



WELLINGTON



VEHICLE CLUB
Wellington

Cross Country Chronicle March 2013



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni 5045, Wellington

www.ccvc.org.nz

Please support our generous sponsors...

LEADING BRAND 4X4 WINCHES & ACCESSORIES



EXCLUSIVE LIMITED LIFETIME WARRANTY

Runva Performance Winches. The only winch you will ever need. Competition proven in NZ and around the world year after year.

BEST RANGE - BEST QUALITY - BEST PRICE



PREMIUM AUSTRALIAN MCC 4X4 ACCESSORIES

Winch Bars, Side Bars, Rear Bars, Roll Bars, Side Steps, Roof Trays, Drawer Systems.

MCC is a worldwide supplier of quality products.

WINCH BARS / BUILT IN SPOTLIGHTS - \$1200!!

For more info 021 535 007 | info@winch.co.nz | www.winch.co.nz | www.mcc4x4.co.nz

Upper Hutt Tyres & Batteries

Opposite Railway Station, Princes St, UH



Tyres

Wheel Alignment

Batteries

Nitrogen Tyre Filling

Finance & Laybuy

Options Available

528 8836

Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762

Te Puni 5045

Wellington

www.ccvc.org.nz



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					
Safety Officer					
Trip Coordinator					
Competitions Officer					
NZ4WDA Delegate					
General Committee					
Appointments and Other Useful People					
Archivist					
Asset Manager					
Assistant Trip Coordinator					
Club Night Photo's					
Club Recovery					
Help desk					
Membership Database					
Track Maintenance					
Trophy Officer					
Webmaster					
Welfare					
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	

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

Table of Contents

Cover	Oh dear Suzi Blue...
P. 3	Club Officers, Committee Members
P. 4	Help, Index, Editorial Rambling
P. 5	Safety Inspectors, National Events
P. 6	Sub-Committees, Presidents Piece
P. 7	Red Centre Australia, days 9 to 15
P. 11	Sunset over Titahi Bay
P. 14	Motu Safari photos
P. 15	Beyond Waitotara
P. 16	Motu Safari 2013
P. 18	Notice of 2013 AGM
P. 17	Club Trips - February, March & April
P. 18	Trip Categories



Editorial Ramblings

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

As you will see by the photo on page 11 (courtesy of our honourable club president), the Regional Council sunset tour found the sunset and what a brilliant sunset it was! We all had a good tiki tour about the Akatarawas then assembled along the usual sunset viewing ridge and took it all in. The couple that came with me were amazed where we could drive, and we never even left the main tracks so imagine what the reaction would have been if we had!!!

Don't forget the AGM is coming up in May and the annual club awards night is slotted in for June.

We are also starting a review of the magazine format, content, etc in light of it going to an electronic format in June so if you have any suggestions feel free to drop me an email (newsletter@ccvc.org.nz), all thoughts and suggestions welcome.

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

Shane & Carl

Mendoza Mechanical
34 Goodshed Road, Upper Hutt
Ph. 04 527 7274

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

National Events

Mar 16: OCS 4WD Safari Fundraiser The third annual Otamatea Christian School PTA & Rodnet Offroad Club 4WD safari weekend, based at Matakoho (2hrs north of Auckland). Two runs available, play or safari. \$170 per vehicle, this includes driver & one passenger entry plus three meals each. For more information please contact Philip & Julia Leaf on 09 431 6622 or pjleaf@ubernet.co.nz

Mar 23: Kimbolton School One day fundraiser for a new playground at the school. Kimbolton is about 40 minutes north of Palmerston North. Camping facilities at the school. Starts at 8am with scrutineering at the school, with the event starting at 9am. Cost \$40 (includes vehicle, two people and lunch), \$20 each extra person. For entry forms and more information please contact kimschool4x4@hotmail.co.nz

Mar 25: Lake Tekapo 4WD Trip Organised by the Lake Tekapo Lions & Footbridge Society and run over the Grampian Range in the MacKenzie Country. Cost \$80 per vehicle. Briefing at 8.30am, sausage sizzle at Moffats Hut on Streamlands on completion. For more information please contact Colin MacLaren at email colinjmac@xtra.co.nz

Mar 30 (Easter): NZFWDA Trail Round 6 The finals, hosted by Eastern Bays Twin Diff Club, Northern Zone at Tahuna Rd, Te Teko. For further information contact the Eastern Bays Twin Diff Club trial secretary

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.

The Barber

A Guy stuck his head into a barbershop and asked, 'How long before I can get a haircut? The barber looked around the shop full of customers and said, 'About 2 hours'.

The guy left.

A few days later, the same guy stuck his head in the door and asked, 'How long before I can get a haircut?'

The barber looked around at the shop and said, 'About 3 hours'.

The guy left.

A week later, the same guy stuck his head in the shop and asked, 'How long before I can get a haircut?'

The barber looked around the shop and said, 'About an hour and a half'.

The guy left.

The barber turned to his friend and said, 'Hey, Bob, do me a favour, follow him and see where he goes. He keeps asking how long he has to wait for a haircut, but he never comes back'. A little while later, Bob returned to the shop, laughing hysterically.

The barber asked, 'So, where does he go when he leaves?'

Bob looked up, wiped the tears from his eyes and said.... 'Your house!!!'



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



Presidents Piece March 2013

Busy time of year for the club with plenty of trips happening along with running sunset tours, Tag-a-long runs for the GWRC and rounds of the club champs for both standard and modified trucks.

The committee had its second meeting for the year with a couple of robustly discussed subjects tabled. One subject being the format of the sponsors advertising in the club magazine when we go fully digital, we have decided to open a sub-committee to look into this and report back to the committee with some recommendations before we present options to the members. The other interesting subject was on reviewing the types of vehicles we should accommodate. With more and more modern trucks not having low range and the touring trips the club has run being pretty popular it is an opportune time to consider options.

Another reminder concerning the committee, since the last magazine I haven't been bombarded with interested parties willing to take on a more active role in running your club, my door is always open.

The club ran an evening trip up above Happy Valley tip on the same night the scrub fire started, we are confident we weren't anything to do with starting it but it is a reminder that things are very, very dry out there and we must be careful. The committee is recommending a no smoking approach to all trips for the meantime and if a council declares a total fire ban we probably won't run trips in that area.

A good turnout for the club champs standard class a couple of weekends back, good to see our competitions officer being supported by members, or are we all looking at a holiday in Australia. The Suzuki went well but I could have done with a little weight in the passenger seat when driving the sidling, I ended up on two wheels and did a hasty bailout.

