



VEHICLE CLUB
Wellington

Cross Country Chronicle August 2013



The Official Magazine of
The Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762, Te Puni 5045, Wellington

The club meets at 7:30pm on the 2nd Wednesday of each month at the



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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

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26 Hawkins Street, Lower Hutt
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34 Goodshed Road, Upper Hutt
Ph. 04 527 7274

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



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.

Upcoming National Events

Aug 24: Waikato Winch Challenge

Waikato one day at Waingaro. SH22 about 10min north of Waingaro Hotsprings hosted by the Waikato 4WD Club. Scrutineering starts 8.30, followed by 8-9 short stages. Open to all club vehicles, road legal or not but vehicles to have a six point cage. Wire or synthetic winch rope allowed and tyre size limit 37 inch. \$20.00 per vehicle limited to 20 vehicles.

Aug 31: Desert Defenders WINTER WOOLIES 4WD

Fundraising in support of Variety the Children's Charity and kiwi kids locally in association with Manawatu 4WD Club. A winter fundraising run onto NZDF land on the eastern slopes of Mt Ruapehu. It will be a one day run for medium / average drivers. Subject to weather and track conditions and landholder approval. Club trucks welcome. The cost is \$100 per vehicle and we are providing meals on top of that price. Priscilla promises hearty, hot and delicious breakfasts and dinners. Lunch will be good too! There will be free camping at the Karioi Domain on the Friday and Saturday night. The hall will have the fire going for eating and socialising only, so if you're camping bring the -6 degree Sleeping bag and your best polyprops! There will probably be snow, sleet and if we're lucky FROST! The hot showers are working at the hall for the brave campers. Vehicles will need; Good tyres, Fire extinguisher, First Aid kit, tow ball removed, mark your recovery point with yellow insulation tape. For those ordering meals BYO Plates, cutlery, Cup, Thermos for soup and another for Coffee also BYO refreshments for after dinner. Recommended but not compulsory - PRS Radio, Wet weather clothing, Extra set of warm dry clothes and boots. For further queries please contact Kandy & Craig Mott 06 38 58090 or 021744573. email: kandy@motts.co.nz or Robert & Cilla Stout 06 3859435 or 027 282 2265

Sep 06-07: Mainland Winch Challenge Rnd 4

Queenstown. Scrutineering on Friday 6th September at Grant Road, Frankton followed by 10 challenging stages on Saturday at new venue. For further details see the website www.mainlandwinchchallenges.co.nz or phone Bert Chandler on 027 422 4582.

Sep 06-07: Rotorua Winch Challenge

Subject to land access confirmation

And further ahead:

Sept 13-15 Taupo 1000 International Off Road Race

Some details in this column appear courtesy of Cathy 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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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
- **Community Response Group:** Steve Mercer, Mike Murphy, David Coxon
- **Competition:** Neil Blackie
- **Deadwood:**
- **Safety:** Murray Taylor, Carl Furniss, Peter King
- **Trip Leaders Forum:** Steve Mercer, 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

Central Districts 4x4 Club Amazing Race: Sunday 28 July

Having purchased our "new" touring vehicle; a Mitsubishi Pajero 2.8litre diesel (now called "Grasshopper"... and no we haven't retired Suzi Blue) we needed to check it out on an easy off road experience. Hence this is why we left home just before 6.00 am to travel to Fielding for an 8.00 check-in for the Amazing Race. It had been advertised as an on-road/off-road fun day and the organisers stipulated mud tyres and road transport standard. Perfect! We borrowed the mud tyres from our son Brendon who hasn't been off road for ages. They had to be de-beaded, reset and fitted with longer wheel nuts so at \$\$\$ later we had them ready to go. We doubt that Brendon will get them back in a hurry!!! We will need them in January for the South Island Touring

Trip anyway.

We watched an amazing fiery sunrise to the east when we were around Sanson, saw the wind turbines in silhouette and arrived at Fielding Repco a few minutes before 8.00. The organisers had done a really terrific job of organising the props, cryptic and road clues; and we visited during the day many of the local businesses in Fielding and beyond.

We were paired (or in our case trebled) with another vehicle for safety's sake and our team members were locals who knew the area. Vehicles left about 10 minutes apart and we were given a list of instructions and an ID card. There were some tasks which were completed by one member only, with no swapping if the task got difficult. The task had to be completed or you couldn't get your next clue and you may not be able to complete a task further down the track. That all sounded pretty reasonable, so how did we misinterpret our first clue, when it clearly said "Field of Man" and end up at the Stock yards which was the second clue. That was fascinating as we weren't sure what we were looking for and we stumbled on the orange flag and a bag of stones with the clue inside. Were we to take the stones or what? We did take them in case they were needed later. They were...to hit tiles placed up high on a steel structure in a quarry!

(Continued on page 7)



CLUB RADIO CALL SIGNS

The Club uses a series of radio call signs in the Kxxx series to meet our licence requirements. Once you get on a trip you soon know what call sign is tail end charlie etc for the day. But basically if you don't yet have a Call Sign you are not authorised to use the Club radio licence.

