



VEHICLE CLUB
Wellington (inc)



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Wellington (inc)

May 2005

The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni, Wellington

www.ccvc.org.nz

Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762, Te Puni, Wellington
www.ccvc.org.nz



CCVC Life Members

Andy Cockroft	Bob Jeffrey (Deceased)	Bruce Mulhare	George Bean
Graham Barr	Heather Jeffrey	Leith Bean	Mike Gall
Owen Farghar	Raynor Mulhare	Ron Oliver (Deceased)	Ron Wadham
Steve Lacey	Stuart Brown	Tom Adams	Tony Street
Vern Lill			

**The club meets at 7:30pm on the 2nd Wednesday of each month
at the Petone Working Mans Club, Udy Street, Petone.**

MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!! We need any articles, trip reports, technical items, "How-To's", etc to be in the hands of the editor by the end of each calendar month. Please post to 34a Hine Rd Wainuiomata, fax to 04 914 8366 or email to newsletter@ccvc.org.nz

SAFETY POLICY

Should any members fail to return from any outing, four wheel drive or otherwise, whether as a club member or as a private individual, the following person/s should be contacted in the first instance:

Jim Johnson 04 938 9404 (home) or 021 389 404

Gavin Holden 04 478 4666 (hm) or 025 249 1959

DISCLAIMER: *The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, it's executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area. The mention of products, service procedures or service organisations herein does not constitute endorsement by the Club, the Cross Country Chronicle or it's Editor.*



Editorial Ramblings

Hi there

Another month has gone by and it's another month that I haven't been out with the club - shocking how time flies when you're busy. Did do Sam's readers trips in Woodhill Forest (Auckland) though, so I suppose that's better than nothing.

Two big events this month, both of which should really be considered as "must do" events. First we have the club AGM after the usual club night on Wed 8th then we have the Presentation evening on Sat 18th (and don't forget to book with John Vruink for dinner before hand).

Alan...

Ed's Picture: Gordy sent in the picture with the title "Sams knob" - ask him for the story!



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Front cover photo: This is what greeted visitors when they turned up at the Orange Hut recently - looks like a rebuild (again!) might be on the

President's Piece - June 2005

In writing this President's Piece, which is the final one in my three-year term as Club President, I thought I'd look back at the first one I wrote, back in March 2002 for the April magazine. Here's a quote from it:

... let me state that I am honoured to have been elected to the position of President. Over the coming year I will try to do my best to lead the club while also recognising that our achievements will come from a combined effort - we have proven that a team approach is what works, where we can bring together skills and effort in the Committee and from throughout the Club to contribute as individuals and as teams to make things happen. As the saying goes, "It won't happen unless we make it happen."

The three years have been really busy, with countless projects and lots of continuous development of the way we run the club and in the trips and the way we run them, with a particular emphasis on the safety of our practices.

It certainly has been a team effort, supported by lots of contribution from lots of individuals. I am grateful for the fantastic support that I've had from the numerous club officers and committee members over the three years and also from all the trip leaders and other members who have voluntarily put in a lot of time and effort to help out and to make sure that things run smoothly for all the rest of the members.

So well done to all of you - you have helped to "make it happen". It has indeed been an honour to hold the position of Club President. It has been tiring and I'm happy to hand over to somebody else following the AGM.

The AGM is coming up on 8 June, following a shortened club night. All members should have received their formal notice of the meeting, along with the material required by the new Rules of the Club. The financial statements weren't included, as these had already been published (for members only) along with the May magazine.

At the May club night we tried our new format monthly meeting for the first time. All the feedback told us that this was a success and it was what members wanted. So we'll be continuing the new format, although the next one will be a bit shorter due to needing to leave time for the AGM. We have realised that we do need to ask the Secretary to take a few notes at the club night and we intend to publish those on the members' website.

Do come along on the 8th, it should be a fun evening and we'll do our best to make sure the AGM is fairly brief. We even get committee nominations organised beforehand, so there should be no need to worry about being nominated on the night.

Then there will be the awards function a couple of weeks later, another fun evening that has gained popularity in the few years that we've been running it separately from the AGM.

With that, I'll now bow out, with a repeat of my thanks to everybody who has contributed to running the club and our trips.

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

Grant Purdie, Club President, 30 May 2005



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
8. Spare tyre and wheel changing equipment

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. Details are set out in the Club's Vehicle Safety and Equipment Inspection document. All member vehicles going on club trips must display a current club safety inspection sticker.

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.

It should also be noted that if a trip does not have a Trip Information Sheet in the Chronicle or it doesn't appear on the CCVC website, then it may not be an official club trip and the club insurance policy may not apply.

Vehicle Inspectors

Dayal Landy
Troy Manderson
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
Wellington Vehicle Compliance
17 - 20 Rutherford St
Lower Hutt
Ph. 04 570 6039

Grant Guy
James Oliver
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
Wellington 4WD Specialists
26 Hawkins Street
Lower Hutt
Ph. 04 976 5325

Jim Johnson
Ph. 04 938 9404 or 021 389 404

NB: Please remember to call and make an appointment before turning up for an inspection!



Upcoming Events

Jun 24-26: National 4x4 Show. Sydney Olympic Park, in conjunction with Outdoors Expo. \$15 adults. See www.4x4show.com.au

Jul 09-10: Coromandel Caper tag-along. For small to medium 4x4's. Basic cost \$328 for driver and one passenger. Kiwi Overland 4WD Adventure Tours, www.kiwioverland.co.nz, Phone 09 271 2230 or 021 773 790.

Jul 30-31: NZ4WD magazine readers trip, Rotorua area. Two identical one day trips with Sam Parker. Contact Chistina on 09 478 4771 or email subs@adrenalin.co.nz

Sept 10-11: NZ4WD magazine readers trip, Woodhill. Two identical one day trips with Sam Parker. Contact Chistina on 09 478 4771 or email subs@adrenalin.co.nz

Sept 24-26: Family Snow Trip. Central Plateau, based in Ohakune. Fully guided, suitable for all 4WD's with dual range. Mud tyres and some recovery gear essential. \$125 per vehicle per day inc up to four passengers. Kiwi Overland 4WD Adventure Tours, www.kiwioverland.co.nz, Phone 09 271 2230 or 021 773 790.

Oct 02-07: Heretage 4WD Tracks & Gold Trails. Five & a half day family trip, best of the South Island's West Coast. Starts and finishes in Picton. Contact On-Track 4WD 03 768 0985 or GD Hilton Ltd on 09 412 8112 or online at www.on-track4wd.co.nz.

Oct 20-23: National 4x4 Show. Melbourne. See www.4x4show.com.au

Nov 12-14: Desert Discovery. Central Plateau, based in Ohakune. Fully guided, suitable for most mid to large 4WD's. Limited numbers. Kiwi Overland 4WD Adventure Tours, www.kiwioverland.co.nz, Phone 09 271 2230 or 021 773 790.

Nov 19-20: NZ4WD magazine readers trip, King Country area. Two day trip with Sam Parker. Contact Chistina on 09 478 4771 or email 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.

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Notice of Annual General Meeting

Cross Country Vehicle Club (Wellington) Inc

Notice is hereby given that the 2005 Annual General Meeting of the Cross Country Vehicle Club (Wellington) Inc will be held on Wednesday 8th June 2005 at the Petone Workingmans Club, Udy Street, Petone. The AGM will commence immediately after the June club meeting.

J. Parfitt
Club Secretary.



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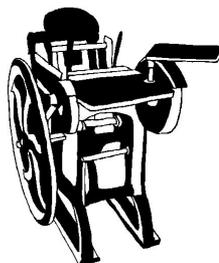
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2003 - 2004
Membership

VEHICLE CLUB
Wellington (Inc)

Alan Donaldson

Membership type:

Full

<http://www.cvc.org.nz>

Membership Discounts

The following companies in the Wellington are offering very generous discounts to Club Members - please support these businesses as they support our interests:

BNT	Filters, vehicle parts and accessories
Cookes	Strops, ropes and recovery equipment
DE McMillan	Private Panel & Paint
Diesel & Turbo	Products and Services
Firestone	New tyres
Fully Equipped	4WD parts and service
Gold Coast Mechanical	Parts and Servicing
King Toyota	Trade prices on parts & accessories
Kirk Motors (Well & Hutt)	10% disc on genuine parts & accessories
Pipeline Supplies	Pipe & fittings (for roll cage, etc)
Taranaki Street Tyres	Tyres, Tubes and Alignments
Twiggs	Products
TWL	Vehicle parts and accessories

Please show your membership card to obtain all discounts.