We have really been taking advantage of the weather, a dusty trip up the Waitotara Valley in Taranaki and an evening trip along the fire breaks above Naenae. I was keen to enter the Club Truck Challenge over at Colin James' farm but previous commitments meant I only had time to watch for a couple of hours in the afternoon. Great to see trucks from other clubs in Central Zone, a few more from CCVC would have been good.

Enjoy the weather while it's here, see you on the trail,

Ralph Dobson
CCVC President

AUSTRALIAN RED CENTRE RAMBLE – SEPTEMBER 2012 - Day Nine - Travelled 187kms

We set out from Alice Springs westward this morning on Larapinta Drive running alongside the West MacDonnell Ranges. Our first stop, about half an hour from Alice, was Simpson's Gap, one of the most prominent waterholes in the region. A rocky path into the gorge (15 minutes) follows a creek bed lined with ghost gums and cycads. We saw one of the shy Black-footed Rock Wallabies which hide among the rocks and are often seen at dawn and dusk. The Gap is a narrow corridor bordered by spectacular tall red cliffs that are apparently even more spectacular at noon when the sun is directly overhead. It has a permanent waterhole.

Our next stop along the road was Standley Chasm which we reached after leaving Larapinta Drive for a short drive on a dust road. A 20 minute walk up a rocky dry riverbed brought us to Standley Chasm which is a large gap at the tail end of the West MacDonnell Ranges cutting through the tough quartzite to form a natural alleyway through towering red cliffs. There was a large boulder at the end of the chasm but no water.

Back out to Larapinta Drive, we continued a short way, and then took the right fork onto Namatjira Drive. Our next stop along here was Ellery Creek Big Hole. This is one of the largest waterholes in the region. It is nestled in the gap formed by Ellery Creek as it passes through the ranges. We drove in off Namatjira Drive for a short distance on a red dusty road through recently burnt off undergrowth which was right through this area. The larger trees and ghost gums were still standing. It was an easy walk from the picnic/camping areas to the large and extremely cold waterhole (a sign recommended swimmers carry a flotation device as the water temperature is extremely cold). We watched some keen locals go in for a dip but chose not to join them. The gap was bordered by spectacular tall red cliffs as we had seen in the other gaps/chasms.

We returned back to Namatjira Drive and continued down the road to the Serpentine Gorge turn-off. We treated ourselves to an ice-cream here instead of taking the short easy walk to a sheltered gorge and waterhole. Tiredness/laziness and the heat of the day won out.

A short distance further along Namatjira Drive brought us to the Ochre Pits turn-off. Another short drive on a red dusty road brought us to the camping area. From here a short path led down to the pits which consist of vertical layers of multi-coloured, layered rock. Vibrant seams of colour ranged from gold to crimson. Originally the layers were horizontal but earth movement over the millennia gradually pushed them up to the vertical. The Aborigines mined the ochres in this area for their ceremonies, and also for trading with other groups.

After the Ochre Pits we drove on to Ormiston Gorge. An easy walk from the visitor centre through Ghost Gums brought us to a relatively large waterhole. A scramble a little way up the river and around the corner revealed the high cliffs bordering the gorge. Depending on the direction of the sun the cliffs changed from red to yellow. That was enough gorge/chasm chasing today, so we headed off to our camp for the night, Glen Helen Gorge Resort. The Finke River running along the back of the resort and through the gorge formed into a significant waterhole just below the campsite. Four of the hardy ramblers went for a very refreshing swim at the end of a very hot and interesting day.

AUSTRALIAN RED CENTRE RAMBLE – SEPTEMBER 2012 - Day Ten - Travelled 243kms

We set off at our usual time – 8.30ish in the usual fine sunny weather. A short way down the road we turned into the last of the gorges – Redbank Gorge. The track into the gorge was through the same scrubby burnt off vegetation we had encountered yesterday. The Redbank Gorge is a narrow chasm through the red quartzite range and contains several water holes. The 40 minute return walk to it started as a track beside the creek then became a bit of a boulder hop up the creek bed. Back at the picnic shelter we met a couple of trampers who had spent 10 or 11 days walking the Larapinta Trail which takes them along past all the scenic spots we had visited yesterday. This spot was the end of their trip.

We left Redbank Gorge and continued along Namatjira Drive to meet up with Larapinta Drive. Here the tar seal changed to red dust. We travelled on to Gosse Bluff Reserve for lunch. Gosse Bluff is a vast meteor crater just off the dirt road that joins Namatjira Drive and Larapinta Drive. It is believed a very large comet crashed to earth here about 142 million years ago, blasting a crater some 20km across. Erosion has reduced this to a current diameter of 5Km. The aboriginal belief is that during a dance when a group of women danced across the sky as the Milky Way, one, a mother, put her baby resting in its wooden baby-carrier to one side. The carrier toppled over the edge of the dancing area and crashed to earth where it was transformed into the circular rock walls of what is now Gosse Bluff. Hence Gosse Bluff Conservation Reserve is a place of great cultural significance. We drove into the inner crater, where the massive comet crashed to earth, for our lunch stop. After lunch we drove on to Watarrka National Park and into the motor camp at Kings Canyon Resort. We set up camp for the night with a view to walking round the rim of Kings Canyon tomorrow.

(Continued on page 8)

SNATCH MASTER

high elongation nylon recovery straps

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

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

100% New Zealand made

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

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

BRIDON

Incorporating

Manufactured by
BRIDON

Branches throughout New Zealand
Sales and Service

Free Phone 0508 BRIDON (274366)

Wellington Branch

2 Udy St, Petone 04 568 4384

COOKES GOUROCK

(Continued from page 7)

The camp was visited by a dingo rummaging in the rubbish. The closed gates on the ablutions blocks suggested the dingoes were frequent visitors.

AUSTRALIAN RED CENTRE RAMBLE – SEPTEMBER 2012 - Day Eleven - Travelled 343kms

Up bright and early this morning to walk the Kings Canyon rim before the day got too hot. The Canyon is surrounded by 100-200m red sandstone cliffs and was formed by small cracks allowing erosion of the sandstone over millions of years. Six ramblers set off around 7am to walk around the top of these cliffs and the other two walked up Kings Creek at the base of the cliffs.

