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**Cross Country Chronicle
August 2011**



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

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www.ccvc.org.nz

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Cross Country Vehicle Club (Wellington) Inc

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VEHICLE CLUB
Wellington

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

Position	Name	Home Phone	Work Phone	Cellphone	Email
Club Officers					
President					
Vice President					
Immed Past President					
Secretary					
Treasurer					
Club Captain					
General Committee Members					
Driver Training Officer					
Entertainment Officer					
Membership Officer					
Land Access Manager					
New Members Officer					
Newsletter Editor					
Publicity Officer					
Radio Officer					
Safety Officer					
Trip Coordinator					
Competitions Officer					
NZ4WDA Delegate					
Appointments and Other Useful People					
Archivist					
Asset Manager					
Assistant Trip Coordinator					
Club Night Photo's					
Club Recovery					
Help desk					
Membership Database					
External Search & Rescue					
Track Maintenance					
Trophy Officer					
Webmaster					
Welfare					
<u>CCVC Life Members</u>					
Tom Adams	Graham Barr	George Bean (Deceased)	Leith Bean	Peter Boniface (Deceased)	
Stuart Brown	Andy Cockroft	Owen Farghar	Mike Gall	John Hughes	
Bob Jeffery (Deceased)	Heather Jeffery	Ron Johnson	Steve Lacey	Colin Landy	
Phil Lewton	Vern Lill	Bruce Mulhare	Raynor Mulhare	Ron Oliver (Deceased)	
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	Ron Wadham	

WHEN HELP IS NEEDED

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:

Anthony Reid 973 8262 or 027 273 6579 or 021 061 1831

Morris Jury 566 6197 or 021 629 600

Gavin Holden 478 4666 or 027 249 1959

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Editorial Ramblings

WANTED: Society Gossip, Scandal, Rumour, and if all else fails, NEWS! Photos also very welcome

Winter is upon us and sometimes the cold puts you off getting out and about - but there are still good trips to be had on the club calendar. Some may even get to the snow!

John V is away on holiday (Australia I think so no doubt he will be a bit warmer that we will be!!!) during August but is still accepting orders for 40th anniversary glasses if you want to make up a set - just email him and he will sort on his return.

Better go and send this off to the printers, keep sending me stuff!!!

Alan!

We (CCVC) have been advised by the Petone Working Men's Club that everyone who is not a member of the Petone Working Men's Club **MUST** sign in when they enter the club, including CCVC members attending club nights, meetings, etc.

This is standard procedure for licensed clubs and it is a legal requirement that this be done so please ensure you sign in as a visitor whenever you attend CCVC events at the Petone Working Men's Club (if you are not a member of PWMC of course).

It is very important that we comply with their request if we wish to maintain the good relationship we have with them.

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 email to newsletter@ccvc.org.nz or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

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.

Vehicle 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

Pete Beckett

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

Grant Guy

Richard Blair

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

Carl Furniss

Wellington 4WD Specialists
26 Hawkins Street, Lower Hutt
Ph. 04 976 5325

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

CCVC Trophies

We are trying to find out more details on the history of our club trophies and awards: things like previous winners, where the trophy came from, what it was originally given out for, etc.

So if you know anything that we don't know (see trophy page on the website to see what we do know) then please get in touch with a committee member or drop an email to:

newsletter@ccvc.org.nz



National Events

Aug 19-21: Asset Finance Taupo 1000 The longest, toughest offroad race in the southern hemisphere - 1000km of high speed offroad race action over two days. See www.taupo1000.co.nz for more details.

Sept 17-18: Hawkes Bay 4WD Club Tough Truck Challenge Teams of three club trucks (max tyre size 35" & at least 2 winches per team). Two day event with 15 timed sections. On site camping so teams need to be self sufficient. Includes Gwavas forest section too. Contact Errol Lilley on 021 490 244 or email errol@networktech.co.nz

Oct 01-02: Nelson Final of the Mickey Thompson 2011 Oranz National Championship

Oct 08-09: Manukau Winch Challenge More details closer to the time.