A question of strength: How many Land Rovers does it take to hold up a tree? Well as Gary Young discovered recently outside Wanganui it only takes one, and here is the proof!!!



Ron's Terewhiti Ramble - Sun 01 May 2005

Firstly let me say that I am writing this report because there were no incidents and I offered to – not because I did anything worthy of the job.

The last time I had been on Terewhiti was for the Historical Society gold mining trip, when heavy rain over the previous week has left the tracks marginal and the stream to Oteranga Bay (Cable Bay) running quite full. This had been an excellent trip up the stream, with plenty of challenges. I was hoping that this trip would be equally entertaining.

We met at the old Makara service station as per usual. While we were airing down, a convoy of tough trucks, many on trailers, came past with a bit of light-

(Continued from page 10)

hearted radio banter – the Tararua club was out for a play.

After the briefing we were off on the first part of the trip up the main road and down to Te Ikaamaru Bay (Plastic Bay) for morning tea. This is the trouble with these late-starting trips – it is morning tea time almost before we leave! The tracks were very firm with a few puddles but nothing to challenge anyone.

The end of morning tea was signalled by Ron's "sick cow" air horn, then it was a climb up onto the ridge with a few short-cuts over the paddocks. One or two people had a bit of a challenge getting up the paddock climb, and a few took the track instead, but most people tried the climb. This was safe and a good challenge for newer family shiny drivers as well as providing a good photo opportunity.

From the ridge we followed the standard route along the valley towards Oteranga Bay. While this was a little rutted it was not too difficult, although someone managed to flatten the end of their exhaust pipe. Engines don't run well in that condition so it was out with a few tools to reopen the end of the pipe. As the tracks were all quite dry, Ron took us up to the Terewhiti trig. This track is now quite rutted and needs careful wheel placement to avoid dropping into the ruts. Not too much of a challenge when dry, as it was, but more fun in wetter conditions. The views from the top were clear and spectacular and although it was windy, it wasn't too cold (at least I didn't think it was too bad).

After an uneventful trip down, we stopped on a sheltered bank just past the old crusher for lunch. I was thinking longingly of that location the next day when I was trying to find somewhere to have my sandwiches in Wellington the next day. The only sheltered place I could get away from the traffic noise was Queens Wharf, where I was forced to listen to three competing modern "music" selections from the local cafes.

After a very peaceful lunch we carried on down to Oteranga Bay. I was hoping that the stream would provide some challenge, but it was very low – in fact where last time we had to use Gordy's truck as a bridge to get across the stream to dig out the bank, this time the stream was only about 2 cm deep! And areas further down where I had water up over the bonnet last time were totally dry this time. When you get to the point where a brief cross-axle on a gravel bank is a "drama" you know it is an easy trip.

A climb up to the plateau on the West side of the Bay gave us a little bit of mud and a chance for yet another view. Apparently this plateau is an old beach – amazing what earthquakes and changing sea levels can do! From there is was back across the stream bed and up the main track via Gordy's bend (if you want to know more about this ask Gordy about diff lockers that

(Continued from page 11)

turn themselves on) with a detour to the green mushroom (radar or weather station?) – very windy but another fantastic view before wending our way down to Tongue Point to see the seal colony. Judging from the chat on the radio, the Tararua guys were having lots of fun in a valley – they were getting the challenges (and damage?) while we were getting the scenery.

We returned from Tongue Point the way we came, soon ending up back at Makara and the end of another great ramble.

Thanks Ron for the well run, drama-free day. An ideal family shiny trip. How about a shiny 4X4 trip in there next time?

David Coxon
K247

Some of you may be aware that the reason we haven't seen Wayne and Rowan out of the trails recently is that they have taken their Landcruiser and are currently touring outback parts of Australia. Here is a few emails detailing the travels.



Hi everyone

We're writing this sitting in the public bar of the Birdsville pub, a lovely dark COOL atmosphere, with heaps of memorabilia, from hats, to currency to various signs "This is Australia - Baseball caps worn backwards incur a \$2 fine to the Royal Doctor Flying Service..." and pictures - 30 or 40 members of the Morris Minor Touring Club of Australia lined up in front of the pub - We were chatting to the barman about how keen they must have been - he said - there are even keener groups - there's a group who did it in Landrovers, but they had to be pushed down the street next day to get started (that's a Wgtn CCVC joke...) We're having a cool drink while we wait for the Working Museum to open. We've already driven out to the Big Red today - the 90metre sand dune that marks the start of the Simpson Desert Crossing - said to put many people off altogether. We made it up and over (and back) with no trouble, but when we leave in two days time carrying 200 litres of fuel, 80

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Contact Phil on 568 5045

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)

Access@ccvc.org.nz (contact the Chairman of the Land Access Management Committee)

NZ4WDAdelegate@ccvc.org.nz (contact the NZ Four Wheel Drive Association delegate)

Treasurer@ccvc.org.nz (contact the club treasurer)

Please note that if would like to receive club news announcements from news@ccvc.org.nz and have an e-mail account, then drop our database administrator an email on database@ccvc.org.nz and you will be included on the news list. Note that this is not an automatic thing, you need to ask.

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(Continued from page 12)

litres of water and all our camping gear - that will be the real test. There is another way around....

We started our real trip at Axe Creek near Bendigo, at Wol and Jocelyn's holiday house. We headed north through Bendigo to Mildura to Quorn (where we did an excursion ride on the Richi Pichi Steam train and had an entire compartment plus two guides to ourselves, it was a wonderful scenic trip through the Pickhi Richi Gorge). Then through Hawker, Wilpena, Wirreapa (heading north east of the Flinders Ranges). Camped at Wearing Gorge for a night, on through Balcanoonna (very rough track, huge corrugations) to Arkaroola Valliage and then along the Strzelecki Track (road 30 m wide, billiard table smooth) and to Innamincka.

Camping is great but the crows and corellas are very noisy in the morning and at dusk. Coming into Innamincka Wayne noticed a small problem with the rear gearbox oil seal. We went to the Innamincka garage which doesn't have a mechanic at the moment, so she let Wayne work in her shop, and even offered him a month's work. But... We camped for two nights at the town common, and Wayne went for a swim in the chocolate brown Cooper Creek (amongst the pelicans) and didn't get eaten by crocodiles or snakes. We've met a nice couple from Sydney and have been travelling in contact with them (via UHF radio) through Cordillo Downs Station (7,900 sq km, travelling hours with no sign of human impact. Met two huge graders coming into Birdsville, slowed down and thanked them - we were the first to drive on their glass-smooth surface. Very nice.

Fuel prices are interesting - Diesel was \$1.12 - 1.29 in Melbourne, \$1.53 litre in Innamincka, and here in Birdsville (Queensland) it's \$1.16. Every day has been beautiful, clear blue skies, high temperatures (mid 30s). Camping in the claypans in the deserts with no trees to obstruct the sunrises and sun sets is magnificent, and it is very quiet - no birds, animals of any sort. There are NO snakes. Yet. We've been warned that the snake to be feared in the Mulga, but nothing as yet. We're both well, turning a bit feral away from home comforts - had our first brown water shower last night, straight from the Diaminta River, it felt cool and cleansing even if it was just redistributing Australia's dirt.

Today we met up with John Menzies - Ken Menzie's bro at the Birdsville Working Museum and Wayne bought a belt off him to hold his knife and compass. We head off on Friday 6 May to do the first hard desert crossing - the Simpson - which should take a week or so. We're keeping Wol and Jocelyn informed of our movements when we're traveling alone, so they can organise help if necessary, but there's so much traffic around it would be hard for us to get into trouble.

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Tonight we're camping under the stars at the Henbury Meteorite site, south of Alice Springs. This means a tarp on the ground, mattresses and sleeping bags - no protection from the creepy crawlies or the snakes except for Wayne's bowie knife and my Leki walking stick - thanks Judith! The Simpson Desert crossing went really well, but it was hard work for the Cruiser, with soft sand and steep climbs. We got over the legendary "Big Red" sand dune east of Birdsville with no problems, even though we had a full load of diesel and water. Highlights of the crossing were - arriving at Purnie Bore (which was created by some French oil well drillers) and seeing 60 or 80 camels skylined on a sand ridge. Listening to the camels all night - splashing, gurgling, bumping, farting and rumbling and boy did they stink.