Call signs are available to financial members on request to database@ccvc.org.nz

So if you have purchased a suitable radio for CCVC use, make sure you get a call sign allocated.

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CCVC Life Members

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

(Continued from page 5)

Local knowledge was certainly an advantage to knowing where e.g. Manfield, the Stock yards, the mini golf, "display of items gone by" or McDonalds were. Actually the clue there read "drive through the place where the old man had a farm - e.i.e.i.o." We were given free cokes and small fries each, which was a really nice touch. The organiser had us returning to Manfield to find our clue (oh we were to take the stones; that was lucky!) and 2 large bags, after we had completed 3 laps of an off road 4-wheel drive speed circuit behind the recycling station.

Graeme was nominated to do the golf, tile hitting and clay bird shooting. I choose the ones where we had to find a clue in the vehicle museum, gather 6 cans to drop at the recycling station, walk across a bridge in the forest; and search for plastic ducks in a paddock. Actually the ducks were in a wetland area which necessitated wet feet. One task had us bottoms up searching for a plastic bag with a stone and a clue in a large pile of sawdust. We found two of the three clues for our group and a few other numbers but after searching for about 30 minutes we decided to waive the third and risk it. The next clue didn't indicate that we would have needed it later.

One vehicle in our convoy was a Suzuki. Unfortunately that Suzi was having trouble starting, so at every location when he stopped we had to either push him or he was towed to crash start.

The organisers had thought at one point that we all had passed the flags to get us to a river and had consequently removed them. Luckily the farmer was moving stock and directed us and we had to travel 4 km up the river, crossing the river many times; with soft sand in many places; to another flag on the bank. On the first river crossing the old Army Landrover in our group got stuck in the river and in trying to get out dug himself into a hole. We shot through beside him and hooked up with his strop. He was well and truly stuck and the first pull snapped his strop.



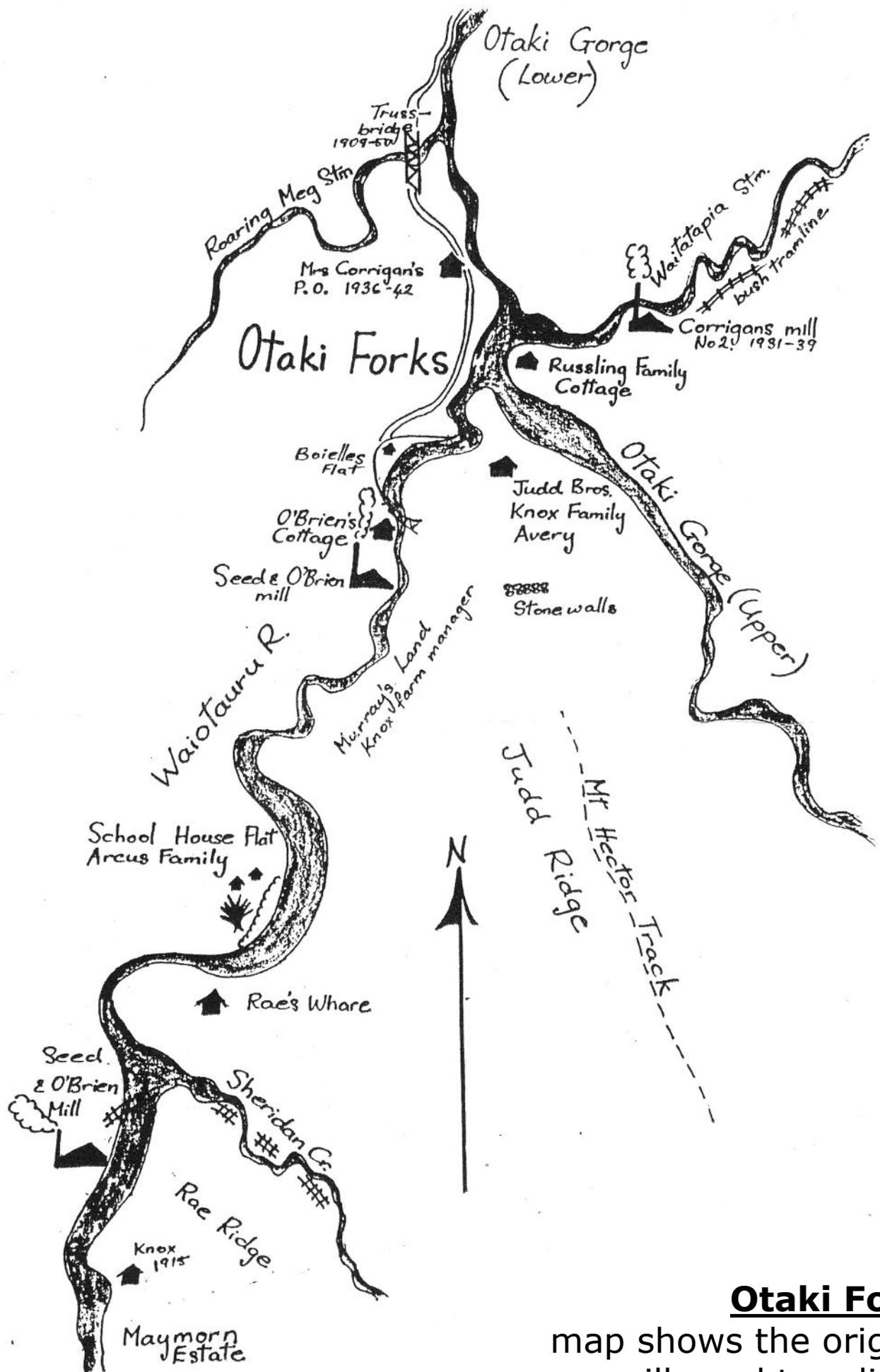
It was probably as old as his Landrover. He managed to reverse out and then took a different line. However his vehicle wasn't working exceptionally well in water and at every crossing he needed to change gear (Ian said that it appeared to be starving for fuel) and consequently got stuck. The Suzuki pulled him out each time and his navigator got his workout with the strop. It seemed that we had to constantly PUSH the Suzuki and PULL the Landrover, while we just trundled along behind! The force of the river did however pull our front number plate off and we had to get a new set throughout the week.