The Rim Walk has some amazing view points looking out and over the white and red sandstone cliffs of the canyon, also allowing walkers to look down the cliffs edges. At one point the rim walkers standing on a lookout made radio contact with, and waved out to, the creek walkers below. Along the rim the walkers came across some sandstone domes – weathered formations which resemble bee-hives in appearance. Travel around the rim, after the steady climb up steps at the beginning, was around rock slabs and rocky outcrops. There were a couple of bridges to be negotiated and at the head of the canyon the track dropped down then back up a wooden staircase. After this the track continued to wind round on rock slabs and after about 2 hours from setting out the walkers dropped down to the carpark to meet up with the creek walkers and have breakfast. Unfortunately Sue rolled her ankle on the way down so first aid was called for.

With Kings Canyon well conquered, the intrepid ramblers set off towards Yulara and Uluru. Before long Lurtja Road met Lasseter Highway and the tar seal. The trucks had got a bit spread out at this stage so we reassembled again at the Mount Conner lookout.

Mount Conner is a 700 million-year-old sand and rock mesa, that lies in a straight line with Uluru and the Olgas and is referred to as the forgotten mountain. It is located on the privately owned Curtin Springs cattle station and is part of the same rock formation that stretches underground and includes both Uluru and the domes of the Olgas. From the lookout it looks very similar in shape to Uluru. A short way down Lasseter Highway we pulled into Curtin Springs Homestead for lunch. Spelling was not a strong point of the sign writer here. After lunch we continued along Lasseter Highway to Yulara. We were passing alongside very red terrain here with burnt off undergrowth.

(Continued on page 9)

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 database@ccvc.org.nz

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

Autolign

THE STEERING & SUSPENSION SPECIALISTS

For all your suspension and steering requirements contact:

12 Petone Avenue
Petone
Lower Hutt

Ph. 586 7413



(Continued from page 8)

At Yulara we booked into the campground, and then went shopping for a food top up. This was to be a two night stay. Our water baby Rambler again tried out the campground pool. He had become quite a connoisseur of campground swimming pools. His main complaint was that the young girls ever present took up all the room. Complaint?? – sounds like Tui Ad material to me.

As evening was approaching we set off to Uluru for some sunset photos. Entry into Uluru-Kata Tjuta National Park costs \$25 per head for a 3 day pass. While waiting for sunset we saw a little pink snake perfectly camouflaged on the pink sand. It looked like a long worm and was possibly a baby brown ringed snake.

Unfortunately the same atmospheric conditions which had been with us for the whole trip meant Uluru did not change colour much at sunset so photographers were a little disappointed. We headed back to camp for tea and an early night to prepare for the early start next morning to climb Uluru. There seemed to be a number of rabbits running around the camp in the evening perhaps suggesting a lack of dingoes.

AUSTRALIAN RED CENTRE RAMBLE – SEPTEMBER 2012 - Day Twelve - Travelled 127kms

A very early rise this morning saw us on the road to Uluru about 5.45am. Several of the group reported hearing gun-shots (or fire-works?) in the night, however all bunnies seemed present and accounted for. The ranger arrived and opened the gate at 6.30am and six of the rambles set off up the vertical climb which at this stage was still in the shade. The first 20 or so metres is a steep scramble, then there is a chain handhold to make the hour long climb easier. The chain goes about $\frac{3}{4}$ of the way to the top. From there the route

(Continued on page 10)

(Continued from page 9)

is marked by a dotted line painted on the rock as it undulates along the top to the highest point. At the highest point there is a mounted compass rose which points out various geographical features nearby. After resting, taking in the view and taking many photographs, our ramblers set off back to the bottom which they reached just before 9am – very proud of their achievement. Special congratulations to Sue whose determination got her there in spite of her damaged ankle. By the time the climbers got back to the bottom the ranger had closed the climb to any more people due to the projected day's temperature of 36 degrees.

The two who stayed down the bottom strolled around the Mala Walk – a very interesting walk which goes a short way around the base ending at the Kantju Gorge. Legend has it that mythical ancestors of the aborigine – the Mala (Hare Wallaby) – settled in the area. The various caves along the walk were allocated as men's, women's, kitchen, adolescent boy's quarters etc. Several had rock drawings in them. Black lines coming from way up high on the rock were the paths lined with algae from the waterfalls which flow during the rare occurrences of rain.

After a coffee break, it was into the trucks and off to the Olgas (Kata Tjuta) – about 50km from Uluru. On the way we stopped at the Sand Dune lookout for a panoramic view of the Olgas. They are a stunning group of large domed rock formations – 36 domes in all consisting of varying rock types including granite and basalt, cemented by a matrix of sandstone. The highest point at 546m is higher than Uluru. The terrain around the lookout, of green stunted trees growing among the red sand was consistent with the landscape in Uluru-Kata Tjuta National Park.

We continued on into the Olgas for further investigation. The main walking track, The Valley of Winds, which takes about 3 hours, had been closed at 11am due to excessive temperatures. We went on the shorter walk (45mins) to Walpa Gorge. This was a short, easy walk which leads up a rocky, gentle slope and then into a shady, moist gully tucked in beneath towering rock walls. We sat on the viewing platform here and enjoyed the stark difference between the towering walls and the lush green flora.

After making our way back to the trucks we drove on to a layby for lunch, then headed back to camp. Our water baby managed another dip and others started the "truck cleaning". In two days time we have to return these trucks almost as they were when we received them so it was time to start "red dust removal".

