Tour. At this point it started to pour down so our tour was limited to a run down Hydro Valley and back up Whakatiki.

Back at the hut Ray and team had a great pile of BBQed sausages and salad ready for dinner. It was now raining so heavily that my bread was getting soggy just crossing from the BBQ shelter to the hut! It was a very pleasant and social BBQ, although I did feel a bit sorry for the other small party who were staying in the hut – their peace was shattered by all these 4WDers turning up.

Given the heavy rain, no-one felt like staying late so we packed up about 8:30. We were meant to go out the way we came in, but Ron was concerned about rivers coming up so we went out to Bulls Run Rd via Hydro Toi Toi and Cleary's Ridge. It was on one of the steeper parts down Cleary's ridge that I saw the lights of the truck behind me suddenly pointing at right angles to the track. When we stopped at Bulls Run, Brendon was busy trying to convince everyone that the large dent in his back bumper had always been there and was not due to the section of bank still stuck there. Now why am I writing the trip report? Thanks to Ron for leading a great trip and to Ray and family for providing the BBQ.

David Coxon K 247

CENTRAL ZONE

Inter Club Teams Recovery Challenge

INFORMATION SHEET

DATE: 17th and 18th April 2004

NOTE CHANGE OF DATE

TIME: Starting 12.30 p.m. on Saturday 17th April 2004.
Expected finish time 3.00 p.m. Sunday

TEAM: Will consist of 4 vehicles, a driver and co-driver
for each vehicle.

COST: \$80.00 per team. (Cheques made payable to
Central Zone)

NB: LATE ENTRY FEE \$200.00

ENTRIES CLOSE: Thursday 8th April 2004

CAMPING: On site camping available free of charge. There
is a barbeque available on site for meals. Bring
your own food and drink for an evening of
socialising.

SITE: Mike and Pam Dransfield's Property
Kahuterawa Road, Palmerston North

CONTACT: For more technical information
Andy Mitchell (by e-mail first)
new@king.toyota.co.nz or 04 920 7741 (work)

Other information and return entry forms to

Michelle Thomsen

4659 Wanganui Road, RD 2, MARTON

Phone: 06 327 6432 or 025 37 60 92

Email: lmthomsen@xtra.co.nz

Deadwood Safari 2004 - A Marshall's Story

Well peeps. Just got back from a very very hot day (3rd Jan).

Went out to Whiteman's Valley for 730am Marshal's briefing. 4 x red markers between start & finish markers - lose no point if get all the way through - then 20, 40, 60, 80 & 100 lost if can't get past first red marker.

8:15 started to walk to our stage - it was so hot got a sweat up. Fortunately our stage was in the shade. It was a wee short one down into a creek & along with right hand wheels on back & then up a bank & then a hump - probably about 22 metres all up. First two vehicles though all the way - next two didn't make it - next three did - next 42 didn't - final 2 did. We could look across to a dipper on another stage - only about 5 vehicles got through & about 1/2 the others rolled. Partway through this stage a ginormous front end digger lumbered up on its tracks to the roll over point to act as rescue vehicle - a real spectator/crowd pleaser!

Then time for lunch - by this time it must have been up in the high thirties - not a breath of wind. Whiteman's Valley is a very sheltered narrow valley in behind Silverstream & Upper Hutt with its own microclimate. & we were up a side valley with heepza good vantage points for the public to view.

After lunch I was at another spot - a water hole about 15 metres long - about 1/2 the vehicles got through - had this big motorised winch on a trailer to haul them out. Fortunately there was a very gentle breeze where I was located to cool things a bit - but it was very blooming hot. Only breakage of the day was 1 x CV. Some of the machines were absolutely amazing with their 4 wheel steering + etc & not a glass window anywhere - obviously! - & not one diesel powered engine was heard!! - & even better not even any Datsuns were to be seen :<)

What a super day

Gordy

1 x cv and the rest, axles, steering joints, radius arm nuts, drive shaft broken, one vehicle did a lh outer cv and rh inner cv on the same hazard, plenty of tyres skewered thru by sticks, 1 had two tyres bugged, but he was happy enough at prize giving when a set of 35" baja claws were awarded to him, great day, bloody hot, good turn out 56 entered I think and about 52 finished.