At one locality we had to use the 2 bags we gathered at the first location, fill them with pine cones in a forest and tie them with the string we were given at the 4th location. Our thought was that the organisers needed pinecones for their fire and we were the suckers who had to gather them. Later when we had to pick up a clue at a woolshed we felt sure that we would have to drop off the 2 bags of pine cones. No, we carried them to the end!

We were so far behind that the organisers cut our clues short and we had to travel directly to the Hansen's Café in Kimbolton for coffees, where various spot prizes were given out and the bags of pinecones were auctioned off to raise money for that club. Ian, who missed his clue in the sawdust was singled out for "cheating" (how did they know that!) and not completing the event. It was a pity he didn't win a new strop, as one person did! Every driver however received a prize.

We left and drove the 2 hours home and watched the vibrant sunset over the sea at Pukerua Bay. Thank you Trevor and Rosalie (Central Districts 4x4 Club) for all the organisation to make it a great day out and the opportunity to give "Grasshopper" a shake-down for other trips.

Linda Millard
Grasshopper



Otaki Forks
 map shows the original
 sawmills and tramlines.



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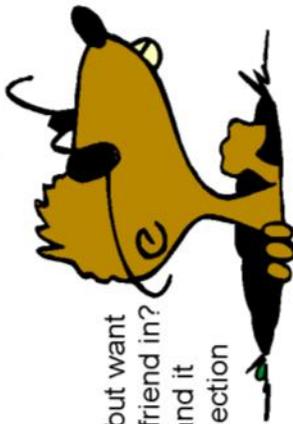
Go on – step outside your comfort zone and write something for the magazine. Even just a few sentences. You don't have to have been stuck or done anything embarrassing, the rest of the members just like to read your perspective on anything related to the club.

SO WHAT CAN YOU WRITE ABOUT?

How about a trip report? So you enjoyed the trip and would love to share your experiences but are not quite sure who was on the trip or where you actually went.

Call the trip leader and they will give you the details you need to tell your story. It can be as long or short as you want - even a couple of sentences will be well received.

Not sure you want to write a whole report, but want to share that silly / funny incident or dob a friend in? Send a mole report to mole@ccvc.org.nz and it might end up in 'The Mole Report', a new section of the club mag.



Writing not your thing?

How about sending some photos for club night. We are keen to have a selection for photos for each trip so here are some guidelines to make it easy for everyone:

Try to pick your best dozen or so photos – we can't show too many on the night so lets make it the best ones.

Photos need to be with me before 8:30pm Monday night. That way I can set them up on Monday night and get them to John on Tuesday night so he can get them ready for Wednesday night.

If you can do so, resize the images to 1152 x 864 pixels (or use a lower resolution setting on your camera). This makes the images small enough to email to david.coxon@xtra.co.nz. Alternatively put your pictures on a CD and call me to arrange to get the CD to me. My contact details are:



463 4263 (w)

567 4501 (home before 8:30)

027 451 0361 (m)

Takapari Road Trip

Rabbit volunteered to do the trip report, probably because, as he was following David, most of the photos included him.

The photos kind of tell the story best, especially some people's amazing response to seeing a bit of snow!



It's incredible how quickly you can go from seeing a little bit of snow, just right for throwing snowballs and taking that picturesque shot...

...to having a bit too much!



We never really had too much, but as the depth had increased hugely in just a couple of hundred metres, and safe turning places were not too abundant, we decided to call a day and head back down.

David seemed to think turning a Suzuki round was no problem at all.