Oct 22: National Trial Series Round I, Mt Egmont 4WD Club

Nov 12-13: 9th Annual Ahuroa Volunteer Fire Brigade Fundraiser Rodney Offroad Club. One hour north of Auckland with two runs to choose from (extreme and family), camping available. Costs \$150 (driver & 1 passenger) for 1½ days driving, the farmers dinner, breakfast. Contact Vicki on 027 572 2595 or rambaud@xtra.co.nz

Nov 20: National Trial Series Round II, South Waikato

Nov 25-27: Wellington Winch Challenge To be held at Rallywoods 4WD Park, more details closer to the time.

Dec 31: National Trial Series Round III, Wanganui

Jan 29, 2012: National Trial Series Round IV, Cross Country Vehicle Club, Wellington

Mar 03, 2012: National Trial Series Round V, Bay of Plenty 4WD Club

Apr 7, 2012: National Trial Series Final, Thames Valley 4WD Club

Some details in this column appear courtesy of Cathy Parker, publisher of the New Zealand 4WD and Sport-vehicles magazine. Potential participants should contact the event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.



Club Sub-Committees

The club has the following sub committees running currently (convenor named first, where applicable):

- **60k:** Terence Broad, Ron Johnson, Bruce Mulhare, Antony Royal, John Vruink, Mark Wolstenholme
- **Club Recovery:** Anthony Reid, Morris Jury, Rodney Bracefield, Gavin Holden
- **Competition:** Neil Blackie
- **Deadwood:** Paul Adams, Roger Seymour, Neil Blackie, Morris Jury, Nick Martin, Dennis Mckinley, John Vruink & Ray Harkness
- **Emergency Comms & Radio:** Ian Hutchings, Grant Purdie, Rodney Bracefield, Jim Johnson, Phil Lewton, Rick Smith, John Vruink, Mark Wolstenholme, Murray Wills, Steve Mercer, Tony Brown
- **Land Access:** Grant Purdie, All trip leaders
- **Police Search & Rescue (SAR):** ???
- **Safety:** Murray Taylor, Carl Furniss, Peter King, Steve Mercer
- **Trip Leaders Forum:** Charles Odlin, All trip leaders
- **Web Project:** Murray Wills, Grant Purdie, Stefen Cook, John Parfitt, Mike Stevens

The club also has the following external organisation liaison people:

- **Akatarawa Recreational Access Committee:** Ralph Dobson, Charles Odlin & Grant Purdie
- **Dept of Conservation Head Office Liaison:** Paul Adams
- **Foxton Beach Coast Care:** Bruce Mulhare, Grant Purdie, Russell Stevens & John Vruink
- **Friends of Belmont:** Stewart Burrell
- **Greater Wellington Regional Council:** Grant Purdie
- **Horowhenua District Council:** Grant Purdie
- **Tread Lightly!:** Ralph Dobson
- **Wellington City Council:** Grant Purdie & Barry Insull



Presidents Piece

Welcome to winter, after a mild start we have now had the weather that keeps us living in this paradise, not!. For those that missed club night we had Stu Barton from the Tararua Club telling us about an amazing trip through Namibia and Botswana he did a couple of years back in a hired Land Cruiser camper.

The web sub-committee has been working hard and are so very close now to launching the new club web site, a huge effort and it should make life easier for those that need to keep the information up to date, hopefully it will be more user friendly for all.

We look like introducing a new vehicle inspector in the upper valley to replace Gary Young from VTNZ who re-tired earlier this year, Gary did a great job for years and is now taking it easy.

The Suzuki has been out a couple of times over the month, a trip down Karori stream with Ray and Dennis to check out the Petone Working Mens Club's fishing hut. Twenty stream crossings down to the sea and finding a great spot with a warm fire burning, the pot on the stove and a view looking out to the Karori Light with the swell crashing in. I for one am keen to spend a few summer evenings down here, an away trip on our back door step.