Pedro

White Rocks - Tora

January 4th 2004

Here we go again- Assembled at Mobil, Featherston for another of Ron's Rambles, this time a Family Shiney, which Kath was keen to go on after Andy's Tamaki River, adventures the week before! (And we only did the easy bit). After a quick count and some debate as to whether we had 28 or 29 vehicles we were off down to the beach at Lake Onoke. Now Steve O'Callaghan in his tricked up Surf was riding tail end Charlie reminding us all to take notes as first one stuck would write the trip report. Now I am not that keen on beach driving due to problems with keeping my wheels straight in deep sand so I did try to remember to keep my memory in gear in case I got caught. Oh well Steve has that fancy portable electric winch which he can use at both ends so we will be right. But no, the beach was a doodle on Hi-2 and not too many revs. Only one Paj, who lost 4wd, had to turn back.

A very pleasant drive around the coast, via Ngawi and the amazing fleet of enormous trailer based fishing boats, to Cape Palliser. By then the temperature was soaring and the 258 steps up to the lighthouse looked daunting but the brave, or foolhardy ones staggered up whilst the wise stayed below with the air-con switched on. Funny thing but I only counted 251 steps, which was probably why it seemed easier for me (not).

Off again with Ron doing his leading thing. "Watch out for the water level in the first river (nervous- eh Ron?) he says over the radio. What water? There wasn't any, heck the Wairarapa was dry. On we go in the searing heat, with our outside thermometer hovering around 40 degrees, and up to the water-fall for lunch. After a quick stop the decision is made to head for the Manuka for a bit of shelter from the sun for lunch and by 2.00 PM it had cooled to a mere 35 degrees. Only problems so far were one puncture in a Rangie. As we drive along I was looking at the thousands of dry thistle heads and thought we really all should have had spark arrestors fitted ("Not much good then stored in the back of the truck Murf ,Kath says"!). Soon we were off again and over the shingle slide to Ngapotiki, with a short stop at the beached trawler for lots of photos. Sorry I don't remember its name but then I wasn't to be writing this. All the time the sea was flat calm and I wondered why it's never like that when I want to go fishing.

Would you believe it, there is a car at one of the huts. I would hate to look under it to see if the muffler was still there. Gate open and we are passing through White Rock Station bound for the end of the trip where we aired up for the trip back, almost exactly at 4.00pm. Do we believe this as its not really expected, and as Kath says " You really get value on one of Ron's Rambles".

As we say our good-byes Ron asks that, as no one had to be towed would I will do the trip report? What else could I do after all Rons organising?

A very pleasant trip home through the arid Wairarapa. For those, like us, who haven't done this trip it's a great family day out and apart from a few gnarly bits really quite easy. I mean, even the Nissans can do it. Bet I wouldn't have said that a year ago!

Thanks Ron, Steve and CCVC for a great day- again. We really are fortunate to have such great leaders who spend their time to give us a good day. (Mind you, I really think Ron enjoys himself as he is always smiling!)

Murf, Kath and "Cleo"

1973 CJ3B JEEP FOR SALE



32,000km, PTO winch, Big tyres
Roll cage, Disc brakes
New Falcon engine

\$6500

*Ph Brian Humphrey
04 528 9008*

Leroy's Big Adventure

It's bin a while since I last wrote anyfink eh – dunno where the time as gone but it shore goes fast when you're my age! I bin doin' a bit though – new gearbox (chipped a toof), course got the new tyres and disc brakes after the wee off in Rallywoods 8-9 months ago, couple of repairs to the front diff (jappo rubbish) and now had a bleedin' heart transplant wif anuvva motor. I liked the last one even if it weren't original – it took a thrashin' for 10 years wif out any work on it. His Nibs didn't like it stallin' all the time on sidlings from the carby set up so got a 3.3 injected motor. I wasn't keen eh – don't like injections mate, avoid 'em in fact. Turns out it's the motor gets injected so that's OK eh. His Nibs got that bloke Pedro to do the motor swap – he don't muck around. Brutal he is, and roofless – don't let him near you wif a grinder eh, he'll have a bit off you before you can move.

