



VEHICLE CLUB
Wellington

Cross Country Chronicle November 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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Vehicle Inspectors

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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

Nov 16: Matariki Forests 4WD Tagalong Safari

Hosted by the Whangamata 4x4 Club on forest and dirt tracks, great lookouts and the odd challenge or two. For more details contact brendonjpugh@xtra.co.nz or www.whangamata4x4.org

Nov 16-17: Desert Defenders Off Road Club tagalong farm tour

The trip will be over farm land around Karioi, Tangiwai, Waiouru and Irirangi. two day Farm tagalong tour and it will be limited to 60 trucks and first in first served. Cost will be \$200 per truck for the two days, all passengers included in that price. All passengers will need to have safety belts though! You can order meals on top as usual or you can cater yourself for the weekend. Camping is free - from Friday to Sunday. For more info or a registration form please contact Kandy Mott Phone 021 744 573 or email kandy@motts.co.nz

Nov 23: NZFWDA 42nd Traverse trimming day

Department of Conservation trimming of the vegetation on the Southern end of the track Southern end in Tongariro Forest area. If conditions allow there may be more work done on the Sunday. To help cater the level of interest please email Peter Vahry at pr@auckland4wd.org.nz

Nov 30: Moawhanga School Annual 4WD Farm Tour

See details elsewhere in this mag

Dec 07-08: Operation Stirling

Held on army land around Waiouru, see poster in last months magazine.

Dec 08: National Trials Round 2

Hosted by the Bay of Plenty Club.

Jan 24: National Trials Round 3

Hosted by the Wanganui Club.

Jan 25-26: 2014 Tour de Whanga

Held for the more adventurous safari people, an exciting but fun trip based in the Matariki Forest. For more details contact brendonjpugh@xtra.co.nz or www.whangamata4x4.org

And further ahead:

Feb 04: National Trials Round 4, Wellington

Feb 22: Te Awamutu Rotary 4WD Safari

Mar 01: 4x4 National Park 2014

Mar 05: National trials Round 5, Manawatu

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, John Vruink, Mark Wolstenholme
- **Club Recovery:** Anthony Reid, Morris Jury
- **Community Response Group:** Steve Mercer, John Parfitt, Grant Purdie, Mike Murphy, Neil Blackie
- **Competition:** Neil Blackie
- **Deadwood:** Paul Adams
- **Safety:** Murray Taylor, Carl Furniss, Peter King
- **Trip Leaders Forum:** Steve Mercer, All trip leaders
- **Touring Class Membership:** John Parfitt, Murray Taylor, Ian Hutchins, Ger van Hees
- **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, Dave DeMartin
- **Foxton Beach Coast Care:** Bruce Mulhare, Grant Purdie, John Vruink
- **Friends of Belmont:** Roger Seymour
- **Greater Wellington Regional Council:** President / Club Captain
- **Horowhenua District Council:** Grant Purdie
- **Tread Lightly!:** Ralph Dobson
- **Wellington City Council:** Barry Insull

A 4WD public day fundraiser is being organised by the Wairarapa branch of the Alzheimers Society, in conjunction with Wairarapa 4WD Club, Masterton. To be held on Saturday November 24, it will allow privileged access through the stations Glendu, Glenburn, Honeycombe Rock, SummerHill, Cragielea, RockyHill.

Start at Martinborough Square at 9am; cost \$80 per vehicle. Requirements: your 4WD must have low range transfer box and reasonable tyres. Bring your own lunch, and don't forget a camera!

Contact to register: Gail Osman - 021 809 690 - gail@justphotosonline.com
Ron Williams - 06 378 2114 - ronjilly@me.com

G. Guy Motors

4WD SPECIALISTS NZ



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



Presidents Piece - November 2013

Well here we are November, almost Christmas and the year nearly gone !! However this also means we have better weather coming, time to get out into the bush with the truck, maybe get away for the weekend to Whangamomona with Ralph, throw up the tent, break out the Barbie, burn the sausages and take the top off a few Speights (once the driving has finished of course) and enjoy New Zealand at its best !!