On the way back down we decided to look for a place to stop and have lunch but as it was drizzling, Rabbit's navigator had a moment of inspiration and suggested the Irish pub. A quick vote and we were on our way.

After just a few worried comments from Rabbit along the lines of, "You do remember where the pub is, don't you?" the pub, better known as The Waterford, appeared and lunch was had.



Lunch over, we headed off to the North Range Road, the entrance to which we almost missed. Not a lot had changed since we were last there but the sheer number of wind-turbines was still

awe inspiring.



Although most of the road is well maintained, the bit in between had some fun puddles and a few deep ruts.





END OF
MAINTAINED
ROAD

I guess someone got annoyed, or maybe they were just bored.

And then it was all over, and time to head for home. Good trip, good friends, good food and conversation. Nice one David!



The Rabbit



The Takapari Road



One day I was walking down the beach with some friends when someone said 'Look .. a dead bird!' Fred looked up at the sky and said...'where?'

While looking at a house, my brother asked the Estate agent which direction was north because he didn't want the sun waking him up every morning. She asked, 'Does the sun rise in the north?' My brother explained that the sun rises in the east And has for sometime. She shook her head and said, 'Oh, I don't keep up with all that stuff.....'

My colleague and I were eating our lunch in our cafeteria, when we overheard an admin girl talking about the sunburn she got on her weekend drive to the beach. She drove down in a convertible, but said she 'didn't think she'd get sunburned because the car was moving'.

Southern Safari 2013

28th October to 10th November

Starting in Picton and traveling over some of the South Island most scenic tracks and ending in Bluff.



(Mitchells Cottage)

Accommodation:

We will be staying in camping grounds each night where there will be a good selection of accommodation.

Meals:

Meals will vary from meals provided by local schools to restaurants.

Cost: \$10 / vehicle / day plus food & accommodation

You choose:

You can do as many days as you want, but numbers are limited and people doing the full trip will have priority.

Booking open 1st August



(Hawkdun Range)

CONTACT
JOHN McDONALD
 SOUTHERN ZONE
 PRO
 03 308 0443
 szpro@nzfwda.org.nz



Monday 28th October

[Staying at Tahuna Holiday Park Nelson](#)

The Marlborough club will be taking us over some scenic tracks in the Marlborough Sounds area.

Grade 2

Tuesday 29th October

[Staying at Kiwi Park Holiday Park Murchison](#)

The Nelson club will be taking us over the Porika & Braeburn Tracks to Murchison.

Grade 2

Wednesday 30th October

[Staying at the Reefion Domain Camp](#)

The Nelson club will be taking us over Mike Dredges 4x4 bush tracks in the Murchison area.

Grade 3-4

Thursday 31st October

[Staying at the Reefion Domain Camp](#)

The SINDA club will be taking us over Napoleons Hill, one of the iconic tracks on the West Coast.

Grade 2

Friday 1st November

[Staying at the Geraldine Kiwi Holiday Park](#)

The SINDA club will be taking us through No Name Rd, then over Arthurs Pass to Geraldine.

Grade 2-3

Saturday 2nd November

[Staying at Black Forest Station, Lake Benmore](#)

The Mid-Canterbury club will be taking us through the Te Mona Gorge, ending up at Black Forest on the shores of Lake Benmore.

Grade 2-3

Sunday 3rd November

[Staying at Omarama Top Tem Holiday Park](#)

The Mid-Canterbury club will be taking us through the Black Forest Rd, then the Land Rover Owners Club Otago will take us on a 1/2 day trip in the Otematata Area.

Grade 2-3

Monday 4th November

[Staying at Ranfurly Holiday Park & Motels](#)

The Land Rover Owners Club Otago will be taking us over the Omarama Saddle and down into Naseby via the scenic route.

Grade 2

Tuesday 5th November

[Staying at Ranfurly Holiday Park & Motels](#)

The Otago Recreational 4WD club will be taking us up the walking spur to Mt Buster.

Grade 2

Wednesday 6th November

[Staying at The Chalets Holiday Park, Cromwell](#)

The Land Rover Owners Club Otago will be taking us over Thompsons Road then along Rugged Range ending in Cromwell.

Grade 3

Thursday 7th November

[Staying at The Chalets Holiday Park, Cromwell](#)

The Otago Recreational 4WD club will be taking us along the Old Man Range to the Obelisk, returning via the Waikaia Bush Rd.

Grade 2

Friday 8th November

[Staying at Hectors, Kingston](#)

The Land Rover Enthusiasts Club are going to take us through the Hawksburn & Nevis roads.

Grade 1-2

Saturday 9th November

[Staying at Te Anau Top 10 Holiday Park](#)

The Otago Recreational 4WD club will be taking us up Eyre Creek sand fly country so bring the repellent.

Grade 2

Sunday 10th November

[Staying at the Ascot Park Hotel, Invercargill](#)

TBA

Please Note: Trip may change due to weather or access requirements.