AUSTRALIAN RED CENTRE RAMBLE – SEPTEMBER 2012 - Day Thirteen - Travelled 450kms

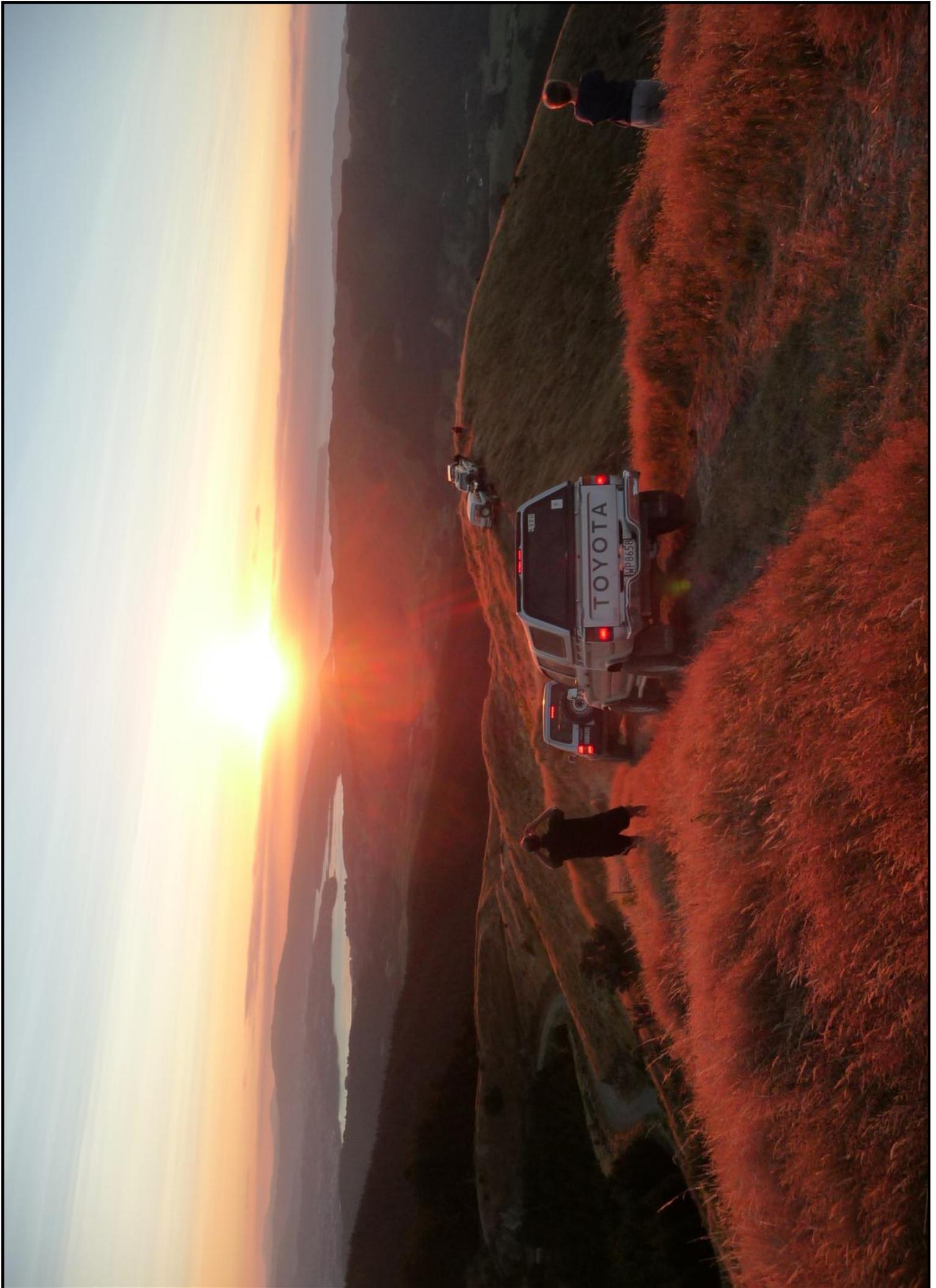
Pink and white parrots greeted us noisily this morning when we woke. Today was to be quite a long drive. After much discussion it was decided to go straight to Alice Springs, rather than stop part way along the road. This would give us plenty of time on the following morning to get the trucks cleaned.

So we set off on the sealed Lasseter Highway with our first stop at the intersection of Lasseter Highway/Lurtja Road. Here we got a group photo taken next to an interesting "Red Centre" edifice. As we continued along Lasseter Highway we passed by several dead Kangaroos – we were beginning to think Australia no longer had live kangaroos but planted dead ones periodically to keep the image alive!! We passed Mt Ebenezer roadhouse, looking quite deserted, and soon arrived for lunch at Erlunda roadhouse which is at Lasseter Highway's intersection with Stuart Highway. This was the place John V had had his first puncture "repaired". Because John had travelled more than the required distance before the tyre went flat again, the Tyre Repair Company advised they could not give a refund. The fact that the tyre had been on the back of the truck during this journey was apparently irrelevant. The company got a very clear understanding of John's dissatisfaction!!

After lunch we continued on Stuart Highway to Alice. Along the way we turned off onto Ernest Giles Road to visit the Henbury Meteorites Conservation Reserve. The reserve contains 12-13 craters which were formed when a meteor hit the earth's surface about 5,000 years ago. The Henbury Meteor, weighing several tonnes and accelerating to over 40,000km/h, disintegrated before impact, and the fragments formed the craters. The scattered fragments of the Henbury Meteorite are extremely heavy since they consist mainly of the metals iron (90 per cent) and nickel (8 per cent). More than 500kg of metal have been found on the site, the largest weighing more than 100kg. Few specimens now exist in the area. We walked around the top of the larger craters which are about 50ft deep and are covered with low open shrub land vegetation.

Before we left the reserve, a station wagon went off ahead of us in quite a rush with its back door up. As we made our way back out to Stuart Highway we came across some pieces of luggage which appeared to have fallen from a vehicle. It was not long before we met the car coming back towards us apparently looking for lost luggage!! We happily handed the retrieved goods over to the relieved tourists – they had recently purchased a car which had a faulty back door catch and had not noticed the back door fly up as they took off. That little bit of excitement over, we continued back to Stuart Highway and then onto Alice Springs where we

(Continued on page 21)





www.wgtn4wd.co.nz



Repairs and maintenance of all
off road vehicles.

Modifications a speciality.

CCVC safety inspections

Contact Carl at

Wellington 4WD Specialists Ltd
26 Hawkins Street
Lower Hutt

Phone (04) 976 5325, Fax (04) 976 5313
or 027 201 2529

ACTION TYRES

Call (04) 939 2284

Cars Vans 4x4's Tyre Service & Repairs
Commercial Vehicles Industrial Equipment

Welcome to **ACTION TYRE CENTRE LTD** where you will find great service, and great prices along with friendly staff.

We are here to help you find the right tyre fit for your vehicle at affordable prices. We'll fit them while you put your feet up, relax and have a coffee in the waiting room.

We fix punctures, do wheel alignments, balancing & fitting. We also have fleet servicing for all your business needs. Drop in or give us a call on 04 939 2284.

Tyre & Puncture Repairs, Tyre Fitting, Wheel Balancing, Wheel Alignment
Mag Wheels and Fitting, Battery Check and Replacement
For cars, vans, 4x4's, light and heavy commercial vehicles and also industrial equipment.

Eftpos, Master and Visa cards accepted

About us:

We are a family business that employs a dedicated team to provide friendly and excellent service.

Action Tyre Centre Ltd has been in business for over 20 yrs servicing local and regional public and commercial vehicles.

With over 40yrs experience in the tyre business, Phil is committed to bringing you the best. We are able to source all the quality brands.