This is also a great time of the year to get out and Reece some of the property's we haven't been over for a while. One of the places we have been top over the past month has been Colin James in Whitemans Valley, the Akas around Boiler Gulley and last but not least, back down Waiotauru Road, all working out which tracks are driveable and for what sort of trip category we can run in these places now.

It's a hard life for the Trip Leaders having to spend extra time out 4WDing for the members [YEA RIGHT], looking for the safe(r) tracks to travel, and you can see by the photo below, the places NOT to drive !!

INSERT PHOTO (*Ed - El Presidento wanted the cover picture inserted here but I couldn't resist using it for the cover instead!*)

I have to say it is a bit disconcerting when you're on a hillside, no trees, just scrub around and you're going over on your side.... That question "Is it going to keep rolling" flashes through your mind ? It's at that time that you're thankful for the safety equipment on your truck, but also for the Club Members who quickly rally around and pick up all the coins that have spilled out of the truck and all over the ground (what priorities ?) but then galvanise into action, get your truck secured, send another truck up above you and a winch rope hooked in quick time. All good once it was back on its wheels... well nothing a new air filter and 3L of oil couldn't fix !

The Trip Leaders are meeting this coming week, and on the agenda is planning trips for the Xmas and January period. So keep an eye out over the next couple of weeks as the Trip Calendar will start to get populated for that Xmas / New Year period. If you have an idea for a trip, and potential access to some land, don't backward in talking to one of the Trip Leaders. Any member can organise a trip, you just need a TL to lead on the day.

And to those members who still haven't had your vehicle checked and stickered for trips... do it this week while you think of it and especially before you get turned away from a trip !

Also to those of you with children or Grandchildren..... don't forget Morris Jury is running is very popular Kids Xmas on Orongorongo Station again on the 15th December. Make sure you book as numbers are needed to known for catering.

See you out there sometime, somewhere and the right way up !!

Charles
President

Why go to California to see Redwoods?

Did you know there were Redwood Trees in the Akatarawa Forest??

David Sole is running a trip in the Akatarawa Forest on Sunday 24th November 2013 to take members of the Otari Wiltons Bush Trust to visit the Redwoods and is looking for a number of vehicles to take passengers for the day.

Trip Sheet Notes: *We will be looking at the redwoods (short walk), bush tram track and possibly along Deadwood depending on the track condition. Lunch at the Orange hut, up to the pylon and out again. Will cancel if there is heavy rain or if it is forecast. Looking for 10 trucks please to carry a maximum of 20 passengers. Trust passengers will cover the cost of the fees. Again, a chance to connect with an environmental group in a positive way. These guys are good company and have really enjoyed past trips with the Club.*

If you are able to provide seats please contact David at

dandesole@gmail.com

If you haven't seen these impressive trees its well worth it (tree hugging optional - it takes quite a few people to group hug one of these trees!).

Winter Wayfaring 2013

Winter Wayfaring 2013 Saturday 20 July 2013

Four trucks of off-roaders boarded the 8am Interislander on Saturday 20 August en route to Reefton for the week. Led by Murray T in his Nissan, there was also Murray and Glennys Feist in their Nissan, Ross and Michelle Picard in their Toyota, and Brent Charles with Angie and family Jordan, Brooke, Courtenay and Grace in their Mitsubishi (Oilpro). (The latter four were constantly shared among all trucks to ease Oilpro's burden) After a calm crossing we headed south and after a lunch stop at Lake Rotoiti where some of the children's lunches was fed to some very healthy eels, we continued south to the Howard Valley Road and up over the Porika Track. Good track with some ruddy sections on the steep way down. At Lake Rotoroa we joined the Braeburn Track and eventually got back to the SH6 to take us to Murchison, then on to Reefton to pick up the key to Waiuta lodge and food supplies for our first few days there. All loaded up, we headed down the road and soon turned into the road to the lodge. It was not long before the lodge was explored, beds were claimed, dinner was cooking and our home for the next week was well set up.