Next outing was again around the coast on Barry Insell's planting trip with the Council ranger. Turned up at the appointed time to find Barry busy on the phone trying to locate our plants, half an hour later the truck turned up with a tray load of plants native to this area. After unloading the plants twenty odd trucks headed around the coast to the first planting spot. Out with the spades and grubbers we soon had a few hundred natives planted, a few rocks around their base to give them a chance against a howling southerly. It was good to see Andrew and Thomas Gee out in the family Jeep sporting a new set of Cooper AT's, well done on winning the main prize on awards night. The day started off cold but as the morning progressed it warmed up as we moved on to the second spot after negotiating Devils Gate. The only recovery of the day was the ranger who followed the little red zuki down onto the beach but failed to keep up. Ricks V8 80 series cruiser soon had the convoy moving again as we made our way back to Ross Perkins' bach for a cup of tea and a couple of sausages. A good day and a great effort by the club putting something back into the community, well done.

A few winter trips coming up over the next few weeks, we have tons of rugby commitments but still hoping to get out in the mud. See you all club night.

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South Island Summer Escape

Suzi Blue's tales of Day 5

Piano Flat to Borland Lodge via South Arm of Manapouri

Hello! *Suzi Blue* here again to tell you about a part of my holiday in the South Island with my friends. I woke just after it was daylight at a very idyllic setting beside the Waikaia River at a place called Piano Flat (that's what the humans called it anyway....I didn't see or hear a piano!) after a pleasant sleep lulled by the gently flowing river. My two humans Graeme and Linda were still asleep in the tent with the awning attached to my side, so I could reflect on the strenuous time I had the day before. It had been a climb up to the top of the Old Man Range where we could see around at all the mountain ranges we had climbed before and others we still had to climb. The views were fantastic! Then the fun began! Coming down Whitcomb Rd was an exciting adventure. Graeme tied a bra on me.... "I'm a big girl now"!!! The bra was to push aside the muddy water I would encounter on the track and stop it getting in my engine. The water was still cold and thick like mushroom soup and it was out of one soup bowl and into the next all the way down the hill. One bowl hid a rock step and I bent my sill on it. The trip down was tiring especially as it took a while for all my friends to clear each mud bath and some had to be helped through. I did it all under my own steam though.

Once Graeme and Linda had pulled down their tent and had their breakfast, (where was mine?) they shoved their gear in through my back door. I do wish they would be a bit more gentle when they do that, my walls aren't made of elastic. Graeme does have a set place for everything and then it all has to be tied in with a ratchet tie-down. Actually I wouldn't want it falling all around as I am trying to negotiate obstacles. That has happened before and I don't want to repeat it!

We went on the black stuff and shingle to the Borland Lodge and waited while *Mr T's* driver Murray talked to the camp people. We went up the Borland Rd hill and the humans had lunch at the very picturesque summit. I am so glad that Graeme gave me some lovely presents this last year. Among them was a new radiator so I don't struggle up hills any more. I can just keep my cool and not get hot and bothered. Other presents this last year have been a new muffler, (after my last one was rearranged on another trip) header extractors, new petrol tank and bash plate. I have had a new snorkel fitted, (actually this is my second one as the first one kept making me very thirsty...just not big enough....I couldn't breathe properly) front bearings and brakes, running lights and new seats. New seatbelts had better be next so I stop ejecting my navigator! I also had this metal thing mounted on my roof and it wasn't until we started this camping thing that I realised that it was to

(Continued on page 8)

CCVC 40th Anniversary Glasses

One 40th anniversary glass (as shown below) was given to each club member attending the recent 40th anniversary dinner - there are still some available for members who were unable to attend or for those members that would like to make up a set of six (or more?). If you would like more they are \$7 each and should be ordered directly from John Vruink by email to john.vruink@xtra.co.nz



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put an awning on.