We enjoy being part of the Lower Hutt community.



GOODYEAR



MICHELIN BRIDGESTONE

Action Tyres - 7 Wareham Place - Seaview - Lower Hutt - (04) 939 2284



Page 14 - CCVC, four wheeling in the capital since 1971!

Beyond Waitotara - January 2013

I met up with Tony and Chris from the Taranaki club at the corner of Waitotara Valley Road about 6.30 after a remarkably quick run from Wellington on the eve of Anniversary Weekend. Chris and I headed up the valley while Tony waited for the rest of the crew due around seven.

After about 35km of very picturesque driving we tuned off, crossed the bridge and we were at our accommodation for the weekend. An old farm house converted to shearers quarters, it was ideal for the seven trucks and their occupants.

Up and at it early on Saturday morning the other CCVC person Ken Bathgate rolled in on time just before eight. A merry band of Tony in his FJ cruiser, Marcel and Kim and Chris in their Suzukis, Ken and Jenny in the Jeep, Cameron and Steff in the Navara and Chris and myself in SWB and LWB safaris headed off up the Waitotara River Road turning off at a farm and forestry access to follow the track alongside the Waitotara river on Makowhai Station. We stopped briefly at the former van Asch homestead and mill site taking time to have a look at the diversion shaft and tunnel drive to power the mill.

From there we steadily climbed around the side of a hill coming to a halt at the first of a number of slips we were going to have to negotiate that day. The track looked as if it might be ok for a Suzuki but nothing else. Out with the shovels to cut a bench for the inside tyres to run on about 5-600mm above the track. Trip leader Tony was first over in his cruiser quietly picking his way. We all followed however the photos belied the sense of anxiety at the long drop off below and the awareness that the rear outside wheel seemed to be sinking. Along and upward to the next slip about 500m up the track. More digging to allow a straight approach and ramp up onto some ponga roots saw us all through though not without that soft edge feeling again!

The track continued to climb steeply up onto the ridge and then undulated its way along to the junction which either returned to the farm or took you towards Kapara trig. We took the latter. The track had recently been cleared and was in good condition. We followed it round to the trig where we stopped at a conveniently placed picnic table located on a flattened spur which looked towards Tongariro National Park and back towards Mount Taranaki across the top of the Moeawatea Valley - more familiar as Ernie's Place.

With morning tea and the view consumed we headed on down towards Ernie's until coming to a rock fall lying across the track. It had already been partially cleared and with the removal and dismantling of a few rocks was soon cleared. Chris conducted axle travel experiments in his SWB safari by driving up onto the rock alongside the widened track. He was persuaded to take a straighter line after three attempts and went through with no problem.

We were soon down to Ernie's and stopped to have a look at Annabels Hut - the old house. It has been cleaned up and tidied up since I last saw it and is now an attractive place to stay. Down to Ernie's replacement shed where we had lunch and joined by Murray Middleton for the afternoon. Lunch done it was across the stream below the hut and up and around to Ernie's grave marked by a thriving kauri and newly constructed split log fence.

Respects paid we returned pausing to a look at a bridge constructed from three flat top containers braced and welded together (look being the operative word) then headed out along the road. We took a detour up to the airstrip and later a walking detour to a tunnel driven to divert water so the road embankment could be built. Another stop at Rewi Alley's old house then on out along the road, across the ford and up the long hill to the turn off. I was surprised how rough the road was along the valley floor - I didn't recollect it being that bad though the hill road was pretty good.

We turned left, stopped to view an old explosives store dug into the bank just off the road then up the power company mast at the top of the hill. This time you could see all four volcanoes quite clearly. From here Murray headed away and we went in the other direction across the farm back towards the Waitotara River. A good track all the way down the hill then a bit of searching to find the river crossing. We could see where the digger had been working on the other side and had been in the stream but not where he came out. The route found and Tony's cruiser went through. I followed and took a slightly wider line which resulted in the front wheel burying itself up to the axle in soft gravel. A quick tow out had that sorted and the others came through OK except for Marcel in his Suzuki who followed my line with the inevitable consequences. Later that evening Tony was to mention that, yes the 20t digger had nearly got stuck there as well!

Along the valley floor to a very tight turn onto a narrow bridge constructed from another flat top container. Everyone crossed ok but there was considerable interest as I started to point the long wheelbase safari at it. As I looked out when turning I couldn't see either of the sides of the bridge and only the last couple of me-

(Continued on page 16)

(Continued from page 15)

tres at the other end. Tony's careful guiding got me across without any drama then it was off up the hill. A long, steep climb on a narrow grass farm track was ok until I had to do a three point turn on a very sharp corner with a cut face to the left and a very long drop off to the side and rear. Forwards, back, forwards and some very nervous sweating and I was round the corner. From there it was onto the main farm track and down the hill where we stopped to look at Nigel Matthew's honey processing plant. They have 6000 hives in the Manuka at peak harvest and export nearly all of it to China. No-one hesitated at dipping their fingers into the honey combs to taste the absolutely delicious honey.

Seven o'clock and it was time to roll on home for tea. We had been on the trail since 8.00am so everyone was looking forward to refreshments and food. As this was a Central Zone sponsored trip a magnificent dinner of BBQed steak, sausages, some very nice meat patties and all the sides to go with it was provided. By the end of it, including dessert, most of us weren't far from the scratcher.

Fine drizzle settled in overnight but as we had breakfast and prepared to move out for the day it started to clear. Just along the road from the quarters the wet grass and tracks soon disappeared as we started on Man-gapapa Station. Winding our way up the hill we got a radio call to say that Chris had crossed axles of the Nissan on a cut off on the track. Tony went back down to recover him and kept him on the strop to make sure he got through the slippery papa near the top. Once we were all there we headed into the bush part of the trip. Magnificent rata and rimu stood impressively alongside the track. Again care had to be taken in the safari as when I got to the brow of a knob in the track I couldn't see past the bonnet to the track. Not usually such a problem but the track was narrowing as we continued along the spur. There wasn't too much room for error or I would be testing the holding capacity of the trees on either side.

We parked up the two safaris then took a side track to look at an enormous rata. The base of it was nearly 3.0m across and it would have been hundreds of years old. Bit more of a problem for the trucks to get out of the slippery track though so Tony ended up hauling everyone else up.