Winter Wayfaring 2013 Sunday 21 July 2013

Next morning we were up bright and early. Taking advantage of the fine weather we headed out at 8.45 to the Waipuna tunnels and Napoleon Hill. We turned off Waipuna Road and drove up Waipuna Creek stopping at the first tunnel – playtime for kids in the river and lessons on how to keep the water out of your gumboots. Some were quicker learners than others.



Back into the trucks and upstream to Mosquito Creek which was entered with a bit of manoeuvring around an electric fence. As we gained height the track became quite picturesque and had a few lumps and bumps thrown in. We continued along the top passed the Napoleon Hill Cemetery then headed down the steep, clay, sometimes ruddy, track to Nobles creek. We first passed a couple of small tunnels then drove through two larger tunnels. Once through the last tunnel, where care was needed to negotiate the spikes holding the mat on the ripple board in place, we were back to the morning's play area.

So now it was back down Waipuna Creek to the road and then up Waipuna road to some private land (with permission obtained from the owners) to tackle the famous Chasm route. After crossing the Clarke River we picked our way up a gully strewn with wheel size rocks to the base of a 40 degree slope of loose boulders. Help! Was this a family shiny trip? Hark, what do we hear? It is the lunch bell ringing. So we turned around and proceeded back to join the sandflies for lunch.

After lunch we went on up Waipuna Road then proceeded along the Snowy River Road. On the way went into

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COOKES GOUROCK

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the "other end" of the Chasm Route where we met some Offroad Express trucks which had come through that morning from where we had made our earlier attempt - "mean machines"!! We turned around at the "Private Property" sign at the end of the Snowy River Road and came back down to travel along the Gentle Annie Track. We negotiated a couple of dodgy bridges but all in all it was a good track through typical West Coast bush which took us down to the Upper Grey River. Looking across the river we viewed a possible escape route from the Chasm route. Back in the trucks, we turned around and were back at the main road at 5pm to head home for tea. When we got there, Howard and his Suzuki were waiting for us at the gate. He had come across on the morning's ferry and come down to Waiuta Lodge via Porika Track and Braeburn Track as we did. A great and varied day's 4WD driving with the kids enjoying having turns in different trucks.

Winter Wayfaring 2013 Monday 22 July 2013



Once again we were away by 9am and on the way to the Waitahu River after stocking up with petrol, diesel and food at Reefton. We turned into Denham Road then onto a good track up the Waitahu River. When we soon came to a swing bridge, all kids were quickly out of the trucks, shaking themselves and each other across the bridge and skimming stones on the other side of the river.

After we got under way again the track started to deteriorate and eventually got into the bouldery riverbed. One minor recovery here and mumbblings about gumboot award but we won't go into that. The lumpy tree roots and bogs continued until we got to Montgomery Hut, a 6-man forestry hut, for morning tea. After that it was back out the way

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we came and along the main road to the turn off to North Larry's Road and onto Larry's Creek track. Here we came across some significant gold workings in the old creek bed - Beech Trees had been milled and a couple of earth-moving diggers and rotating washing machines were hard at work. We stopped for lunch further down the road at the start of the walking track to historic gold mining sites and machinery. No walkers among us, so we headed back out and on the way stopped to inspect some old gold mining machinery displayed under a shelter at the start of the road. Next we attempted to visit the Perseverance Mine up another side road. A major road blockage put a stop to that so we turned around and found another side road which became quite narrow and overgrown. A partly collapsed bridge made for fun 4WD driving with some wheels off the ground before the track ended at a little stream. Murray T got his gold pans out and several tried their hands at panning. No success with that but one Dad was successful in showing his children how to get water in your boots when carefully crossing a stream!! Brent discovered a tyre with low pressure which reverted back as soon as it was blown up, so it was now turn around and back to Reefton. We arrived home in daylight and there greeted the last of our wayfarers, Grant in his Nissan (Tigga) with Cameron and Sydney who had come across from Wellington that morning.