Anyway, got that motor in an goin' OK, starts good and even though it ain't new, does have more grunt so it's better wif those big tyres now. His Nibs is going better wif the drivin', got more time behind the wheel and I give him

pointers. Her Nibs tells him what to do (an where to go sometimes), but I don't fink it helps his drivin' eh.

Had a coupla trips out wif the Valley boys, both times up around Tongariro. I like it cos I gets towed up there on a trailer by Paj, arrive all fresh and gets to go off to the exciting bits while Paj gets parked up after doin' all the hard work! But those diesels love it eh – chugging up the hills an stuff. Only part I don't go for is havin' to breathe all the fumes which Paj deliberately blows in me face. Still, on the pig's back eh – can't complain (Paj doesn't like me sayin' that).

First time up there was Queens Birthday last year – they set us up eh, pulled us up a slippery slope on a 60 strop in the dark. Mate – I followed that rope everywhere it went, through bush cuttings, sideways, vertical, but I weren't happy cos his Nibs about crushed the steering wheel he was hanging on so tight, an I never heard him swear so bad before!

This time we went a bit earlier an the wevva was goin' to be fantastic so shouldn't be so much drama eh. Her Nibs goin' this time too cos Gerald and Susan were goin' up so there be a coupla sheila's there. Paj struggled a bit to keep up wif those newer vehicles gettin' up there but had no real trouble – he usually got goin' betta when I shouted at him bein' gutless and other motivational encouragement.

Once we got up there we had Mark, Andy and Dave in Cruisers and Jason and Gary in Suzuki's (well Gary called it a Suzuki but had a V8 under the bonnet, fact the only Suzuki part was the bonnet). Friday night we had a nice little drive, ended up wif Mark, Gary an us doing “just one more track” which took a coupla hours and wif a steep slippery drop into a stream and steep climb out. With tyre pressures down to about 5lb, Mark and Gary fluked it and drove it an we almost made it. Got home about 8.00pm.

Next mornin' we're off at 10.00am and did the track what required the 60' strop last year – piece of the proverbial this time, dry as, walked up it. Found a wee mud hole on another short quad bike track, one drove through, others got stopp'd an we provide the entertainment when His Nibs about puts us on our side in the mud! Still, good recovery - reversed out and had anuvver coupla goes but couldn't do it.

She was a hot day mate – everyone's watchin' the gauges, we were 40F higher than normal, I was keepin' a close eye on that new motor but he seemed OK so far. We were heading towards a track the boys had sorted on the map, one Bruce had driven a few months before. So long since vehicles had been through these tracks we were bush bashin' the whole way. Toetoes for miles all droppin' their bleedin' fairy seeds over us an blockin' the radiator.

Musta bin 2.00pm we got on this track an almost immediately find a slip

which has a quad bike track cut a cross it. The boys decide they can widen it – plenty of daylight left eh! Three and a half hours later an sure enough we're across but don't look down. Her Nibs walked across that one. Half an hour later an we're stopped again. Hs Nibs went ahead to check it out an takes a radio to keep Her Nibs in touch – I kin hear 'im – “Oh shite – it's a slip, a huge slip, just a massive pile of rocks. Looks like we'll be going back”. “I've walked across and it's got worse – there's a vertical drop down the other side to the track – we'll be turning around for sure.” “Hang on, the boys think we can get across, you might want to come and have a look – we could be here for some time.” Suckers for punishment, decide to see what dey can do in an hour or so, Jason walks down to the stream and it was all driveable – just a huge water rut an a coupla washouts to look out for.