The route down to the Grebe lookout was a good shingle road. All the humans got out to admire the view and spot the hunters they could see beside the river, but then *Prado Purple* arrived in with steam or smoke pouring out of his engine. Oh No! What had happened? The bonnet was gingerly opened. It was steam from a broken water hose. He was left there to cool down while we all travelled down to the South Arm of Lake Manapouri and David went with *Bas* (Max and Gillian). There were lots of photos taken there, rocks gathered (Oh No not again!) and pesky sandflies which plagued the humans. They were all doing their version of the Aussie sandfly wave and slap! Once back at the Grebe lookout, *Dozer's* mate Greg and *Digger's* mate Wayne (actually Greg and Wayne were every truck's mates) peered into *Prado Purple's* engine and fixed the problem with a piece of hose with a bolt through it to seal it and with three litres of water to fill it. I talked to *Prado Purple* and he said that "The fuel leak I had from Day 3 on, which David has since found was caused by faulty fitting of a washer, caused a rubber cap over an unused outlet from the engine coolant (radiator water) to perish and burst." The engine temperature was very hot so it was lucky that he stopped at the lookout.

I was hearing some interesting comments over the radio about others of the group, *Orange Peel*, *Black Rat*, *Runner*, and *Cooky* who had gone to explore a zigzag track. *Black Rat* told me later that the zigzag was a pretty steep climb and the surface became very loose. *Orange Peel* and *Black Rat* went up it first but Liz (*Black Rat's* navigator) elected to stay at the bottom. Bernice (*Orange Peel's* navigator) bailed out close to the high point just before they had to make a steep hairpin turn within the legs of a pylon after which the surface became very loose and they both had to scramble up it using their lockers. *Cooky* followed but he got stopped by the loose surface (he was after all only in 2WD due to some problem he was having with his front hubs) and I think *Runner* (driven by John) was following closely and he also came to a standstill. *Runner* slowly backed down but *Cooky* had a tougher journey. He said he was reversing back a metre and it took two metres to stop, very close to a drop off. Noel was heard to have commented over the radio on having a 'sphincter clenching moment'. (I had to cover my ears after that comment) It was very steep over the edge on 3 sides and he couldn't see the track so had to rely on his navigator to direct him. Steve said that he thought Helen (*Runner's* navigator) bailed out at that point and slid down the track to the bottom. Ian and Steve walked on up the track a bit more but there was a further steep zigzag and the track ended after less than 2 km so they just drove back down.

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While all this was happening I was having my own challenges. Graeme went to start me and just got a click. My battery was dead. *Bas* had to resuscitate me with his lead thingies and when he took it off I backed around to start off, let out an extremely embarrassing burp and black road dust exploded out my snorkel and my engine died again. Oops! Sorry about that but better out than in I suppose! All the humans around said it pointed to a dead alternator. Couldn't be! I had only had that one for just over a year. But yes it definitely was. *Bas* tried resuscitating again for 15 minutes this time while all the humans stood in the shade of a bush as it was so hot. I had to stand in the heat, surely a bit of moral support wouldn't have hurt them. My driver and navigator then hopped in, the lead thingies were detached and we were off, only to get about 10 -12 kilometers down the road and my engine died again. I had to wait embarrassingly by the side of the road as all of my buddies raced past and waved until *Mr T* turned up to resuscitate me. We managed to get to Borland Lodge and the humans pulled my alternator apart while the navigators started cooking a meal. It was found that my alternator was so full of mud and dirt that the brushes weren't coming down and making contact with the armature. Whatever that means....I overheard the humans talking about it! I thought that mud from the day before was bad! A good wash in hot water and my alternator was as good as new. It's amazing how good a Detox is to one's inside parts! It cleans out all the rubbish. I was able to sleep very soundly that night although it was quite late before the humans finished operating.