Dalhousie Springs - this was a surprise as it was a developed camp with an airstrip, a Telstra pay phone and a fantastic shower block with flushing toilets, not the outback desert oasis with palm trees we'd expected. But swimming in the hot springs was wonderful. We went to see the old Dalhousie homestead (now abandoned and in ruins) on the worst judder bar road we've struck so far. After that we went to Mt Dare to refuel (both the cruiser and us - we had a beer and a pie in the pub). The pub was only just standing - the termites had dealt to it, and we could see the sand outside without looking through the windows.

From there we went up the old Ghan Railway track from Finke to Chambers Pillar, Rainbow Valley and Alice Springs. Over the last week we have been

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BRANCHES THROUGHOUT NEW ZEALAND

(Continued from page 15)

doing the scenic loop from Alice Springs through the West MacDonnell ranges to Yulara Motor Camp, then saw a sunset at Uluru and spent the next day admiring the Olgas. We're now heading back to Alice Springs to refuel and restock, then we head off to a place called Gemtree, to do some fossicking for gemstones. On the back roads we're seeking lots of hexagon shaped wheelrims - we can't imagine how bad the ride must have been. It's hard enough with soft tyres and driving at speed to try and even out the corrugations. Our beer consumption has dropped markedly - half doz lager cost us \$19 at Yulara! We're still trying to find a drinkable cask white with sufficient alcohol content to give us a buzz. By the way - we've seen our first snake - about six foot long, we think it was a green tree snake. Have also seen emus, lots of camels, kangaroos, wallabies, dingos crows and lots of cheeky little birds that will take the food out of your hand. Also Paul - the other day Wayne thought he saw a snake in our lane, so he headed off into the right hand lane to miss it (such a conservationist) and it stood up and ran off into the desert. We're pretty sure it was a sand monitor, it was a good five foot long. We didn't feel as threatened as you did! Thanks for your messages, we love to hear what's going on in the real world.

We are both well, the Cruiser is going excellently and we're having lots of fun in this beautiful country.

Wayne & Rowan

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Gumboot:

Noel Cook - At the teams recovery, despite having a rattle gun to loosen the wheel nuts, his team took the longest to remove and reattach a wheel. Seems Noel's truck fell off the jack a few times in the process.

Orange Roughy:

Ian Dixon - starting the truck while it was in gear. It went through the garage destroying a new washing machine and various other appliances then tried to exit via the opposite wall.

BSA Trophy:

Ian Dixon - the story relating to the Orange Roughy.

Golden Kiwi(s):

Mark Tilsley, John Dixon, Jim Johnson, Gavin Holden, Leon Zwetsloot.

Raffle:

(Sponsored by Wellington 4WD Specialists (Carl Furniss) & Tinakori Joinery (Barry Rozenberg) - Grant Purdie

Two married buddies are out drinking one night, when one turns to the other and says "You know, I don't know what else to do. Whenever I go home after we've been out drinking, I turn the headlights off before I get to the driveway. I shut off the engine and coast into the garage. Take my shoes off before I go into the house, I sneak up the stairs, get undressed in the bathroom, stick my foot in the toilet and pee down my leg to prevent splashing sounds. I ease into bed and my wife STILL wakes up, and yells at me for staying out so late! "

His buddy looks at him and says "Well, you're obviously taking the wrong approach. I screech into the driveway, slam the door, storm up the steps, pee hard into the toilet water, then use the full flush, throw my shoes in the closet, undress in the bedroom, ! then jump into bed, slap her on the ass and say!, WHO'S HORNY?????!!!" and she acts like she's sound asleep. It Works Every Time!!

A man and his wife walked into a dentist's office. The man said to the dentist, "Doctor, I'm in one heck of a big hurry! I have two buddies sitting out in my car waiting for us to go play golf. So forget about the anesthetic, just pull the tooth and be done with it -- I don't have time to wait for the anesthetic to work! The dentist thought to himself, "My goodness -- this sure is a very brave man, asking me to pull his tooth without using anything to kill the pain."

So the dentist asked him, "Which tooth is it, sir?" The man turned to his wife and said, "Open your mouth, Honey and show the doctor which tooth hurts!"

UNDERSTANDING BATTERIES

PART OF A SERIES OF TECHNICAL BULLETINS PRODUCED TO EXPLAIN BATTERY PERFORMANCE ISSUES UNDER AUSTRALIA'S UNIQUE CONDITIONS

IN THIS BULLETIN:

1. "Calcium" Batteries – what are they?
2. Maintenance Free Batteries - truly maintenance free?
3. Calcium Alloy Batteries - the Pros and Cons.
4. Motor Vehicle Charging System.

ISSUE #3 Calcium batteries, the inside story

1. "Calcium" Batteries – what are they?

The Calcium in "calcium batteries" refers to the lead alloy used in the production of the grids for plate making. The alloy is typically still 99% lead with alloying metals.

Lead acid starting batteries can be produced from a number of different lead grid alloys.

- Pure lead is hardened by the addition of alloying metals, eg.

Low Antimony Alloy = 1.75% antimony (+ tin, arsenic)

Calcium Alloy = 0.1% calcium (+ tin, aluminium)

Silver Alloy = 0.06% Silver with Calcium (+ tin, aluminium)

Grids can be produced by various methods such as:

- Gravity cast
- Expanded, from cast or wrought lead alloy strips
- Continuous cast

These types of batteries are commonly known according to their grid construction as:

GRID TYPE	
"Low Antimonial"	low antimonial alloy positive and negative grids
"Hybrid"	low antimonial alloy positive and calcium alloy negative grids
"Calcium/Calcium"	calcium alloy positive and negative grids

Calcium lead alloys are not new, calcium having been considered as an alternate hardener for lead alloy in the 1930's.

Calcium alloy grids are used primarily

- (a) because of their low water loss and low self discharge characteristics, and
- (b) the rapid solidification point of the alloy allows the operation of continuous grid making process.

Calcium lead alloy grids were found to be prone to grid growth and cracking, leading to premature battery failure. This has been controlled by modifying the alloy and roll hardening the positive grid, or the use of calcium/silver alloys.

2. Maintenance Free Batteries - truly maintenance free?

By definition, a Maintenance Free battery is one which, during its operating life and under normal operating conditions, will not require water addition (maintenance).

All three grid types listed above can be used to produce 'maintenance free batteries'.

Regardless of the grid alloy combinations, all batteries will gas and lose water from the electrolyte.

The hydrogen over-voltage increases from antimonial to hybrid, and from hybrid to calcium/calcium construction. This means that at a given rate of overcharge at the same temperature, an antimonial battery will consume more water than a hybrid, and a hybrid will consume more water than a calcium/calcium build.

A healthy electrolyte reservoir (volume of electrolyte above the plates) in the battery is critical for maintenance free performance, regardless of the grid combination used. Sealed cover type MF batteries (eg. AC Delco) will still gas during overcharging and lose water from the electrolyte reservoir. The ability to still service an MF battery subjected to adverse conditions will extend operating life.

3. Calcium Alloy Batteries - the Pros and Cons

Some typical calcium alloy battery characteristics, when compared with low antimonial batteries are:

- Lower self discharge rate, which increases shelf life and extends the charge period during shipping of vehicles. At the same temperature, shelf life periods are typically 2 months for low antimonial, 4 months for hybrid and 8 months for calcium/calcium.
- Lower water loss (gassing rate) under overcharging conditions. Tests by VW-Europe showed the following comparative water loss rates:

1.7% antimony	5 to 7 grams per ampour
Hybrid	3 to 5 grams per ampour
Calcium/Calcium	1.5 to 2.5 grams per ampour

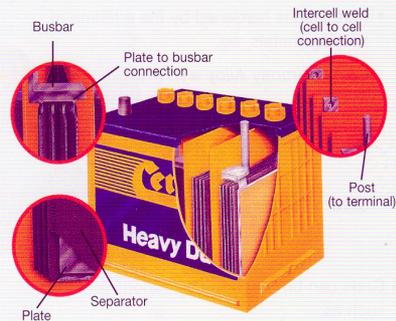
- Lower internal resistance which provides a small increase in CCA performance.
- Higher charge rate acceptance.
- Can result in reduced positive grid life under cycling conditions, and at elevated operating temperatures. Positive plate failure can be through grid corrosion or loss of positive active material.