(Mike Dredges Farm)

Track Grading:

Grade 1: Family Shiny

Easy scenic tracks

Grade 2: Shiny 4x4

Novice drivers, scratches & mud possible.

Grade 3: Club 4x4

Some experience required scratches & mud likely.

Grade 4: Experienced 4x4

Experience required, possible panel damage deep mud & water likely.

Grade 5: Hard Yakka

4x4 experience necessary, vehicle damage likely, deep mud & water. Well setup truck only.



(Mt Buster)

Minimum Requirements:

- * Rated tow hooks front & rear
- * First Aid Kit
- * Fire Extinguisher
- * Mud tyres
- * Snatch rope or strop
- * Third Party Insurance
- * Road Legal

ARAC NEWS



The Newsletter of the Akatarawa Recreational Access Committee Inc
Issue 4, July 2013

ARAC Executive

Firstly, within our own organisation, we have to report that long serving Executive and Akatarawa Committee member Grant Purdie has resigned.

His huge contributions, diligence and attention to detail will be sorely missed. Grant remains on the list of active Akatarawa Trip Leaders.

We can also take the opportunity to welcome Marcus Steeneken on board as Secretary of both ARAC and the Akatarawa Committee. A huge undertaking – well done Marcus.

Akatarawa Forest

GW See Major Staff Changes and Restructure (again)

For those who may not be aware, long-serving ranger Dean Hearfield has left GW. He is replaced by former GW river ranger Thane Walls.

Also new on the scene is Principle Ranger Eastern Sector Jimmy Young.

It is also very sad to note the departure of Ross Jackson, a key player in the GW/ARAC relationship since our founding in 1996 – it is with great sadness that we see Ross' departure and wish him all the very best for the future.

Amanda Cox is now promoted to the role of Manager, Parks. As such Amanda will play an even more crucial role in the GW/ARAC relationship going forward

ARAC and GW still in new talks to establish closer dialogue.

We reported back in March 2011 that we were in negotiations with GW and trying to develop a Memorandum Of Understanding (MoU) – well perhaps no surprises here that the process continues.

After much debate that led nowhere, and a pause whilst various staff changes and restructures took place, ARAC presented their own proposed MoU to GW during July 2013. A meeting is scheduled to discuss the whole MoU position shortly.

Orange Hut

The Orange Hut has been painted on the inside now, and graffiti has dropped off – but not completely. If you see someone despoiling what is after all OUR hut, try and get some details/description so we can follow up.

It's also sad to note some moronic behaviour on the grass beside the Orange Hut – as if the 15,000 hectares of forest weren't enough, idiots have been doing donuts spraying mud and grass everywhere.

Track Maintenance Required

The Rock Garden has suffered a big washout, and will require some remedial work.

ARAC took GW personnel on two separate trips to the Rock Garden to inspect the damage down there. Since both Jimmy and Thane are new to their respective roles, it was a good opportunity to get to know each other and enlighten GW on the various challenges that face us. It is fair to say a full and frank exchange of opinions took place on both days.

Depending on the final course of action chosen for the Rock Garden, we may have to send out the call for volunteers with shovels and pick-axe to help out. If you come across other areas that we need to know about, let us know info@arac.org.nz

Link Track

Since Dean's departure, GW have been raising less and less issues over the Link Track, let's keep it that way!

Previous Management Plans allowed only a 2 metre deviation from the centreline – those who know the Link Track know how wide it is getting in places – please try and avoid any more damage or see the track under increased threat of closure

Plantation Cutting Rights

GW have decided in principle to sell off the cutting rights for all its plantation forests for two full growth cycles (60 years).

Since a huge part of our recreation takes place in plantation forestry, ARAC is naturally concerned that any future cutting-right "owner" may try to curtail our access. To this end, ARAC have been engaged quite ardently with GW's plantation management team headed by Wayne O'Donnell.

The MoU under consideration right now is 100% dependent on gaining acknowledgment of our enduring access to plantation forestry – despite whomsoever may hold the cutting rights.

Trip-Leader Training

ARAC is working on a schedule for trip-leader training to take place later this year. It is anticipated that all trip-leaders will be expected to re-qualify given the huge changes that have taken place in the forest over the past years.

GW have also indicated a willingness to offer chainsaw training to all trip-leaders to help lift our safety standards.

Odlins Road and Waiotauro Valley

There are a few reports of damage to the track following all the recent heavy rain, but the track remains passable we understand. A track assessment will be undertaken shortly to determine if remedial work is required anywhere.

The big slip beyond Waiotauro Hut remains a stopping point for 4WD and most quads.

Waiotauro Hut has had a small amount of damage as now usual intellectually challenged have tried to cut through the lintel above the entrance-way. The building remains intact however.

Wellington South Coast

As many will be aware, severe storm damage was done to the road around the South Coast from Owhiro Bay. Wellington South Coast Chair – Barry Insull – has been liaising with Wellington City Council to resolve access issues. It was thought likely the road would remain a “challenge” for some time – certainly beyond Red Rocks.