We continued through the bush past many more great trees and increasingly narrow gaps cut through trees which had fallen across the track. Some very right corners which took careful negotiating - though not careful enough it seems when I viewed the souvenirs on the door panels after cleaning the truck. As the track descended it started to get more slippery especially after a couple of trucks had been over it, scrubbed it off or dragged water over it. At one stage I thought I was going to decorate the back of Marcel 's Suzuki but somehow came to a stop in time. Later Marcel wasn't to be so lucky as he slid into Kim and Chris's Suzuki realigning the door and almost realigning Kim on the way. At this point we had come to a very small creek with a steep uphill which Tony took delight in blitzing in the cruiser but it was tow or winch for the rest of us. Over the top and we stopped for lunch in a dappled glade. We were about to head off when Ken discovered a flat tyre on the Jeep. All hands on deck soon had that changed and we continued through the forest. Being at the back I got stuck a couple of times coming up of wet cutoffs where the water dragged out had made the track very slippery. Hit them too hard and something was going to break or it was going to get chucked off the track. I have to confess to being given a gentle pull from Kim and Chris's Suzuki on more than one occasion.

Out of the forest and back onto open farmland which hooked onto a wide farm lane, then headed out to the road and back to the accommodation which marked the end of the trip. A fantastic trip, well organised and well lead by the Taranaki team especially Tony with his commentary on the places and the people. It's one I will be looking forward to doing again. Thanks also to Central Zone for the grub!

David Sole - CCVC



Motu Safari Jan 26-29 January - Day 1.

The Safari, organised by the Motu School was run in the hills in the centre of the East Cape across Stations, through forests up/down rivers and with a few coast sections; with a different camp site each night. Geyser Land 4WD club did the track marking and provided the Tail-End Charlies.

Sixty two trucks entered this event: Polcat (Stewart, Jane and Zac), Silver Sub (Steve and Liz) and Suzi Blue (Graeme and Linda) were vehicles 1,2,3 in team one and we called ourselves "CCVC erewego". The Upper Hutt portion of the team had driven leisurely to Napier on the Thursday and then to Gisborne the following day. On the morning of the start (Saturday) we drove the hour from Gisborne to be at Motu School by 8.15, met up with Steve and Liz (who had stayed the night there), lined up for scrutineering, ate the free sausage, drank the coffee and because we were team one we left first at 9.00. We headed along the Old Motu road for

(Continued on page 17)

(Continued from page 16)

a couple of kilometres and then headed onto a farm. When we saw the first downhill we elected to drop our tyre pressures. There wasn't anything in the blurb to suggest that tyres should be lowered so we only hope that others followed suit or maybe that was why no-one caught up to us for the whole day; their ride may have been markedly slower because they were riding on higher pressures. We heard on the radio from the track marking team that there were options on the track- hard/soft so there are no guesses as to which we choose! We were able to monitor occasionally, the track markers ahead of us and other teams behind on different PRS channels.

The first hard/soft option involved a gentle up hill to follow the track alongside the river or drive down/through the river and "pick your own line". We had morning tea while we "had a meeting" about the river option. That was actually quite technical with quite large boulders and we realised then that the track markers were standing on a hill above watching us. We only heard of one other team that took the river option. There may have been others.

We continued through the many closed gates on the Station/s until we rounded a corner and Jane said "Lunch time." (12.02) How did she decide that? It wasn't until we turned the corner and found the track markers sitting in the middle of the track having their lunch that we understood her decision! They told us to block the track and give them 45 minutes to get a head start again. In that whole time no other team caught up to us. The whole day we felt as if we were the only team on the Safari and only glimpsed the next team in the sunlight a few times several hills behind. After lunch we followed a valley for quite a while with more hard/soft options. Steve found one soft patch that he made look really challenging which Jane captured on video.

We popped out of that valley, crossed a bridge and then into the river bed. It was a meandering gravel strip with a little bit of water in it. We caught up to the track markers again at the flood gate as they were trying to stop the cows getting through.

Afternoon tea was on an "island" (well it would have been an island if there had been any water in the river). We were the first team to arrive at the Whatatutu camp and had our choice of camp sites. Dinner that night

(Continued on page 18)

WR TWIGG Ltd

Light / Heavy Transport Engineering Supplies

Auto Electrical Supplies			Hand & Power Tools
Abrasives			Fasteners
Cutting Tools			Hose & Tubing
Brass Fittings & Valves			Clips & Clamps
Chemicals & Lubricants			Trailer Parts
Heavy Transport Parts			Bolts & Nuts
Light Trailer Components			Boat Trailer Rollers



31 Railway Ave, Lower Hutt

Ph. 04 570 6688, Fax. 04 570 6686, Mob. 021 445 239



Notice of Annual General Meeting

Cross Country Vehicle Club (Wellington) Inc

Notice is hereby given that the 2013 Annual General Meeting of the Cross Country Vehicle Club (Wellington) Inc will be held on Wednesday 08th May 2013 at the Petone Workingmans Club, Udy Street, Petone. The AGM will be in association with the May club meeting.

**Terrence Broad
Club Secretary**

(Continued from page 17)

was at the Mangatu Marae where we were welcomed with a powhiri. Great food, lots of it and a dessert. Time for plenty of socialising and the odd lemonade or two from the time we arrived at camp until bedtime!

Day 2

We packed up our tents, squashed them back into our vehicles, (we've probably done that a few times!) made a decision to be further down in the convoy, but still ended up in the front! We were told there was going to be a 20 question quiz and that questions would be along the track. Documentation said that we had to be through the forest by a certain time as the gate was going to be locked at "xyz" time and there was to be no stopping in the forest section for breaks. We saw a fallen tree that the track markers obviously had to chop back that morning to allow us past. We were well through the forest by the allotted time but suspect that a lot of trucks, judging by the chit-chat about quiz questions on the PRS were way behind and were being pushed through by the tail end Charlie vehicles.

We heard on the radio that the track markers were concerned that the leaders were catching up. They asked us to block the track yet again. Morning tea time! Why not have a brew-up as we had time, we decided! Out came the gas burners, kettles and, biscuits and we had a leisurely morning tea. Only one other team came up behind us while we were sitting there.

We popped out onto the coast at Tokomaru Bay. There was a huge funeral being held, no parking what-so-ever in the main street and a sign saying "No fuel" at the petrol pump. We had lunch by the beach where other teams passed us and then continued onto Te Puia Springs where the girl at the Petrol station/General store thought all her Christmases had come at once. She sold lots of petrol, (we all topped up) pies, hamburgers and coffee! We went out to Waipiro Bay and out onto the beach to find another quiz question. "How many men does it take to change the tyre on a 4WD on a trip?" Well everyone knows that it takes one man to jack up the vehicle, another to take off the wheel nuts and the third to take the spare off. Doesn't it!! Well apparently the answer is 5 especially when the driver was a girl!!! Someone suggested that the girl was doing the changing and the 5 men were standing around watching!