- 'Barrier Layer Sulphation' problems occur if fully discharged (flat). The battery can then be difficult to recharge, requiring a higher voltage charge. Battery life may be reduced as a result of 'barrier layer sulphation' as full capacity may not be regained.
- The key to the life and performance of calcium/calcium MF batteries is in the tight control of the manufacturing process and positive plate grid alloy specifications.
- OE manufacturers fitting calcium/calcium batteries look for benefits in a longer 'stand' life (lower self discharge). This helps increase the probability of the vehicle starting after overseas shipment. Lower self discharge can help to offset standing (parasitic) electrical loads of, typically, 10 to 30 milliamps.

4. Motor Vehicle Charging System:

Voltage Control / set point

- While calcium alloy batteries can accept higher recharge voltages, the nominal charging voltage in modern cars is 14.2 volts. (Technically, to charge an antimonial battery, the effective charge voltage is 14.15 volts at 20°C, and 13.75 volts at 40°C).
- There is a trend developing, to reduce rather than increase voltage set points. (Many truck settings are now 14.2 volts for short distance vehicles, and 13.8 volts for long haul vehicles).



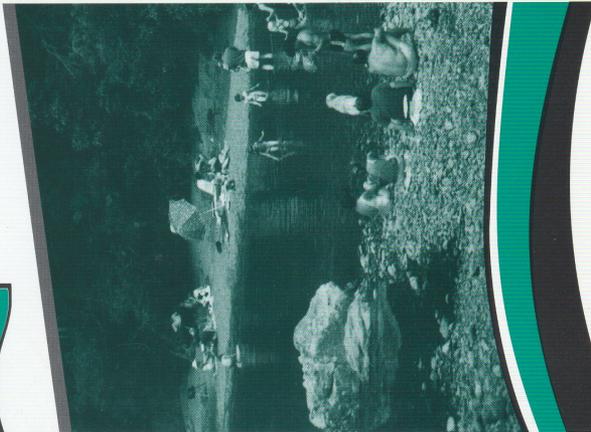
For more information contact the Century Yuasa Sales Office on
1300 362 287

Disclaimer: Century Yuasa Batteries Pty. Ltd. does not take any responsibility for any inaccuracy of the information contained herein.





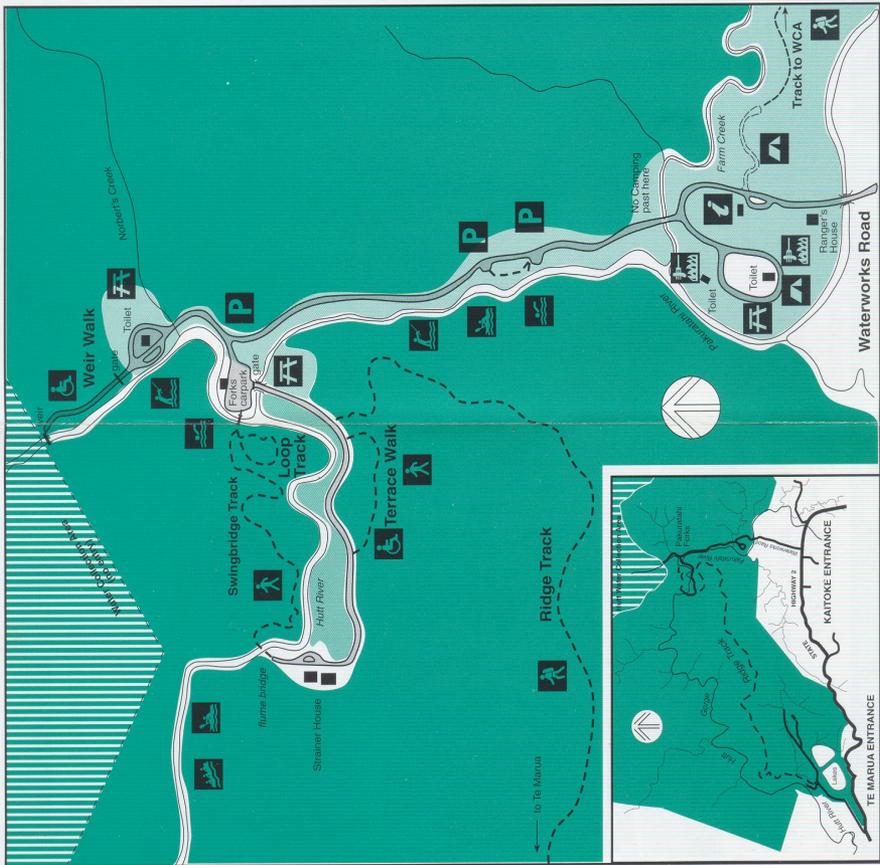
KAITOKE REGIONAL PARK



*Water, bush, mountains
... yours to enjoy*



WELLINGTON REGIONAL COUNCIL



What To Do

Feeling the pressures of the city? Spend a day relaxing in Kaitoke Regional Park. Wander along bush tracks, swim in tranquil river pools or enjoy your picnic lunch in the shade of the trees.



Walks: Four walks begin near the car park at the Pakuratahi-Hutt Forks.

The Swing Bridge Track crosses the Hutt River and follows downstream through rimu and rata forest. Return via the flume bridge and along the service vehicle road. One hour return, easy walking.

The Ridge Track begins 250 metres on the left after crossing the vehicle bridge. The start of the track is uphill through beech forest. Splendid views of the Hutt Valley are gained from the ridge top. Allow 3 hours to walk one way to the Te Marua entrance. Medium fitness needed for the 6 hour round trip.

The Terrace Walk begins 300 metres after crossing the vehicle bridge. It passes through prime rimu and kahikatea forest. An easy walk, 20 minutes return.

The Weir Walk is tarsealed and leads up river to the weir which collects water for supply to the Wellington Region. 30 minutes return.



The Weir Walk and the Terrace Walk are accessible for wheelchairs.



Picnicking

There are many pleasant picnic spots along the rivers and bush fringes. You can camp on the grassy flats at Kaitoke where toilets and coin operated barbecues are provided. The camp fee is displayed at the information kiosk. Contact the Ranger to reserve a picnic or camp site for a large group.



Swimming

The clear pools on the Hutt and Pakuratahi Rivers are ideal for swimming.



Rafting

Rafting, kayaking and tubing are popular white water activities through the Hutt Gorge. It takes between 3 and 6 hours depending on the craft and the flow of water. The recognised exit is at Te Marua near the Pumping Station. Contact the Ranger for details of commercial rafting trips operating on the Hutt River.

The Gorge can be dangerous. Beware of logs and wear a wetsuit, life jacket and helmet. Please let the Ranger know your intentions.

History

The Whakataka Pa is said to have been in existence in 1820 at the Mangaroa River-Hutt-River junction (Te Marua).

A number of early Maori routes from Waitarapa to Wellington crossed the Pakuratahi flats. By 1856 a road was opened to connect the fertile plains of the Waitarapa with the port of Wellington.

In 1939 land was bought at Kaitoke to collect water and supply the Wellington Region. Progress on the scheme was impeded by the intervention of war and was not completed until April 1957. The weir and flume bridge are interesting features today.

Ecology

The Park contains four main plant communities. Rimu-ratahinau/kamahi forest is found on the more fertile river flats, ascending into the red beech/rimu/kamahi forest on the lower slopes. Black beech forest tends to be restricted to the dry spurs, ridge tops and poor soils of the area. Hard beech is found throughout the other forest types, however an unusually pure stand exists on the terrace above the junction of Farm Creek and the Pakuratahi River. The rivers and variety of bush habitats provide an abundance of food for a range of birds. The tu, New Zealand pigeon, fantail, tomtit, grey warbler and silvereye are often seen.

How to Get There

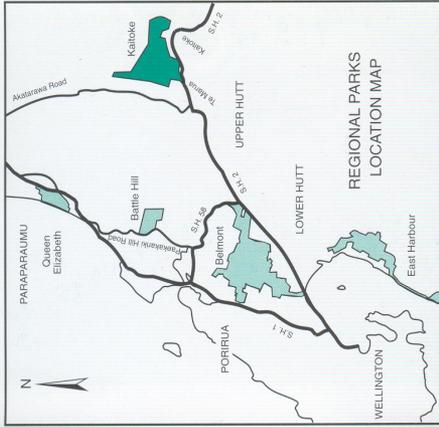
The Park's main entrance is at Kaitoke 12 km north of Upper Hutt. Follow State Highway 2 to Waterworks Road and turn left. The Park entrance is 1 km from the highway.

Alternatively, you can enter the Park at Te Marua 6 km north of Upper Hutt on State Highway 2. You can park your car at the Te Marua Pumping Station.