An hour later an they'd converted a jumble of rocks into a track so it's all go. Bit later than hoped but not too bad, once we're through the mud at the start of the slip an lowered down a 30 foot drop it was about 8.00pm. Gary was last an he had the most excitement as he was hand lowered and dropped the last 3 metres – yeehaa! Just like the National Trials stuff. We can get back up but it'd be a mission requiring a serious winching effort, anyway we're not goin' back this way as we'll get out the bottom of the valley onto the main track an be back at the camp in a few hours. No worries eh.

That rain rut is deep an Andy's stuck in it. Get's towed back and makes it second go. Mark drives it an I hear him on the radio – “That ruts really deep, get some speed on and keep it down!” Well it was like drivin' into a brick wall, the ground was hard an those diffs dug in like ground anchors – lucky they had seat belts on's all I can say! It's startin' to get dark an we negotiate the washouts OK – filled one with a tyre an drove over that. Got down to the stream an it's dark an we struck a hold up – some logs across the stream. Although we din't know it yet the pattern for the rest of the night was set – drive a bit clear an obstacle, drive a bit The guys up front are navigatin' in the dark. Ooops water's a bit deep here, back up, up the bank, around the pool, back down into the stream. Garry's got problems as the electric fan's drain the battery and needs to be jumpered or crash started everytime he stalls or stops, leaves engine running all night. It's slow goin' but we keep pluggin on, we'll be out soon eh. The boys negotiate some awesome obstacles – rocks, logs, banks.

Gary stops and has an electrical problem – blown a fuse on the fuel pump I fink it was. Hello – accelerator cable's broken. No fuses available but sorts somethin out an Jason's got a crimp so a lotta swearin' in the dark an under the dash we're movin again.

Some banks a bit tricky – got to one which Jason, Andy and Mark drove and then Mark calls back – “Leroy – you're gonna have to get up there yourself – I can't strop you from here. Grab as high a gear as you can an nail it”. As if

I'm goin' to need a strop eh. Bugger – it's a vertical climb of about 2.5 metres with about 3.5 meters to turn to line up for it – how the stuff did they get up there? First attempt was just a tester, 2nd go we got the front wheels up an stalled, third go we're down a gear but got the line wrong, fourth time an we're really committed an up we go – now that motor knows what hard work is! His an Her Nibs are pretty happy, even Mark's tootin' his horn! Give me a decent driver an I could a done it first time eh. Well maybe – Dave takes 6 or 7 attempts to get up so perhaps we didn't do so bad. My ignition light's on – Mark suggests fan belt could have gone, an sure enough it was shredded. Fairly new one too – two months old. Good old Terry (previous owner) had tied a spare in the engine bay and 15 minutes later we were away again (had another couple of spares under the seat which His Nibs found later).

It was gettin' to be a long night eh – can't remember all the details now. Quite a lot of waitin' as Andy, Mark an Jason worked out the route an kept checkin' the map. At 2.00am after a difficult bit we stop for the night on the riverbank and they got a fire going. It wasn't cold so I guess they don't like the dark eh. I could hear em talking an they figured it's only 3 hours to dawn, might as well wait for daylight. Whatever – it's OK by me. No serious food left by this stage but all happy and most tried to sleep by the fire lyin' on the ground, they were a bit chilly by 4.00am.

5.30am and we're off again - not long before we're clearing a track, winching or towing logs and digging the bank away to get through. The weather's good, few high clouds about to keep the temperature reasonable. Jason walked ahead again and sees more obstacles but he felt they could all be driven with some work an he's right. Made slow but steady progress. Gary was being towed by this time and Jason had some serious mechanical noises from the front end but kept goin'. We were last, followin' Dave an when we came across a big log with a water hole on the down stream side we had to climb the bank again. After several attempts Dave's steering rod bent and they take it off an straighten it. Paul suggested reinforcing it with the hillift jack handle on it as a sleeve – no more problems there but the bank was now too difficult so we went over the log – thank God for that solid cross-member eh, that was one helluva crash as the front wheels dropped in the hole, Her Nibs wasn't too happy thinking we mighta broken somethin'. We were hooked onto Dave in case I got hung up but managed to crash over and through the hole, water was only briefly bonnet deep – no damage, keep movin'.