However, WCC had a digger in for several days working between the former quarry and Red Rocks. No significant issues beyond Devils Gate

Barry has also been very busy working with WCC to arrange the annual dune planting day. CCVC and Wellington Family 4WD put 800 odd plants in the ground.

Aaorangi – aka Sutherlands

Sutherlands has stood up well to all the storms of late, and the hut is in good condition.

Track will be open for use probably from October onwards – check with ARAC Wairarapa for exact timings.

Trip Leader training is scheduled sometime this spring, and will concentrate again on identifying areas where access is OK, and those sensitive out-of-bounds locations.

As a stark reminder, one Club has already been suspended from Sutherlands, and will remain so until such time as agreed reparation has been made – all because they didn't observe the no-go areas.

Any Other News?

Anything we need to know about? Anything you want to know about? Email info@arac.org.nz

A man walked out to the street and caught a taxi just going by. He got into the taxi and the cabbie said, "Perfect timing. You're just like Brian"

Passenger: "Who?"

Cabbie: "Brian Sullivan. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happen like that to Brian every single time."

Passenger: "There are always a few clouds over everybody."

Cabbie: "Not Brian Sullivan. He was a terrific athlete. He could have won the Grand Slam at tennis. He could golf with the pros. He sang like an opera baritone and danced like a Broadway star and you should have heard him play the piano. He was an amazing guy."

Passenger: "Sounds like he was something really special."

Cabbie: "There's more. He had a memory like a computer. He remembered everybody's birthday. He knew all about wine, which foods to order and which fork to eat them with. He could fix anything. Not like me. I change a fuse and the whole street blacks out. But Brian Sullivan, he could do everything right."

Passenger: "Wow. Some guy then."

Cabbie: "He always knew the quickest way to go in traffic and avoid traffic jams. Not like me, I always seem to get stuck in them. But Brian, he never made a mistake and he really knew how to treat a woman and make her feel good. He would never answer her back even if she was in the wrong; and his clothing was always immaculate, shoes polished too. He was the perfect man! He never made a mistake. No one could ever measure up to Brian Sullivan."

Passenger: "An amazing fellow. How did you meet him?"

Cabbie: "Well, I never actually met Brian. He died. I'm married to his fu**ing widow."

costa Plenty

4x4 Club

4X4 CHALLENGE

31st August - 1st September

Prize Giving 1st September

CONTACT: Goldie or Sue 027 2466 133

EMAIL: costaplenty@hotmail.co.nz



TUFF TRUCK CHALLENGE 2013



Editorial Ramblings

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

Running a wee bit later than usual this month as I've been away down south - for those that remember my daughter from trips gone by (she was always the one covered in mud!!!) she has just turned 22 hence my trip south.

But with electronic publishing everyone should still have access to the magazine prior to club night so that should all be good. I have a five page document on how to get the magazine onto the website so that is my task for this afternoon.

And on the subject of magazine content, what do people want to see in the magazine? I know some of the stuff is in month after month after month but some things do need repeating, especially for new members. I am open to any suggestions about the content, let me know what should be in, what should be out, should the adverts all go together (like the NZ4WD magazine) or should they be spread out, do you want a summary of the club committee meetings, 4WD articles I can dredge up from the internet, anything, just let me know at newsletter@ccvc.org.nz

Alan...



Committee News

Vehicle Inspections

Your vehicle should have been inspected and have a new sticker by the end of this month. Don't forget to contact the inspector prior to the inspection so that a time convenient to them can be arranged. Remember their "paying" work comes first.

Signing into the new Membership Database.

When signing into the new database remember that you sign in using THIS email address as that is the one known by the database. For your first sign in you will need to request a password from the system and this will be automatically generated and emailed to you. Then you just sign in, set your own password and away you go.

Subscriptions.

Many thanks to the 107 members who have signed into the new membership system and completed the Subs process. Remember if you cannot make payment by using a Credit or Debit card just contact Neil Blackie and he will happily accept your money through another source. He just needs to know what to expect and via which method. If possible you should go through the process and generate your invoice but STOP before you go into the "Make payment" process.

Affiliations.

It is most important that if you affiliate to the Association through a club other than CCVC you update your membership details in the new membership database with the name of the club through which you affiliate. This is important so we know who to pay affiliation fees for and who we don't.

Radio Update.

So we're a four wheel drive club right? We're not a radio club right? But we use radios all the time we're on a club trip. So how about learning a bit more about what our sets can do. If you have a club radio or even a PRS, there's a whole lot more you can get out of it with a bit of coaching.

Just like 4WDing, power is everything and there are constant debates about which marque is best.

Recently, through Committee member Ian Hutchings, the club hosted an Amateur Radio Operator (HAM) course. So far 11 club members have completed all the requirements and have been issued with a Callsign. The course was run by John Andrews ZL2HD and club member Peter King made his business training facilities available as a venue (thanks Firewatch Wellington).