Public Transport

The Masterton bus (Monday-Friday) will drop you off at Waterworks Road, Kaitoke, or catch a Te Marua bus from Upper Hutt to the Te Marua Store from where it is a 3 km walk to the Pumping Station.

For bus and train information phone Ridewel 801 7000.



More Information

Picnic sites are popular. Large groups are advised to book especially over summer. A booking fee is charged. For further information contact:

The Park Ranger
Kaitoke Regional Park
CMB 41
Waterworks Road
Kaitoke
UPPER HUTT

Telephone: 04-526 7322
Facsimile: 04-526 7798

Telephone: 04-526 4133
Fax: 04-526 4171

Published by
Wellington Regional Council
WELLINGTON
Revised March 2000
WWW.REC.GOV.NZ



www.wrc.govt.nz

May Committee Highlights

New Members: There were no new members this month but a number of prospective members are waiting to undertake training prior to gaining membership.

NZFWDA: The association AGM is to be held in Rotorua on the weekend and the committee appointed six official delegates to represent the club and exercise the club vote on behalf of members. They are Max George, Ralph Dobson, Ron Johnson, Neil Blackie, Paul Adams and Jeff Simpson. The delegates have been instructed that they are to vote as a "block" (exercising all votes the same way) rather than as individuals.

Safety: The committee authorised the purchase of a pintle hook that will be tested to ensure that it meets the club safety standards and to understand what the performance of these hooks is.

Deadwood Safari: Roger reported that this is now very much on track. This is now to be a standing agenda item for the committee for the rest of 2005.

AGM: The club AGM is to be held on 08/06/2005. Notices as required under the new constitution are to be posted to members by the end of the weekend. Nominations are to be returned to the secretary as early as possible prior to the night of the AGM.

Trophy & Presentation Night: To be held on Saturday 18/06/2005 at Petone Working Mans Club. Sponsorship has been obtained for a number of prizes including the major prize of a set of tyres.

Club Night: A review was undertaken of the last club night which was the first held under the new "informal " format. The general opinion was that it had been a great success but a number of minor issues were identified and will be addressed for next meeting.

Overhead Data Show (projector): The committee authorised the expenditure of up to \$1,500 to purchase of a data show for use at club nights. The one currently used belongs to Marcel's employers and is not always available and on those occasions an alternative has to be found. In addition, it is sometimes difficult to arrange transport for it to and from Petone and the city. Marcus Steeneken has arranged the purchase on the clubs behalf at an extremely competitive price.

Trip Report: Cattle Ridge Family Shiny May 22, 2005

Sunday morning was overcast but otherwise fine and clear with a distinct lack of breeze.

Got to the Rimutaka Forest Park entrance circa 9:10am and over the next 45 minutes a total of approximately 26 other vehicles arrived. These consisted of mostly Nissan Safari's/Terrano's, some other Y'o-



View from Cattle Ridge looking towards Wellington

(Continued from page 22)

ta Cruisers/Prados and Lux's. Handful of Pajero's, Isuzu's and a couple of Suzuki's - Singles were a burgundy Jeep Cherokee, Ray's Kia and a red winch-equipped Landrover 110.

Assisted Noel with letting Ron's tyres down from 40 to 28psi whilst Ron completed the registration formalities. The foghorn sounded followed by the usual briefing. Ron mentioned that track up to the airfield was a bit slippery from his Friday's reconnaissance and if Sunday was wet then the trip would have been cancelled.

Back out the gate then down the Coast Road to the Cattle Ridge gate. Not too much drama going up to the grassy track to the airfield. Only one road-tyred Terrano needed a bit of pushing to get up a straight slippery section. 24psi not being quite low enough to scoot up. Probably would have driven straight up on 18psi with a slightly bigger footprint and some RPM's!! Arrived at airstrip and Ron advised that anyone on road tyres best advised to leave vehicles at strip and hitch a ride with someone else.

Most vehicles carried on upwards with about 8 vehicles electing to wait until the main party returned. Bit rutty on the way up to the ridge - the blue Vitara decided to loosen part of its OEM exhaust on a rut in preparation for upcoming fitment of a new free-flow exhaust. Great views and plenty of photo's were captured from the ridgeline before the slightly smaller convey continued on for a bit before turning around and then returning back down to the airstrip.

Last few vehicles down by now were driving in the mist as the clouds had closed in at that altitude. Down the track again into clear conditions and left onto the tarseal and subsequent gravel round to the Orongorongo Station for a lunch stop circa 12:30. Lunchtime was a relaxed affair on the grass. A previous storm had dumped several large logs nearby which the younger generation made excellent use of for a play. Giles decided to have a play as well, but with his brand new super Tifor-style hand winch attached to a reasonable tree stump. A bag was grabbed out of the Nissan which must've weighed 20kg's - and this contained just the cable itself. What a mega cable!! Turned out the cable was 16mm in diameter.



Negotiating the easier part of the main slip

Club Member Trades, Services and Supplies

Bernie McCosker - 15% discount off retail for members licence upgrades and endorsements from an LTNZ approved course provider. 021 104 1783.

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

Murton's Timbercraft - Custom made furniture and specialists in the restoration and repair of wooden boats. If it's made of wood then Peter (boat builder / carpenter / joiner) can make or fix it.

Murton's Motor Camp - situated in Porirua, handy for when friends and family need somewhere to stay. Ph 04 235 9599, email info@murtons.co.nz or visit www.murtons.co.nz

Nadir Outpost, Tokanui - backpackers homestay in the Catlins region of Southland. Contact the Tilby's on 03 246 8544, email nadir1@ihug.co.nz or visit www.geocities.com/nadir_outpost

Tinakori Joinery Company Ltd - for all your joinery requirements. Ph Barry on 920 0005 or email tinakori@xtra.co.nz

Viking Lodge Motel, Dannevirke - looking for a place to stay in Dannevirke? Then look no further, give Pat Bennet a call on 080 279 271

I'm sure that there must be club members who would like some free advertising, so if you own your own business and would like it mentioned on this page, then please contact the editor on 564 3045 or (preferably) email newsletter@ccvc.org.nz

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TROPHY & CUP PRESENTATION NIGHT

**Petone Working Men's Club
Saturday 18th June 2005, 8:00pm**

Bar open for drinks

Major Prize supplied by G Guy Motors



WIN 4 COOPER TIRES

Tread Pattern of choice up to 32 x 12.5

Spot Prizes By



**Kirk Motors
Mitsubishi**

COOKES **«DIESEL & TURBO»**

*Dinner & drinks available in upstairs restaurant before hand
Bookings required to John Vruink by June club night*



"Americas Most Trusted Tire"

(Continued from page 23)

Needless to say the winch made very light work of moving the tree stump. Post lunch the convoy moved east, past a few hikers enjoying the calm conditions.

After the obligatory stops to open a couple of gates, Ron stopped at a very large slip which was several hundred meters across. Most got out to complete a bit of reconnaissance and plot a suitable path through. Some of the larger rocks were moved by hand and with a sizeable audience, Ron negotiated the Nissan LWB through. Everyone followed suit with hardly a hiccup. The convoy continued round the coast and stopped again where the gravel track narrowed next to the sea. Nothing on the radio to indicate cause of stoppage so went up front for a look see. Between the steep bank on the left and the surging ocean the Trip Leader's Nissan and a Toyota Surf had provided a degree of excitement for the other front runners by both slipping partially off the track towards the ocean. Ron's truck was in more of a predicament, straddling the gravel lip between the beach and the track with three wheels on the sloping beach with the waves from the incoming tide lapping the rear of his truck.

A quick purposeful recovery ensued with plenty of hands pulling on a strap and also pushing the Surf to get it past Ron's Truck and out of the road. A vehicle was manoeuvred to the left of the Nissan so Ron could winch off it's rear tow hook. Ron's PTO quickly pulled the Nissan back onto the track proper.



Trip Leader's close encounter

The odd wave was washing a bit of spray onto the track so the rest of the large group followed one-by-one at various intervals to dodge the spray. Just further along at the turnaround point to the high track there was a washout/slip so a couple of vehicle took off round the coast to look for an alternative exit possibly via Wharekauhau and Featherston. The rest of the convoy followed - another small slip was negotiated. From this point Noel again scouted northeast whilst the convoy waited as one of the Castrol Surf's had received a flat tyre. A squirt of air from Giles dive tank did nothing and the wheel was subsequently replaced. Root cause was traced to a reasonable hole in the inside of the alloy rim where a rock had bashed it.