Winter Wayfaring 2013 Tuesday 22 July 2013

We made another early start (8.15 this time) and headed up Nelson Creek Road passed the settlement of Nelson Creek, through a Pine forest and down to the old Dam earthen wall which was built to raise Lake Hochsetter for gold mining operations via a water race to Nelson Creek. Alas poor Tigga. His adventure was short lived. When he tried to do a 4WD manoeuvre on the Dam wall but appeared to be operating in 2WD, he discovered he had a broken free-wheeling hub. With that Grant (Tigga), Brent (Oilpro) and Ross headed out to Greymouth for repairs at the garage they frequented last year.

Then there were three. Murray T, Howard and the Feists set off to investigate the roads and forestry tracks in the area. First stop for a view of Lake Hochstetter then we continued till we met two windfalls presenting a decent obstacle. A detour was forged, first driving forward between tree stumps, then backing down a new drainage channel back to the road. We continued investigating along the road and were eventually stopped in our tracks by a deep hole with two large strategically placed boulders to block the road. We changed direction



and headed off on a road which took us up to the top of a ridge which overlooked some impressive drop-offs. While enjoying the view we heard a radio conversation between our other three party members in Greymouth arranging a McDonald's lunch for their junior crew. We then back to the sealed road, past Lake Haupiri and up a track shown on the map as joining the road we had earlier been on. The terrain was now becoming decidedly Family Scratchy and we eventually stopped for lunch at a sign reading "suitable for 4WD only". What had we been on so far? After lunch we travelled a further 200 meters and came to a washed out culvert so turned around and went back to the seal. After lunch we continued to investigate forestry tracks until it was time to call it a day and head back to Waiuta via

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Bell Hill Road and Stillwater. When we got back we learned that the friendly Greymouth motor mechanic had arranged for a new free-wheeling hub to arrive at his workshop by 8am the next morning. Grant and Ross were to leave early tomorrow morning, perform Tigga's transplant and be ready to join us at No-name Road about 9.30am.

Winter Wayfaring 2013 Wednesday 24 July 2013

Grant, Ross and crews were off to Greymouth bright and early to prepare Tigga for his operation. The rest left about 8.45 for No-name Road. We all met up at 9.30, Tigga all fixed and none the worse for his ordeal. We set off up the road and had a quick stop at Notown Cemetery before the rain sent us scurrying back to the trucks. As we continued up the road, we past some big gold workings, through a Pine Forest and back onto the seal. We soon turned into Maori Gully Road and came to the Maori Gully Historic Cemetery. We stopped here for morning tea in a bit of a bog and, by now, pouring rain. Most made the short walk up to a grave site – now the only one left. After morning tea we went up a forestry road toward Mount Fox past several gold workings, one of which was very extensive. We were amazed at the extent of excavations and heavy machinery in use. Looking at the moving terrain on the site we had some questions about ground stability and worker safety.



With the rain still coming down we next headed for No-name Road. We stopped part way through for lunch and met up with another Suzuki also going our way. We carried on after lunch and soon needed to cross Blackwater Creek. The first few crossings were getting deep but OK but when we met the Suzuki coming back we knew we had gone as far as we could go. The Suzuki crew reported creek crossings becoming deeper and rising.



All turned around, one with a little bit of help from a strop and we headed back enjoying some "play areas" on the way. We turned left when we got back to the crossroad to go to the Greenstone River with a view to crossing it at a ford. Alas when we got to the ford the Greenstone was running too deep and fast.(a concrete bottomed ford, about 50 meters across). And alas again Brent turned off Oilpro's motor and it refused to start again. As Oilpro was an automatic, the only solution was to tow him back to Greymouth. With the back drive shaft disconnected, the slow tow, courtesy of Ross, began. Given he had no power assisted brakes or steering this was no mean feat. Oilpro spent the night at the friendly Greymouth garage and his crew caught a ride back with the rest of the trucks. Hopefully, tomorrow a starter motor transplant can be performed.

Winter Wayfaring 2013 Thursday 27 July 2013

On a dull overcast morning, Ross and Michelle with passenger Brent set off to Greymouth about 7am to prepare for Oilpro's starter motor transplant. Murray T found what looked like mouse droppings in his motor

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Night Hawk Family Rally - Saturday 16 November 2013.