On the last day of the trip, down the bottom of Skippers, I was just too tired and I threw a tantrum and broke both rear bearings which in turn meant that my brakes stopped working. Graeme nursed me out by using 4wd engine braking only and I limped into Queenstown where I had to spend 24 hours at the garage. It was scary

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Grass planting, Wellington south coast, July 2011





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June 13th 2011

742 Te Whiti Rd
RD 4, MASTERTON

The Cross Country Vehicle Club
P.O. Box 38-762
Te Puni 5045
WELLINGTON

Attn: Mr Ralph Dobson, President
Mr John Vruink, Entertainment Officer

Dear Ralph and John

Thank you for a most memorable 40th celebration dinner last weekend which Janise and I both enjoyed. It was a great time to catch up with old friends, make new acquaintances, enjoy old film footage and come up to speed with how the club is progressing now. Judging by the good turnout the club is in good heart and excellent spirits and we wish you well.

Thank you too for the commemorative badges that have been given to me over the years and I am proud to have.

The CCVC trophy and Deadwood Safari shield have been returned to the club as we believe they are not only historical but reflect the early competitive spirit that was so enjoyed by the initial club members and which I was proud to be part of.

I noticed the great Deadwood Safari posters around the hall and wondered if you had one to spare? Reason I ask is because the poster depicts my old 'Landcruiser'. It would have pride of place in my workshop!

My thanks as well to Clarence for his printed interview, also on display at the reunion. We had a most enjoyable afternoon here with him and Bruce Mulhare some months ago.

Yours Sincerely,



Tony Street



NATIONAL OFFICE
RED CROSS HOUSE
69 MOLESWORTH STREET
THORNDON, PO BOX 12140
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NEW ZEALAND
TELEPHONE 64-4-471 8250
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WEBSITE www.redcross.org.nz

D Kibblewhite
Cross Country Vehicle Club (Wellington) Inc
PO Box 38762
Wellington Mail Centre
Lower Hutt 5045

2 June 2011

Dear Dave

Thank you to everyone at Cross Country Vehicle Club (Wellington) Inc for helping us to support those affected by the February 22nd Christchurch earthquake.

Caring organisations like yours made it possible for New Zealand Red Cross to respond immediately to this disaster. Our trained Emergency Response Teams are on the ground doing what ever they can to help the rescue and recovery efforts and our hardworking volunteers have set up welfare centres across the city to assist the most vulnerable at this time.

Donations from Cross Country Vehicle Club (Wellington) Inc will help people right across Christchurch get access to clean water, food, shelter, comfort, reassurance and practical help. It will also fund the provision of blankets, tents and water containers to those worst affected.

In the coming days and weeks as different needs are identified, rest assured New Zealand Red Cross with your help will be committed to meeting them in the short and long term.

With sincere thanks

John R Ware
Chief Executive

Supporter: 442533



OFFICIAL TAX RECEIPT

Receipt No: 506508

New Zealand Red Cross gratefully received from Cross Country Vehicle Club (Wellington) Inc a total donation of **\$2500.00** on 2/06/2011.

Signed:

John R Ware
Chief Executive

NEW ZEALAND RED CROSS
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GST NUMBER: 10-386-950
Charities Commission Number: CC21860

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in the dark....I didn't know anybody, all my friends were in Wanaka and strangers were tampering with my back end while I had to sit suspended up in the air.

At the final dinner I got an award for being the baby of the fleet as I had to be fed little and often throughout the trip.

Thank you to *Polcat* and *Mr T* for a great trip, to *Dozer* and *Digger* for their MacGyver boxes of tricks and *Bas* for his lifeline. Thanks to all the rest of the team for their help and support and for the great fun we had.

Suzi Blue



Akitio 9th / 10th July

This trip is being written by me (Stewart) as my last visit to this region was with a less than reliable truck so I decided to take Daise (the bright Orange shorty Safari) on this one. As I was going away my then 'probie' (apprentice trip leader) Gregg managed the bookings. I am very happy to have had Jim's support on this to reclarify where we go on this trip and make the necessary contacts with the landowners.

Our day started out with a meeting for those keen at The Wild Oats cafe in Carterton for breke at 7.30am, (this of course meant getting up and leaving home around 6.45am! so much for a sleep in!) given the previous bout of bad weather and the impending storm predicted for the region it looked like we would either be washed out or get some breaks allowing for a nice trip.