We meandered up a river after leaving the coast and arrived into camp on Matahia Station.....first again! In camp, one team had it's own "winch challenge", the idea being to see which receptacle was best for grass "skiing", all the time being pulled by a powerful winch. The table top appeared to be the best. Dinner was catered by another community group as the recipient for the funds.

(Continued on page 19)

(Continued from page 18)

Day 3

The next morning we had a cooked breakfast, determined that we weren't going to be the first to leave. Actually we turned around after packing up and realised that we were last. Not quite where we wanted to be either!

We went to a trig station (940m) and admired the views of the hills that stretched endlessly in the distance. We missed question 3 of that day's quiz as did several other people and heard on the radio about a vanishing question. Obviously someone had parked directly in front of it at the trig station. We zigzagged down the hill and could pick out every other team going down as well. Teams stopped in convenient locations for coffee breaks.



We didn't realise we were on a loop until we went past a series of mailboxes that we recognised as being close to the previous night's camp. It was like an AHHH moment!

We popped out of the back roads and headed into Ruatoria for fuel and lunch and then stopped at Tikitiki church which has some wonderful Maori carvings and Tukutuku woven panels. Our blurb had said that we would be going towards Te Araroa and that if there was time participants could head out to the East Cape lighthouse as an option. However what it didn't say was how much time one would need to take the trip to the lighthouse, climb the 700 steps up and down and then get back onto the actual track. (We did it a couple of days later and it was 2 hours from Te Araroa and back again) We elected to give the lighthouse a miss at that stage and settled instead for coffee and ice creams at Te Araroa. Teams were leapfrogging past each other all day. As we came back from Te Araroa to the track turn off we heard another team questioning the direction we were travelling. They thought we were lost!

After driving up another river we skirted a forest then jumped into it. A signpost had said "camp" and we imagined that it was really close. However once in the native forest we wound up and down a hill which took us a further 2 hours before we finally reached the camp at 5.00. Along the top there were signs pointing to White Island, Cape Runaway and Lottin Point. We had estimated that we were about the middle to the end of the pack but we were the second team to arrive into camp at Waikura Station. We told the organisers that we had left last and had arrived second. What had happened to all the other teams? The organisers were wondering that too as it was getting close to dinner time. Dinner was catered by Waikura Valley Sport's club to support the local school bus and was served outside the shearer's quarters.

As there was to be prize giving in the woolshed at 8.30 we picked up our chairs and wandered first towards the shed. We obviously started a trend as everyone followed us with their chairs. "BAAAA!" Luckily it was a fine night as we weren't going to get into the woolshed as it was all filled up with wool. The team came away with 2 spot prizes. Then it was back to the camp for our socialising before bed.

We were fortunate to be able to drive in the spectacular hill country in the centre of the Cape and the fun quiz provided opportunities to read the accompanying information on the area we travelled through. Meals were outstanding and the organisers did a great job. Track markings were very clear and all gates to be closed were marked accordingly.

To read about Day 4 see the trip report by Suzi-Blue.

Graeme and Linda Millard
Suzi-Blue
Aka truck 2, team "CCVC erewego"

Day 4 Motu Safari: Suzi Blue's Tale

I had had a very successful Safari and had enjoyed the last three days with the lovely scenery, solitude and technical bits on brand new rubber; only two weeks old.

My humans had packed me up, on the last morning; once again pushing and shoving and putting straps to all parts of my insides and I was the first of the team to get ready. That was a record! I said goodbye to Polcat who was leaving us to go somewhere else. I think I heard them say Wellington.

Once Silver Sub was packed we were ready to go. Except I DIDN'T GO! I tried but all I could manage was a cough as my engine turned over. I just couldn't get that final bit that actually makes me run. Both Silver Sub' driver Steve and my driver Graeme peered into my mouth (Engine bay) and pushed all the pretty red leads onto spark plugs and checked battery terminals and a thing they called voltage. I have a volt meter on my dash board! No joy with those it seemed. I heard Steve say "remove a plug." Oh I hoped it wouldn't be painful. He placed the plug close to my engine looking for a spark. All I could do was give a tiny spark (was that a Clayton's spark!) and sprayed petrol out of the spark plug hole all over Steve. Sorry!!!! Steve said "It has spark and fuel.....what's next?" By now I could taste petrol in the back of my throat. They decided to push me into the sun to dry out. Silver Sub nudged up beside me and attempted to help me start with his power. I think humans call them jumper leads but it didn't help me to jump; in fact it didn't help at all. I could hear the humans talking about the distributor or coil playing up.

Another team turned up with a mechanic and he started the whole process again. Hey guys couldn't you tell him you had tried all that! He pulled out all my teeth (spark plugs leads) and put little marks on each leading up to them. I wanted to say "Hey, draw on your own leads!" I knew where they went! Then he removed my dizzy cap and measured the resistance from one end to the other on all 5 leads. I knew that they went from one end to another as I could feel that all my spark plugs were sparking. The humans cleaned inside dizzy's lid and then rebuilt her. They tried to start me again but I wasn't playing their game.

The mechanic then decided to remove all my plugs as well and asked the ladies for a nail file. I thought "Wow, a lie-in and a manicure. I could enjoy that!" But to my astonishment all he wanted to do was check the gap on each plug. They seemed to be alright. It is amazing that the nail file was the right thickness for the gap. He put me back together again and tried to start me again but still nothing. They removed my air intake and squirted this weird stuff (ether) down my throat. It made me go all woozy. I didn't care too much after that! Then we heard on the radio that a nice new truck (I think they said a Ford Ranger) had gulped a lot of water at a river. Oh I hope he didn't drown!

As the mechanic packed up he suggested we phone the AA (Alcoholics Anom.....? Hey it was only a small squirt) and tell them it looked like a coil. Hadn't Steve and Graeme reached that decision a while before that. Didn't anyone have one of those?

I was towed to the shed to be closer to the gate. My other human, Linda phoned these AA people and everyone sat around in the sun under a sunshade and waited and waited. It was hot! While we were waiting my humans could see dust on the road outside the farm gate and said that the other trucks had completed a loop. The humans ate their lunch and gave me a charge as my fridge had used up all my battery. The farmer suggested that I would be cooler down by the river. Silver Sub towed me there and I said goodbye to him and his humans. It was good that Silver Sub, Steve and Liz were able to keep us all company. After that I was quite happy to doze. I saw some other trucks that seemed to be waiting for something as well. Were they waiting for this AA thing too? Then I heard that they were something called "tail- end Charlies". Were they all called Charlie?