Radio chatter indicated Noel had arrived at a locked gate, so upshot was

(Continued from page 26)

that convoy would have to turnaround and exit same way as had come in. Everyone passed the gravel track with ocean on the left safely, and onto the big slip. A couple of minor cross-axle occurrences here with 2nd attempts successful without any assistance. By this stage it was quite dark and had started to rain properly so was headlights on and follow the leader back to Orongorongo station for airing up for some, and then head home.

Only item of interest on the way home was seeing a late model Falcon hugging a lamp post next to a house at the start of the Wainui Hill which resulted in a localised power outage for a few houses.

Thanks to Peter Jenkins for the use of one of his excellent photos for this report - more of Peter's photos from the trip can be found on Peter's website at www.go4wd.co.nz or click on the link via the CCVC Club Website.

Overall an excellent day and thanks to Ron.

Grant K

GET INTO KIRK MOTORS AND GET OUT WITH A BLACK RAT



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BOW SHACKLES



DRAG CHAIN KIT



SECURITY CHAIN KIT



TYRE COVER



TRUNK PROTECTOR

Black Rat is a range of tough-as-nails 4WD recovery and recreational equipment. From Recovery Hoists to Snatch Straps to Towing Kits, Black Rat has the gear you need to get your 4WD back on the straight and narrow. Come in and see our full range of reliable Black Rat gear, and collect **10 Bonus Fly Buys Points** on any Black Rat purchase.



Kirk Motors
Mitsubishi

375 High St, Lower Hutt

Tel (04) 566 3903

75-78 Cambridge Tce, Wellington

Tel (04) 385 9508

CCVC Trip Report : Ron's Deadwood Ridge 14/05/2005

(First I feel I must point out that at no time was I actually stuck and did not need towing out and I volunteered to write this trip report. Now that's out of

(Continued from page 27)

the way I will get on with the voluntary trip report).

Saturday the 14th and Ron's family shiny trip to Deadwood ridge, we all meet up at the Totara park gate. I don't know how many trucks there where I wasn't counting but all the usual suspects where there along with a few new faces and interestingly a "softroader". A stock standard Toymotor Rav 4. So after standing around telling stories and letting the hot air out (lowering the tyre pressure) and a bit of discussion about the Rav and how it would go, we set off.

The first part of the trip was uneventful with nice wide tracks well-trimmed trees and no mud. The convoy was moving quite well considering some of them had road tires, A couple of them had a bit of fun towards the bottom of Woolshed Rd and we had to stop at McGhie's bridge to wait for them to catch up, but no dramas...everything was rosy after five minuets or so were all together again.

We set off for Deadwood ridge now you recall that this is a family shinny trip and in the trip sheet It quite clearly states some bush marks and no damage likely.....wrong!...wrong!...wrong, we didn't just get bush marks we got the bush thrown in for free! Right where was I oh yes we started the climb up to deadwood ridge which turned out to be quite rough and a few trucks had some problem with traction on the way up mostly because of tires, which caused a bit of a gap so we had to wait for them to catch up.

Aha I hear you cry that Toymotor Rav4 with the nice paint and plastic bits is holding up the flow with its nasty road tires and nonexistent ground clearance. Sorry peeps that little thing went like a Ginsu knife through a coke can, just flew up the hills (I suspect it was a Nissan with a body kit), so on we go up to the top only to find Ron had formed the trucks up into a rough circle (apparently he was expecting an attack from red Indians).

Then its off back down the hill along the stream up the hill around the corner etc to the Pram Track. "Woohoo...at last" I cry to my bored six year old co pilot ..."some mud this will be fun" and off we roar getting ever closer to the big nasty bog. Whoa what where oh no some bugger filled it in, where's the fun in that, there goes watching the Rav getting horribly stuck! ah well I was so busy sulking that I didn't notice the tree oooooopps (What tree, wasn't me, can't prove it, didn't do a thing!) oh well at least there where no witness- es I've got away with it. Next it's off to the Orange Hutt for a spot of lunch. What a shame some people have no respect for others its sad when some one feels the need to do such mindless damage for no other reason than its there.

Still the next Hutt will be even better and hopefully even orangeier with just a touch of lemon to set it off. It was nice to see the boating pond is still the

(Continued from page 28)

same and my co-pilot managed to lose his gummies again. After a delightful lunch packed by me we headed off for the Maung.... what ever its called gate you know the one down there up there around there along that bit and over the hill with the trees nothing happened to me anyway and we arrived there at about 3ish sort of thing, the mighty Rav decided to leave there along with a Jeep and Nissan.

So Ron decides its time for a bit of fun on the way back and stops at the stairs where some of the guys jump out to have a look. Ron is going to give it a go and he's off up and over no probs, next to try is an Fj40 again no probs, well if they can do it so can I and I'm away funny how much bigger these things look when its your turn but we did it and some one got a photo.

Get to the top feeling rather pleased with myself and my wee truck smug in the knowledge that nothing got broken but wait oh no where's the aerial gone, bummer I'm not going back for it not down there (if you find it can I have it back please?) Right we are off again now I don't know the name of the roads we took but we were heading for a pylon up on a hill following the In-trepid Ron. Ron stops at a gate so I pull up behind him.

(And wait this is when I decided to volunteer to write the trip report and the following parking manoeuvre had absolutely nothing to do with the decision)

That's got your interest, what happened you ask, well the ground just gave way and swallowed the left front wheel it was not my fault ok so I moved over a bit just to let others past not my fault there was no ground there. The next thing I know is the front of the truck has gone down hill and there seems to be a slight lack of traction no worries have done this before just get one or two guys to stand on the bumper it took six of them to get it back down (It must have been that lunch) But and I know most of you will agree with me here some rotten person who shall remain nameless took a photo or two now that is wrong people should have more respect. Having sorted out my parking issues and my co-pilot who couldn't stop giggling.

We were on our way again up to the pylon from there it was down the zig zag along the stream up and down Cleary's Rd and we finished the trip at Bulls Run Rd. I would like to thank Ron for yet another great trip remember peeps without people like Ron who put in so much time and effort to run these trips we would have to settle our parking issues at the supermarket and last but not least before any one else can do it I would like to nominate myself for the Gumboot, BSA and Orange Roughie awards for parking in a hole, denting my truck, and this report.

Cheers

K271

Fire Extinguishers

At a previous clubnight, I gave a short talk about the necessity for fire extinguishers to be well secured in their cradles. A number of fire extinguishers come either with just a 'push fit', or a plastic strap which would be inadequate to hold the extinguisher in place in a roll-over situation.

I recently came across the following extinguisher at Chubb. As you can see from the picture, this extinguisher comes with a well made bracket with 2 stainless steel retaining straps.

This is a 1kg dry powder extinguisher, and is rechargeable after use. It is recommended to attach the bracket to your vehicle with bolts, not self-tapping screws.

The sales manager, Lloyd Laurent, at Chubb Building Services, 28 Victoria St, Petone (opposite McDonald's) has agreed to provide this extinguisher to club members for just \$55 + GST.



Andrew Farmer

FOR SALE

Club radio, complete with aerial, speaker and cable. \$250.

Contact Ralph on 027 494 6699

FOR SALE

SWB 1988 Nissan Safari
4.2l diesel, manual, OME springs & shocks,
Ward 12,000lb winch, Safari Snorkel, ARB winch
bar, side bars and rear bar, 32" BFG muds.
Offers around \$12,000.

Contact Vince on 027 235 9208

42nd Traverse

The 42 Traverse management team have advised that, in accordance with the agreement with DOC, the 42 Traverse route is closed to 4WD use. Please respect this agreement.

Peter Vahry, NZ4WDA

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Akas in the late afternoon –(to be confirmed @ clubnite)

Venue: Akatarawa Forest Category: Family Shiny

VEHICLE CLUB
Wellington (inc)

Trip Leader: Ian Dixon Phones: 04 563 7610 Callsign: K 66
027 457 6767

Limited numbers / # Yes No Book with Trip Leader before: _____
Bookings Required:

Trip Meeting Point: Totara Park – over the bridge turn left (to be confirmed at Clubnite)

Meeting Time Date: Saturday 1st June 2005 Time: 3:30 pm

Drivers Briefing Date: Saturday 1st June 2005 Time: 3:31 pm

Trip Departure Date: Saturday 1st June 2005 Time: 3:35 pm

Alternative Meeting Point:

Date: _____ Time: _____

Expected Finishing Point: TBA at clubnite

Date: Saturday 1st June 2005 Time: 4:30 pm

Fuel/food/drink 1 evening Kms / Available at: Upper Hutt
for: _____ Days

Trip Fee: \$ 15.00 Per vehicle/day Camp Fee: Nil Per person/tent/night

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: midday.....