The team met up on successive Wednesday evenings to learn about the theory of radio transmission and finished with a fairly rigorous exam. They didn't learn much about how to operate their radios (that's not part of the syllabus) but now they are legitimately permitted to work their own radios on many more frequencies than non-HAMs and take advantage of much greater transmission range by utilising the benefits of repeater stations throughout the country. For example, by hooking into the Mt Climie repeater above Upper Hutt, our club radios are able to cover all of the lower Wellington region from Masterton to Levin and down to just north of Kaikoura. There are many HAM repeaters throughout New Zealand and communications can be achieved with locals (if required) or between club trucks when they are separated beyond the direct line of sight that our standard club frequencies allow.

Repeater stations are operated by HAM clubs and they defend their territory when incorrect transmissions are made. There are always one or two trustees listening on frequency to ensure correct procedures are followed but they are encouraging of new HAMs and welcome people who are trying to learn. Unlike our club chatter, Call sign use is mandatory and if the operators do not start a conversation with their call signs, a trustee is likely to break in and remind them of the etiquette. That aside, if a HAM can help in an emergency there will be no restriction on what can be said or done in order to help you out.

As in 4WDing, there are many levels of HAM involvement from dedicated CW'ers (dedicated Morse code operators) to HAMs that specialise in bouncing radio frequencies off the moon to other Hams. Most 4WDers just use the VHF or UHF frequencies and purchase a dual band radio that can receive and transmit on both.

Like the guys who have just passed the course, I'm new to amateur radio but there are many old hands in the club with fantastic experience and I haven't met one yet who isn't happy to answer any radio question and I haven't stumped them yet. With good radio equipment and a 4WD we have a tremendous community asset and we should be able to help out in a civil emergency.

I think there are more than 20 Hams in CCVC. There are radio clubs throughout Wellington who welcome new members and offer advice at all levels of Ham knowledge. We think that CCVC should also have a Ham club (although not as formal as registered clubs) and will be using the club call sign on special events. If you're interested in becoming a Ham or learning more about your radio, watch out for more announcements on the club web page.

Stop Press

Several Wellington Ham enthusiasts have installed a PRS repeater above Mangaraki that offers coverage from downtown Wellington out to Upper Hutt. If you have a PRS, turn it to **Channel 8** and press the **DUP** button. It will now be transmitting and receiving on different channels but you'll be able to call a long way more than you have in the past. PRS is open to all and call sign use is not required but it is handy if you use some sort of identifier. You can use your ham call but this service is operating to encourage more operators into the HAM world. We may find it useful in the bush but it is more aimed at Hutt Valley and Wellington townies.

Steve Mercer – Club Captain and ZL2SFM

And following on from Steve's Stop Press we have an update on the repeater from Phil Lewton:

The repeater known as "Wellington Project 8" was installed on Thursday 25th July. Sited at the Maungaraki Reservoir 245m asl and running 13dBw EIRP (21w). Since the recent earthquake and southerly storms a Wel-

(Continued on page 21)

(Continued from page 20)

lington PRS repeater would be a good alternative to social media in case of a telephone or internet outage.

We have a generous host, Hutt Radio FM 106.1.

We hope to raise funds to eventually pay for the repeater and might build a second repeater if there is enough interest. Bruce ZL2ABC along with others have made donations to finance the licence. The duplexer and antenna was purchased by John ZL2TWS in order to make a tidy single antenna installation.

Donations are most welcome as we are a long way off meeting our fund raising target. Please contact Bruce ZL2ABC on 938-7147 to add your support.

The repeater consists of two commercial Vertex Standard radios, a VK5DJ controller and a Duplexers.eu cavity filter feeding an RFI COL5000 Omni directional antenna. Repeater TX 476.600 MHz RX 477.350 MHz.