After one Charlie guy pulled me around so I was facing a gate they left too. "Bye Charlie, bye Charlie, bye Charlie." They had only been gone a short time and they said the AA was coming. Should I have been worried? I was too tired to think about it. When I saw it was a trailer I knew it wouldn't be too bad. But how was I going to get onto it when I couldn't start? The trailer was like a sea-saw and when I rolled part way onto it the trailer toppled and I was hand winched the rest of the way. I've been winched before but never by hand. They put my wheels in casts to secure me to the trailer. I heard the humans say that I was going to Ruatoria to a garage. I remembered that I had stopped at Ruatoria the day before for a drink! "That can't be far," I thought but then I remembered that I had travelled over a lot of hills, through some forest and down a river since then. This alcohol stuff really blurred my memory. It was nice to be able to go to sleep after all my hard work in the days before, being bounced, twisted and scraped.

I woke up as we turned onto a smoother surface, it's called tarseal, I think and as we came down a hill a beautiful bay was in front of me with the sun shining on the sea. Perhaps I was going to have a ride along the sand. No! We just went past it and carried on until this place called Ruatoria where my driver and the driver towing the trailer jumped out and opened my lid again. Hey, wasn't I going to even get off this trailer thing before they started to poke around in my mouth again. Suddenly the AA human said that there was a coil in one of my sisters that he was working on. I could sense the disappointment as they realised that it was the wrong kind. Then he said "I think I've got one of those that has been sitting on my shelf for a while" and rushed away and found it. Exactly the same! Yippee! It worked and I burst into life. "Let's go, take me off this trailer so my humans could continue with their camping holiday. This AA man was really nice and the ride on the trailer had been really soothing but it was back to work. My driver paid the AA man \$20 and we were off to Hicks Bay, the bay that I saw earlier. My driver Graeme drove into a Motor Lodge and I was able to drift off into Noddy land and think about how much excitement I had over the whole safari.

Suz.....zzzz....i B.

Date	Name	Organiser	Category	Place	Status	Notes
MARCH 2013						
Friday 1st	Eastern Hills Firebreaks Sunset Trip - John 04-567 1142 or 027-443 9981	John Vruink	Family Shiny	Hutt Firebreaks		
Saturday 2nd	Karapoti Classic in the Akatarawa Forest - Forest Closed - Information only	Greater Wellington Regional Council	Event		Confirmed	
Saturday 2nd	Odlins Road to Renata Carpark - Attitude Required - Book with David 027 451 0361	David Coxon	Family Shiny	Odlins Road - To Renata Car Park		
Sunday 3rd	NZFWDA Central Zone Truck Challenge Round 4 - Wellington	Valley 4WD Club	Shiny 4X4	Colin James' property, 615 Whiteman's Valley Road, Whitemans Valley, Upper Hutt		
Saturday 9th	Akatarawa Forest Reccy - Bookings Required	Steve Mercer	Shiny 4X4	Akatarawa Forest		
Saturday 9th	New Zealand Contractors Federation Branch Trip to Orongorongo - Limited Numbers	John Parfitt	Shiny 4X4	Orongorongo area		
Sunday 10th	CCVC Training Day for Prospective Members - Book with Andrew (04) 568 - 2136 Cellphone 021 760 238	Andrew Johnston	Family Shiny	Orongorongo area		
Wednesday 13th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 16th	McKenzie Trail with John V - Bookings Required (Note Special Conditions in the NOTES section)	John Vruink	Shiny 4X4	Foxtan Beach - McKenzie Trail		
Sunday 17th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest		
Saturday 23rd	Orongorongo in March - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area		
Wednesday 27th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		
APRIL 2013						
Saturday 6th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest		
Wednesday 10th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Sunday 21st	Orongorongo in April - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area		
Wednesday 24th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		
MAY 2013						
Sunday 5th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest		
Wednesday 8th	CCVC AGM - In association with club night	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 8th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 25th	NZFWDA National Conference and AGM - West Plaza Hotel, Wellington	NZFWDA Association	Event		Confirmed	
Saturday 25th	Orongorongo in May - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area		
Sunday 26th	NZFWDA National Conference and AGM - West Plaza Hotel, Wellington	NZFWDA Association	Event		Confirmed	
Wednesday 29th	CCVC Committee Meeting	-tba-	Meeting - 19:30	Porirua Club		

(Continued from page 10)

booked into the G'day Mate motor camp for the night.

AUSTRALIAN RED CENTRE RAMBLE – SEPTEMBER 2012 - Days Fourteen & Fifteen

This was "clean trucks and replenish tanks" day. We made finishing touches to the truck interiors, filled gas bottles then headed off to the car wash to waterblast the exteriors. Quite a transformation from the pink "trucks" we'd had over the last 2 weeks. After a wander around Alice's shopping centre we booked into Heavitree Gap Motel and the drivers took the trucks back to Britz. They all passed with flying colours. John was refunded for puncture costs. We had a lazy afternoon and water baby had a last dip in the pool. That night we went back to the Heavitree Tavern for "all the pizza you can eat for \$10" and a last encounter with Chris Callaghan and his Band (this time without the band).

Next morning we went down to visit the Saturday Morning stallholders at the Heavitree Tavern to see if they had any local bargains. Then we packed up and caught the shuttle out to the Alice Springs airport. We had 2 pleasant but uneventful flights, first to Sydney then home to Wellington. We arrived safe and sound about midnight, all with luggage intact.

Thank you Ramblers for a great company and a great trip and a special thank you to Ray for organising us, that was no mean feat. **Written by Glennys Feist**

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



Time for a holiday in Mooloolaba Pool OR Beach



Air Conditioned Fully Self Contained Apartments located opposite the Famous Mooloolaba Beach with a short stroll to all the Cafes, Restaurants and Shops on Mooloolaba Esplanade.

137 Mooloolaba Esplanade, Mooloolaba, Queensland
www.windwardapartments.com.au info@windwardapartments.com.au

FREE COOKED BREAKFAST

and Stay for 3 Nights, Pay for 2

Check out our web site or

Email Larry on info@windwardapartments.com.au



Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762
Te Puni 5045
Wellington



tread lightly!
LEAVING A GOOD IMPRESSION