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Some damage to sills & corners possible
- Heavy bush marks & scratches expected
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Club Radio Required

Vehicle requirements: for members

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage recommended all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch required
- Extra recovery gear an advantage

Track type:

- | Mostly | Some | Optional | |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Gravel |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Beach or sand |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Clay or mud |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Rocky or river boulders |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Creeks, small rivers |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Deep rivers, water holes |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Deep mud holes |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Average ascents/descents |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Steep ascents/descents |

Conditions of land access: Location not confirmed at time of print – will be confirmed at Clubnite

Notes: Something different doing these tracks in "fading light" it's a new challenge

The Trip Leader is required by the Club Committee to reject vehicles/drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: 4WD Familiarisation and Driver Training

Venue: _____ Category: Training

VEHICLE CLUB
Wellington (inc)

Trip Leader: Ray Harkness Phone: (04) 970 5348 Callsign: K 246

Bookings Required: No Yes

Bookings essential. Book at least 1 week prior to trip.

Limited Numbers: No Yes

Trip Meeting Point

Telephone Trip Leader For All Trip Details

Meeting Time Date: Sat 11 June 2005 Time: _____

Drivers Briefing Date: Sat 11 June 2005 Time: _____

Trip Departure Date: Sat 11 June 2005 Time: _____

Expected Finishing Point

To be advised

Date: Sat 11 June 2005 Time: 5:00

Fuel required for: 1 day Kms / Days _____

Food required for: 1 day Days _____

Drinks required for: 1 day Days _____

Land Access Fee: \$5.00 Per vehicle/day _____

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035am at: 8:00 am

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Some damage to sills & corners possible

Trip suitable for:

- Novice drivers
- _____
- _____

Pets:

- NO**
- _____
- _____

Vehicle type:

-
-
-

Vehicle requirements: for club members

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for all vehicles
- Any Tyres suitable
-
-

Track type:

- | Mostly | Some | Optional |
|-------------------------------------|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Beach or Sand |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Stony beach |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Clay or mud |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Rocky or river boulders |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> Creeks, small rivers |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The Trip Leader has the authority to reject vehicles/drivers that do not comply with Trip Categories, or special conditions indicated on this form.

Notes: **Bookings essential.** A training booklet will be sent out and needs to be read before the trip.
\$20 Visitors Fee will apply to non-members.
No 4WD cars please, full 4wd & low ratio gearbox required.

*Meeting time and place will be given when you book for this trip with the trip Leader.
Club vehicles require all normal gear for a trip and a CCVC Safety Inspection Sticker
Visitors and prospective members vehicle requirements will be discussed when booking for trip.*

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Trip Name: Shiny Individual Obstacles Challenge – advanced training

Venue: Patterson's Farm Category: Shiny 4x4
South Makara Rd

VEHICLE CLUB
Wellington (inc)

Trip Leader: Andrew Farmer Phones: 04 567 6677 Call sign: K 217
025 446 803

Bookings Required: No Yes Book by: 15th June 2005 Contact trip leader
 for more details:

Meeting Point: Patterson's 210 South Makara Road (at the dip in the road before Terawhiti Station)

Meeting Time Date: Sunday 19th June 05 Time: 10:00 am

Drivers Briefing Date: Sunday 19th June 05 Time: 10:10 am

Expected Finishing Point: same
 Date: Sunday 19th June 05 Time: 3:30 pm

Fuel for: 1 day Kms Available at: Karori or Johnsonville

Trip Fee: \$15.00 Per vehicle/day

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: 8:00 am

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Heavy bush marks & scratches expected
- Some damage to sills & corners possible
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Food:

- BYO Food
- BBQ Provided
- BBQ Food Provided
- BYO Drinks

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strap, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Club Radio preferred Required
- Roll bar / cage recommended all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch preferred Required
- Extra recovery gear an advantage

Track type:

	Mostly	Some	Optional	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Gravel
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Beach or sand
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Dirt roads and tracks
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Clay or mud
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Rocky or river boulders
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Creeks, small rivers
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deep rivers, water holes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deep mud holes
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Average ascents/descents
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Steep ascents/descents

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

Notes: *Individual event run as an advanced training style exercise with obstacles set out. Should be no damage and if you don't like to the look of an obstacle = don't drive it*

Bookings required early as possible please.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Deadwood Bulldozer / Chainsaw Challenge

Venue: Deadwood venue Category: Club4x4 / hard

VEHICLE CLUB
Wellington (inc)

Trip Leader: Roger Seymour Phones: 04 586 2518 Call sign: K 110
021 424 351

Bookings Required: No Yes Book by: Before event Contact trip leader
for more details:

Meeting Point: Totara Park – over bridge and turn left

Meeting Time Date: Saturday 25th June Time: 9:30 am

Drivers Briefing Date: Saturday 25th June Time: 9:31 am

Expected Finishing Point: Totara Park

Date: Saturday 25th June Time: _____

Fuel for: 1 day Kms Available at: Upper Hutt

Trip Fee: \$5.00 Per vehicle/day

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: 8:00 am.....

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Heavy bush marks & scratches expected
- Some damage to sills & corners possible
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Food:

- BYO Food
- BBQ Provided
- BBQ Food Provided
- BYO Drinks

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strap, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Club Radio preferred Required
- Roll bar / cage recommended all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch preferred Required
- Extra recovery gear an advantage

Track type:

	Mostly	Some	Optional	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Gravel
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Beach or sand
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Dirt roads and tracks
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Clay or mud
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rocky or river boulders
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Creeks, small rivers
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deep rivers, water holes
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deep mud holes
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Average ascents/descents
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Steep ascents/descents

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it!"

Notes: *Roger is thinking of a challenge type trip, to open up a couple of tracks in the deadwood site and get a number of trucks through. BYO chainsaws and extra recover gear.*

Additional hands (don't need to volunteer your truck) can help so if your interested contact Roger.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Deadwood Ridge re-run

Venue: Akatarawa Forest Category: Family Shiny

VEHICLE CLUB
Wellington (inc)

Trip Leader: Ron Wadham Phones: 04 563 7907 Call sign: K 55
025 210 6455

Bookings Required: No Yes Book by: _____ Contact trip leader
Limited Numbers for more details:

Meeting Point: Totara Park. Across bridge and turn left

Meeting Time Date: Saturday 2nd July 05 Time: 9:30 am

Drivers Briefing Date: Saturday 2nd July 05 Time: 9:50 am

Expected Finishing Point: Cooks Road / Bulls Run Road

Date: Saturday 2nd July 05 Time: 4:30 pm

Fuel for: 1 day Kms Available at: Upper Hutt

Trip Fee: \$15.00 Per vehicle/day

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: 8:00 am

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Heavy bush marks & scratches expected
- Some damage to sills & corners possible
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Food:

- BYO Food
- BBQ Provided
- BBQ Food Provided
- BYO Drinks

Vehicle requirements: for Members

- Tow hooks, front & rear
- Recovery strap, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Club Radio preferred Required
- Roll bar / cage recommended all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch preferred Required
- Extra recovery gear an advantage

Track type:

	Mostly	Some	Optional	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Gravel
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Beach or sand
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Dirt roads and tracks
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Clay or mud
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rocky or river boulders
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Creeks, small rivers
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deep rivers, water holes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deep mud holes
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Average ascents/descents
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Steep ascents/descents

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

Notes: *Visitors welcome – visitor fee applies*

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Deadwood site running in
 Venue: Deadwood venue Category: Shiny and club 4x4

VEHICLE CLUB
Wellington (inc)

Trip Leader: Roger Seymour Phones: 04 586 2518 Call sign: K 110
021 424 351

Bookings Required: No Yes Book by: Before event Contact trip leader
 for more details:

Meeting Point: Totara Park – over bridge and turn left

Meeting Time Date: Sunday 3rd July 05 Time: 9:30 am

Drivers Briefing Date: Sunday 3rd July 05 Time: 9:31 am

Expected Finishing Point: same

Date: Sunday 3rd July 05 Time: _____

Fuel for: 1 day Kms Available at: Upper Hutt

Trip Fee: \$5.00 Per vehicle/day

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: 8:00 am

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Heavy bush marks & scratches expected
- Some damage to sills & corners possible
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Food:

- BYO Food
- BBQ Provided
- BBQ Food Provided
- BYO Drinks

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strap, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Club Radio preferred Required
- Roll bar / cage recommended all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch preferred Required
- Extra recovery gear an advantage