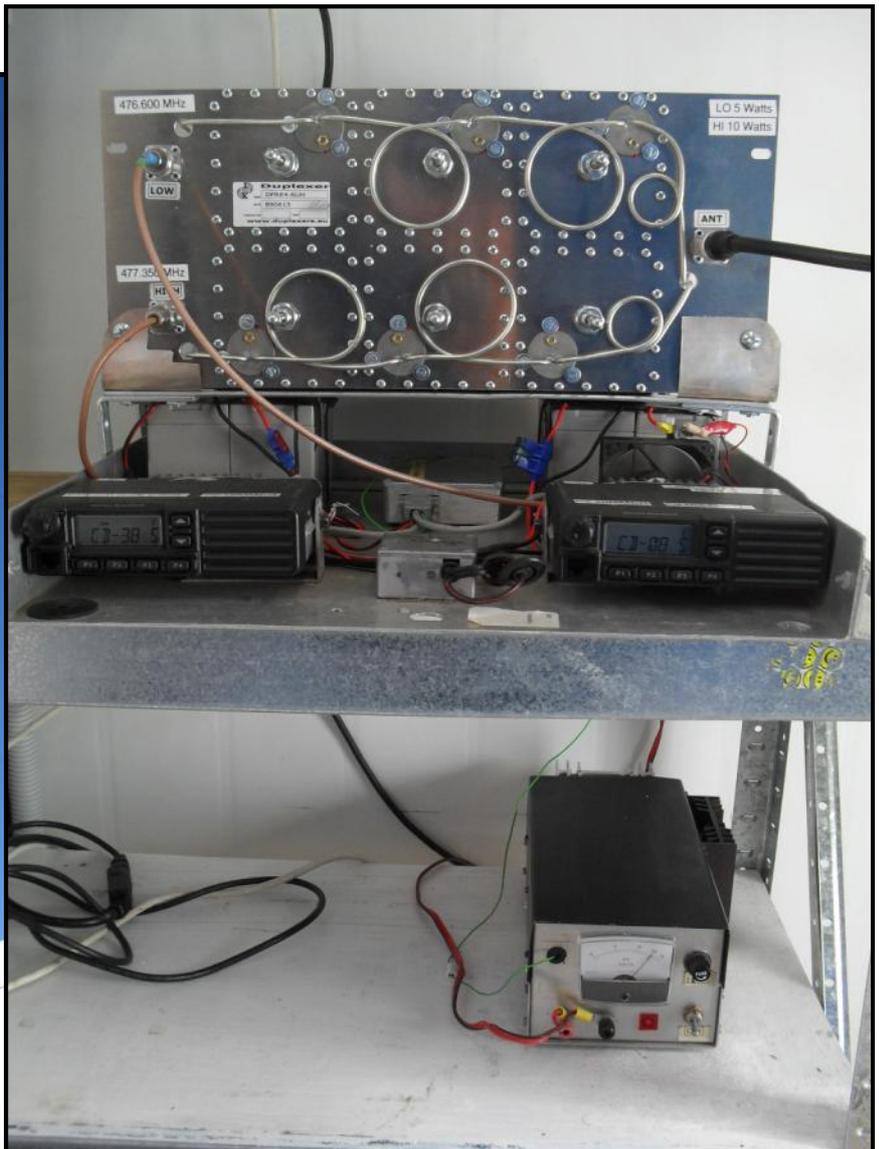
The controller box was built by Paul Smith ZL2UGR and donated by Neil Gibbons ZL2TNG. Mark ZL2UFI has donated a test reference antenna for the trustee.

Casa modular systems have assisted with cable and connectors at very reasonable prices.

My idea to promote this project was to encourage radio use by the 4 x 4 club, general public and amateurs. I believe that raising the public knowledge to use two way radio will eventually introduce radio proficient users to amateur radio and grow the ham population once again.

The idea of this licence at Maungaraki is to trial the concept for 12 months, see what sponsorship can be raised to keep the licence going and how much interest there will be for a higher elevation site second repeater.

Thank you for your support and 73, John ZL2TWS



Date	Name	Organiser	Category	Place
August 2013				
Saturday 10th	Eketahuna 800km to Pahiatua - Bookings Required	Graeme Millard	Family Shiny	All over the place!
Monday 12th	Trip Leaders Forum	Steve Mercer	Meeting - 19:30	Firewatch, 3 Matiu Close, Elsdon Porirua.
Wednesday 14th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	
Saturday 17th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 28th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	
September 2013				
Wednesday 11th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	
Sunday 15th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Saturday 21st	Eastbourne Annual Eastbourne Beach Clean up (Part of KNZB Week) - Bookings Required	Darren Young	Shiny 4X4	Eastbourne Beaches to Harbour Entrance
Wednesday 25th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	
October 2013				
Wednesday 9th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	
Saturday 12th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Sunday 20th	Orongorongo Monthly Trip - To be confirmed (lambing etc)	Morris Jury	Family Shiny	Orongorongo area
Friday 25th	Labour Day Weekend - Otapawa - Weekend with attitude - Limited numbers - Bookings Essential	Stewart Burrell	Shiny 4X4 / Club 4X4	Otapawa Station, Haunui Rd off Route 52, Tiraumea, (sign posted as you approach Tiraumea) - OR via The Alfredton Road toward the coast from Eketahuna view at http://www.otapawa.co.nz/farmstay.htm
Wednesday 30th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	

FATHER BUYS A LIE DETECTOR ROBOT THAT SLAPS PEOPLE WHEN THEY LIE

He decides to test it out at dinner one night.

The father asks his son what he did that afternoon.

The son says, "I did some schoolwork."

The robot slaps the son.

The son says, "Ok, Ok. I was at a friend's house watching movies."

Dad asks, "What movie did you watch?"

Son says, "Toy Story."

The robot slaps the son.

Son says, "Ok, Ok, we were watching porn."

Dad says, "What? At your age I didn't even know what porn was."

The robot slaps the father.

Mom laughs and says, "Well, he certainly is your son."

The robot slaps the mother.

Robot now for sale!

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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