Short while later we'd got over a log an His Nib's notices front tyre about orf the bead. Whips out the air hose and pumps her up – about 50lb an no movement. Checks the tank – outta air. But the tyres all wet an he doesn't know it but it's startin' to go. I get the tyre to hang orf an when His Nibs bends down to take a close look BAM! The tyre slams on the bead, deafens

him an sprays water all over him! HAHA – gotta laugh eh!

There was a coupla serious obstacles after that which took a coupla hours to get through but on the next recce Jason and Mark came back to say there's a bank of boulders the size of cars ahead and it's definitely no go. So although we were probably only a couple of k's from the track out, maybe less, have to turn around and go back over everything we'd driven for the last 14 or so hours. The team's really happy about that!!! The strategy was to get as far as we could and if it's too late in the day to attempt the slip we'd camp down by the stream overnight and tackle the slip in the morning.

They'd been tryin' to get the Tararua Club team on the radio for the last few hours to let them know we're OK and where we were – figured that they would've been looking for us since breakfast and about midday could hear them occasionally but couldn't make contact. Made contact just after we turned back about 1-2.00pm. They quickly found the track and the slips we'd crossed and soon figured out that the only way out was the way we'd come in so set about setting up a winch operation to get us up the slip. By this stage Gary was out of gas and Andy's on empty (E for economy as he put it). We had enough gas between us to get back but Gary's under tow and Jason making good progress in two wheel drive. We'd put my fancy new battery in Gary's wagon to keep the electrics going but if he stalled the jumper lead rig they had set-up couldn't start the motor. It didn't really matter once he was out of gas eh.

We got back to where we'd slept for the night about 4.30pm and about half an hour later came across Phil winching himself off a rock on his way to give us some fuel and food. They were surprised to find him so soon – turns out it's a lot quicker to travel in daylight – he'd driven 3km from the slip in half an hour, we'd taken over 5 hours to get that far in the dark (the boys had created a track for him to follow and he didn't have any breakdowns so it was easy goin' eh). Well it all seemed easy from there. Instead of collecting firewood for the next night out we got to the slip about an hour later, were all up and over it within 45 minutes and back to the camp by 8.00pm. Adventure over.

Things were under control all the way eh but you could feel things ease once they found Phil & Todd and I know His Nibs was pretty pleased to get to the slip and find Ross, Roger, Gerald, Stu and the others ready with the winch operation. The track they'd cut had become a highway and the quad bike track across the first slip was now a doddle. That track was scratchy though – never been through anything like it. Ripped a hole in the soft-top before we got out – His Nibs wasn't too happy with that. Small price to pay for a trip like that though I guess. The team had been out for 34 hours and drove or worked for 30 of those hours. Not a bad effort – I was ready to keep going tho mate – reminded me of those expeditions in Africa or wherever it was

when I was younger. Young things today – they ain't got the same stamina eh. City boys, soft. They might take more food and clothing next time – not a bad idea if you haven't been on the track for a few months in rough country.

I'm looking forward to getting all the wood out of me rims, a bit of panel beating and me soft top patched. It's rugged country in there – one of the tracks we did on the Friday was so closed in the trees broke supports out of both sides of the soft-top frame. So we're a bit scraped up – can't usually see new scratches on the bit of paint I got left but they was noticeable this time. Paj would've been a wreck, I heard Bruce say he was pleased to have left the Jeep at home.