Track type:

	Mostly	Some	Optional	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Gravel
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Beach or sand
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Dirt roads and tracks
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Clay or mud
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rocky or river boulders
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Creeks, small rivers
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deep rivers, water holes
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deep mud holes
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Average ascents/descents
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Steep ascents/descents

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

Notes: *A chance to drive bits of the Deadwood site – some work will still need to be done (BYO chainsaw) damage at driver discretion... don't like it = don't drive it!*

Chance for some of the shiny trucks to play and owners to help out on the site, or grab a ride in one of the Club trucks on the tougher obstacles.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Rallywoods with Steve

VEHICLE CLUB
Wellington (inc)

Venue: Rallywoods Category: Club 4x4

Trip Leader: Steve O'Callaghan Phones: 04 234 9849 Call sign: K 104
021 131 0647

Bookings Required: No Yes Book by: Before event Contact trip leader
for more details:

Meeting Point: Crn Moonshine Rd and State highway 58 (Haywards)

Meeting Time Date: Sunday 10th July 2005 Time: 9:30 am

Drivers Briefing Date: Sunday 10th July 2005 Time: 9:45 am

Expected Finishing Point:

Date: Sunday 10th July 2005 Time: 15:00 onwards

Fuel for: 1 day Kms Available at: Upper Hutt

Trip Fee: \$15.00 Per vehicle/day

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service on Newstalk ZB 1035AM at: 8:00 am

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Heavy bush marks & scratches expected
- Some damage to sills & corners possible
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
 - Average drivers
 - Experienced drivers
- Dry Wet

Pets:

- No
- Yes
- Only if kept in vehicle

Food:

- BYO Food
- BBQ Provided
- BBQ Food Provided
- BYO Drinks

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Club Radio preferred Required
- Roll bar / cage recommended all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch preferred Required
- Extra recovery gear an advantage

Track type:

	Mostly	Some	Optional	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Gravel
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Beach or sand
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Dirt roads and tracks
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Clay or mud
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Rocky or river boulders
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Creeks, small rivers
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Deep rivers, water holes
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Deep mud holes
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Average ascents/descents
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Steep ascents/descents

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

Note: Venue to be confirmed. – bookings required.



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 sidlings.

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.

It should also be noted that if a trip does not have a Trip Information Sheet in the Chronicle or it doesn't appear on the CCVC website, then it may not be an official club trip and the club insurance policy may not apply.

Trip Database

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Wed 08/06/05	1	Club Night - AGM		Petone Working Men's Club, Udy St	-ba-	-ba-	C	7:30 pm - AGM	1224
Sat 11/06/05	1	4WD Familiarisation and Driver Training	Family Shiny	-ba-	Ray Harkness	Ray Harkness	C	Bookings and details - Ray Harkness	1263
Sat 11/06/05	1	Aka's in the evening	Family Shiny	Akatarawa Forest	Ian Dixon	Ian Dixon	T	bookings required	1301
Sat 11/06/05	3	Rally Wairarapa car club- support	Shiny 4X4	Wairarapa	Ray Harkness	Ray Harkness	T	Support for the Car Club Rally	1353
Sun 12/06/05	1	Club Champs Round 1	Club 4X4	-ba-	-ba-	-ba-	A		1302
Sat 18/06/05	1	Ladies Trip	Family Shiny	-ba-	-ba-	-ba-	A		1303
Sat 18/06/05	1	Throphy & Cup Presentation night		PWMC	John Vruink	John Vruink	C	Bookings for dinner.	1360
Sun 19/06/05	1	Shiny individual challenge	Shiny 4X4	Patterson's Farm	-ba-	-ba-	C	Bookings required	1304
Mon 20/06/05	1	Safety Sub-Committee		Carl's	Carl Furniss	Carl Furniss	P		1234
Sat 25/06/05	1	Deadwood Site challenge	Club 4X4	Totara Park Training Area	Roger Seymour	Roger Seymour	C	Deadwood site - talk to Roger about event	1305
Wed 29/06/05	1	Committee Meeting		Wrightsons Porirua	-ba-	-ba-	C	7:30 pm	1214
Sat 02/07/05	1	Terawhit Ramble	Family Shiny	Terawhit Station	Ron Wadhams	Ron Wadhams	C		1306
Sat 02/07/05	1	Deadwood Ridge	Family Shiny	Akatarawa Forest	Ron Wadhams	Ron Wadhams	C		1308
Sun 03/07/05	1	Deadwood running in	Club 4X4	Totara Park Training Area	Roger Seymour	Roger Seymour	C	Shiny welcome - talk to Roger	1307
Sat 09/07/05	1	Tamaki River (over night ?)	Shiny 4X4	Tamaki River	-ba-	-ba-	A		1309
Sun 10/07/05	1	D-Day in Rallywoods	Club 4X4	Rallywoods	Steve O'Callaghan	Steve O'Callaghan	T	Bookings with Steve	1310
Wed 13/07/05	1	Club Night		Petone Working Men's Club, Udy St	-ba-	-ba-	C	7:30 pm	1225
Sun 17/07/05	1	Check out Cave Bay	Shiny 4X4	Cave Bay	-ba-	-ba-	T		1311
Mon 18/07/05	1	Trip Leaders Forum		Petone Working Men's Club, Udy St	Roger Seymour	Roger Seymour	P		1239

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Organiser	Trip Leader	Status	Trip Notes	Trip ID
Sat 23/07/05	1	Foxton Bowl - play time	Family Shiny	Foxton Beach - Bowl	-ba-	-ba-	T		1312
Sat 23/07/05	1	Levin Hills - from Foxton	Shiny 4X4	Levin Area	-ba-	-ba-	T		1313
Sun 24/07/05	1	McKenzie Trail from Foxton	Club 4X4	Foxton Beach	-ba-	-ba-	T		1314
Wed 27/07/05	1	Committee Meeting		-ba-	-ba-	-ba-	C	7:30 pm	1215
Sat 30/07/05	2	Tauani Camp	Shiny 4X4	Tauanui, South Wairarapa	-ba-	-ba-	T		1315
Sat 06/08/05	1	Dicks yard the hard way	Hard Yakka	Akatarawa Forest - Dick's Yard	-ba-	-ba-	T		1317
Sat 06/08/05	1	South Coast and the tip ?	Family Shiny	Wellington South Coast	-ba-	-ba-	T		1316
Sun 07/08/05	1	4WD Familiarisation and Driver Training	Family Shiny	-ba-	Ray Harkness	Ray Harkness	C	Bookings and details - Ray Harkness	1264
Wed 10/08/05	1	Club Night		Petone Working Men's Club, Udy St	-ba-	-ba-	C	7:30 pm	1226
Sat 13/08/05	1	North Range Road	Shiny 4X4	North Range Rd	-ba-	-ba-	T		1318
Sun 14/08/05	1	Odlins road in the wet	Club 4X4	Odlins Road	-ba-	-ba-	T		1319
Sun 21/08/05	1	Deadwood Ridge	Family Shiny	Akatarawa Forest	-ba-	-ba-	T		1320
Mon 22/08/05	1	Safety Sub-Committee		Carl's	Carl Furniss	Carl Furniss	P		1235
Sat 27/08/05	1	Pureora Forest weekend	Shiny 4X4	Pureora and Waiouru Forests	-ba-	-ba-	T		1321
Wed 31/08/05	1	Committee Meeting		-ba-	-ba-	-ba-	C	7:30 pm	1216
Sat 03/09/05	1	Pencarrow or similar	Family Shiny	Pencarrow Station	-ba-	-ba-	T		1322
Sat 10/09/05	1	Long Gully Hills	Shiny 4X4	Long Gully	-ba-	-ba-	T		1323
Sun 11/09/05	1	Wanganui Invite	Family Shiny	Wanganui	Grant Purdie	Grant Purdie	T	date to be confirmed.	1281
Sun 11/09/05	1	Club Champs Round 2	Club 4X4	-ba-	-ba-	-ba-	T		1324
Wed 14/09/05	1	Club Night		Petone Working Men's Club, Udy St	-ba-	-ba-	C	7:30 pm	1227



Repairs and maintenance of all
off road vehicles.

Modifications a speciality.

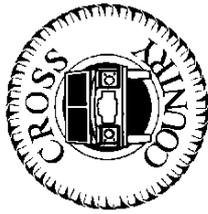
CCVC safety inspections

Contact Carl at

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