At the meeting point in Carterton, most called in to either partake in the breke with a roaring log fire going of pick up a latte, we have a nice leisurely start to the day and left the cafe for the meeting point at the Matakana / Castlepoint roads for 10.30am with the sun out and quite pleasant with around 12 trucks. After the meeting and briefing we followed the A framed trucks to the river crossing point at Matakana. The river whilst a bit higher was still ok to cross after the landowner unlocked the gate to let us thru.

I had had a couple of calls from land managers advising certain parts condition so we had some choices to make as we progressed thru the trip. Our day had started in the sunshine and we made our way through the first farm in what was very good condition farm tracks that had had some recent maintenance. After a diversion through our first field all truck were covered in mud looking like we had just driven through a mud bog! One road std suzi had to be towed as the track required extra pressure on the loud pedal to get through.

We meandered our way over the hilly roads that were in remarkably dry condition complete with dust as the road and track wound its way up the coast to the next property. We all had a stop at the forest gate to savour the view back to Castlepoint which whilst clear skies had the sea haze over it encouraged by a keen breeze. The next farm was just as dry on the roads but the moment we hit the grassy areas it was quite slippery, momentum our friend again. This got us thru the second farm with a ride of 15 minutes or so on gravel road to Akitio and the accommodation centre for lunch and unpacking. Lunch was had with Sarah and Gareth staying at the centre for the afternoon watching over things for us whilst we were trying to get thru the next bit.

We drove north out of Akitio along Coast / River roads to Glenora road turning off into the station over a bridge that had you thinking (what weight can this carry? hmmm...) once through the gate we followed the road for a few kms before having to take a left gate which took us into the property further, the road petered out to a track and this is where the fun began in a gully entry Mrs Jim (Fiona) got sideways and has steam coming from the engine, turned out a wire for the cooling fan was not connected and the truck was not in 4wd (no front hubs locked??), after these were sorted away she went. The downhill through the creek and rise up was getting muddier as each vehicle went through with the hard option becoming even harder after Charles, Ross and a couple of safaris dug things out.

We proceeded around the track which whilst flattish was very heavy in places requiring driver concentration to navigate through. As the track wound along with the flat parts being a challenge the hills were very dry until we came to a particular downhill section with was so greasy the left hand ditch became the safe way down. We took the next path through a stand of trees and creek up a hill and struck about a foot (300mm) thick boggy corner! The clay was so thick and gooey even the tuff trucks resolved it was impassable; my truck with

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all wheels spinning looked like a stranded crab as I came to a standstill. The drivers came up for an evaluation of next action and it was agreed that we should turn around and go back as there was a more difficult bit ahead that would be worse than the bit we were in.

The return challenge was the slippery down section which after Charles and Ross got up in readiness to pull or snatch other vehicles turned out all drivers gave it heaps of right foot and all got up, I maintain I dug it out for them (Go Daise!). We all managed to get back after another play in the gully which by now was impossible to climb even by Charles and Ross. Shamus and co looked like the blues brothers in zoot suits covered in mud complete with black

sunnies in Jims new buggy with no mudguards. As we went through the property exit some reaired back up for the return to the accommodation just as a storm from was developing resulting in some spectacular lighting and thunder claps, this went on into the night out to sea where you could see the flashes hitting the ocean.

Dinner was had at the hall and then some went to the boating club to see how we went in the rugby, they came back wishing they hadn't as the Crusaders lost to the Reds! The next morning after a good sleep and breke we cleaned the hall and departed around 8.45 south toward Castlepoint, except we had some challenges climbing a big rock out crop on the beach and took the beach route with a slightly high tide lapping at the wheels in places, water bits on the track and of course the obligatory sand dune challenge! How far can you climb up the dune? This proved to be the challenge of the day, I am pleased to report that I did make it up and was happy with where I got to, Charles and Mike took the petrols up further and then Jim and Shamus took the suzi's up further still anas well as along the dune sideways and back down! Not quite making the top crest but a long way us just the same.