His Nibs said to say thanks to the team, great work, specially to Mark, Andy and Jason for leading. The team was - Andy & son – Cruiser, Mark & Bruce - Cruiser, Jason & Jim/Trog – Suzuki, Gary & Paul – Suzuki, Dave & Howie – Cruiser. Her Nibs – she did good too eh, swung a spade on Saturday, never heard a complaint – pretty keen to get a smoke off Todd on the Sunday though. And it was nice to be towed home the next day too – thanks Paj, you could be alright too, we'll see.

And thanks to the Tararua and CCVC lads who spent their day looking for us, made those tracks into roads, an pulled us up the slip like the experienced pro's they are – nice piece of work.

Tongariro – it's rough truck country. Great stuff, we'll be back for sure - but not next week eh.

Leroy.
Jan 2004.



This is what happens when CCVC members are just casually driving along and suddenly....



BUILDING MATERIALS WANTED

The club has had a kind offer of some space at the Royal estate to store the Supawinch so we need to build some shelter from the elements. Does anyone have any building materials that are surplus to your requirements that you'd like to donate to a worthwhile cause?



If so, please contact any committee member or Carl on c.furniss@paradise.net.nz

Committee Meeting 28/01/2004 Highlights

1. Finance - all going according to plan.
2. Correspondence - included a letter of intension to use Johnson's Rd to the surrounding land owner partnership and a letter of disappointment of our actions in return.
3. Search & Rescue - A few outings over the recent past. Training for volunteers available.
4. 60k Committee - seriously looking at a property in Turangi.
5. Long Gully - many digger hours spent on road maintenance.
6. New members: Craig Bradley (Surf). Glen Williams (Suzuki 413), Bill Friend (SWB Pajero) and John Bryant (SWB Patrol). Brent Simpson and Maurice Perry will be approved once they have completed the club's driver training requirements.
7. AGM - date for this years AGM has been set as April 14th.



Insert Trip Information Sheet 6 here

Insert Trip Information Sheet 5 here

Insert Trip Information Sheet 4 here

Insert Trip Information Sheet 3 here

Insert Trip Information Sheet 2 here

Insert Trip Information Sheet 1 here



Trip Categories (01/06/2002)

Family Shiny:

Description: Family trip. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary.

Drivers: Particularly suited to family outings and drivers new to off-road driving, this category is also open to anybody who enjoys this style of trip.

Members: Anybody is welcome, especially prospective new members.

Vehicles: An important objective is minimal challenge and minimal risk to vehicles. Club safety equipment is mandatory for club members; it is not mandatory for non-members although it is recommended for vehicles once their drivers have participated in one or two trips. All open or soft-top vehicles must have a roll bar or roll cage.

Shiny 4x4:

Description: More difficult family trips, for shiny wagons and drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles.

Drivers: Must have some experience, preferably from the driver training provided by the club. Particularly important are experience in stopping, failed hill climbs, steep descents and sidings.

Members: These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Vehicles: Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. All open or soft-top vehicles must have a roll bar or roll cage.

Club 4x4:

Description: Challenging trips, for experienced drivers. There will be steep and challenging terrain, modestly deep water and mud, likelihood of bush marks.

Drivers: Must have experience beyond that required for Shiny 4x4 trips, including water crossings and vehicle recovery.

Members: These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Vehicles: Must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. Accessories such as high-lift jacks, externally mounted spare tyre, bush bars and multiple jacking points are of advantage. Winches are often particularly useful. Generally a short wheelbase vehicle is better suited for the tight tracks. All open or soft-top vehicles must have a roll bar or roll cage.

Hard Yakka:

Description: Difficult trips with very challenging terrain and surfaces, where winching, digging, and vehicle damage are all a possibility!

Drivers: Experienced drivers only.

Members: These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Vehicles: As per the Club 4x4 category. In addition, a roll-bar or roll-cage is recommended for all vehicles on Hard Yakka trips. All open or soft-top vehicles must have a roll bar or roll cage. Often a winch is mandatory on a Hard Yakka trip; this will be specified on the Trip Information Sheet.

Insert Trip Database Page 1 here

Insert Trip Database Page 2 here

Insert Trip Database Page 3 here