After this fun we had some great beach driving to get back along to the exit point requiring that river crossing in what had been rising condition from the nights rain arriving at 12.00, sure enough the river was up! With Daise being behind Jim I was first in and through to show the others all was ok.

After all managed to get back over the river this was air up time and farewells to what was a great weekend of 4wheeling, no scratchy bits and lots of options, Thanks to Greg for your support and Jim for showing us around, this trip would be suitable for Shiney trucks in summer so watch out for it, we will be running a trip around then.

Cheers Stewart, Jane, Zac and Daise.



Date	Name	Organiser	Category	Place	Status	Notes
Aug 2011						
Monday 1st	CCVC Hideaway (New year trip) - Book by Date!!	Graeme Millard	Family Shiny	Coromandel		
Monday 8th	CCVC Trip Leaders Forum	Charles Odlin	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 10th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 13th	Akar's in the cold - Book with - Graeme 04 5267636 or 029 2001700	Graeme Millard	Family Shiny	Akatarawa Forest		
Saturday 20th	North Range Road and Takapauni Road - There May be Snow - Book with David 0274510361 or email david.coxon@xtra.co.nz	David Coxon	Family Shiny	Manawatu - North Range Road Takapauni Road, Manawatu		
Sunday 28th	AKAS Revisited with POLCAT - Book with Stewart polcatz@gmail.com	Stewart Burrell	Family Shiny	Akatarawa Forest	Confirmed	
Wednesday 31st	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			
Sept 2011						
Tuesday 6th	CCVC Safety Sub Committee Meeting	Murray Taylor	Meeting - 19:30	-tba-		
Saturday 10th	Conservation Week tour of the South Coast - Bookings Essential	David Sole	Shiny 4X4	Wellington South Coast/Red Rocks & Long Gully		
Wednesday 14th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 21st	Scoones in the Forest - Book with Graeme 04 5267636 or 029 2001700	Graeme Millard	Family Shiny	Akatarawa Forest		
Wednesday 28th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			
Oct 2011						
Wednesday 12th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Friday 21st	Ohinewairua (Taihape) for Labour Weekend - Bookings Essential	John Vruink	Shiny 4X4 / Club 4X4	Ohinewairua Station, Taihape		
Wednesday 26th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			
Saturday 29th	Terawhiti Beach Clean up - Bookings Required	-tba-	Shiny 4X4	Terawhiti Station		

Are you a new member? Do you get the News emails from the club? Do you have access to the club's website member-zone? 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 (person who administers the list servs)
- Trips@ccvc.org.nz (Trip Coordinator)
- Newsletter@ccvc.org.nz (to send stuff to the newsletter editor)
- Database@ccvc.org.nz (membership database administrator)
- Access@ccvc.org.nz (Chairman of the Land Access Management Committee)
- NZFWDAdelagate@ccvc.org.nz (NZ Four Wheel Drive Association delegate)
- Treasurer@ccvc.org.nz (club treasurer)
- Welfare@ccvc.org.nz (club welfare officer)
- David.coxon@xtra.co.nz (Club night photo submission)
- Helpdesk@ccvc.org.nz (any general questions)

Trip Categories

The following trip category definitions, plus any *additional* requirements specified on individual Trip Information Sheets, will be enforced, for safety reasons. Trip Leaders will turn away vehicles or drivers that do not comply. The vehicle and driver requirements given here are a summary of the full requirements listed on the club website. Please refer to www.cvc.org.nz for a definitive list of requirements.

For all Categories: All open or soft-top vehicles must have a roll bar or roll cage.

All Categories **other than Family 4X4** 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.

Family 4X4:

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, particularly important are experience in stopping, failed hill climbs, steep descents and sidelings. Club members must have completed CCVC Driver Training and participated in at least 2 Family 4X4 trips after becoming a member.

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.

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. Club members must have participated in at least 2 Shiny 4X4 trips.

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.

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, must have approval of Trip Leader. Club members must have participated in at least 3 Club 4X4 trips.

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



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