Start Time - 6pm

Finish Time - approx 9pm

Start - Totara Park side of the Totara Park bridge.

Limited Numbers

Cost \$30 per vehicle, proceeds going to Victim Support

This designed as a fun day, with questions to answer and things to spot.

You will need a good navigator, and you will be marked on your answers.

Vehicles leave at 5min intervals, your start time will be given to you when you register.

We will be finishing at the green hut at Rallywoods, anyone that would like to stay the night can. Because there is a locked gate to get out, everyone will go out at the same time when all is said and done.

This will be a rain or shine event.

Please ring John V and book in by the 14 Nov.

Looking forward to seeing you all there. And yes to those older members we have RUN this trip before. There will be a few changes due to the fact some of the roads are no longer there. Mind you it was run 18 years ago (give or take a couple of years) so you might not remember it anyway.

Cheers Terry Barr

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which was a bit disconcerting. The rest of us left at 9am to meet them there. Tigga reported an apparent battery voltage problem. A stop and check at Ikamatua revealed an alternator problem – alas poor Tigga again – looks like another job for our friendly Grey-mouth garage. We arrived at Grey-mouth to find Oilpro's transplant well under way and booked Tigga in. By 12 noon Oilpro had his new starter motor and Tigga had new brushes and bearings in his alternator. We headed off towards Kumara with first stop at the Kumara Historic Swimming Baths site. This pool was built in 1934 during the Great Depression. It was of Olympic dimensions, measuring 33 yards (30.16m) in width and 50 yards (45.7m.) in length. It had two learners' pools and a diving board. Its construction is thought to be unique in New Zealand, the surrounding walls being built with boulders from tailings left behind by gold miners. The walls of the pool are about four feet (1.3m) wide, and the space between the inner and outer stone walls is filled with gravel and clay. The pool is surrounded by acres of high piles of tailings left by last centuries' gold diggers. The pool was filled with water piped some 3 kilometres from Dillmanstown's Kapitea Reservoir south of Kumara, using iron piping remaining from the old sluicing claims. Quite amazing.



Tigga had had to leave his motor running while we viewed the pool, but his attempted kidnap by a disreputable 4WDriver with a leaning toward fish-net stockings was foiled. We continued south through Dillmanstown

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and soon turned down a side-track to the Taramakau River for lunch. It was a bit of a mission to get the six trucks into the soggy parking spot, but we managed. It was getting them out which posed more of a problem. Murray T was well stuck and took some moving.

Back out to the road, we continued till we got to the right turn into the Taipo Valley track. It was a good track up the river with a few bumpy bouldery patches where the track has washed away and travel was on the riverbed. A short way past a derelict hut we came to a wide rocky stream which was the end of the navigable road. The old homestead was a short distance further upstream. On the way back down to the road Oilpro chose the wrong option round an obstacle and needed to be towed out. He expressed his thanks by sharing the gooey soggy mud with those close at hand!!



Once out to the road, we headed north, waved at the Transalpine Train, past Lake Poerua and got to Nelson Creek Road via Bell Hill Road. We came across the log jam obstacle which Murray T, Howard and the Feists had negotiated on Tuesday. Oilpro, Tigga and Ross had lots of fun here and further along on another side-road. Only damage – 2 broken side-mirrors. By now it was getting late so time to head for home which we got to at 6.20. Thank goodness for slow-cookers!!

Winter Wayfaring 2013 Friday 26 July 2013

The day dawned almost clear with the sun coming up, which was a nice change from the mist murk and sometimes rain we had had for the last few days. Murray T found more rat/mouse droppings and this time chewed plastic in his motor. New parking spot to be found to-night!! This morning we drove up the hill opposite the lodge to the Prohibition mine and mill site. This mine was West Coast's richest gold mine which grew from the region's last great gold discovery made back in 1905. In 1951 the Blackwater shaft collapsed, blocking the ventilation system. As it was uneconomical to repair the shaft, the mine closed leaving the residents unemployed and with no choice but to abandon the town. The site is probably the most acutely toxic historic mine site in New Zealand and parts of it are fenced and padlocked to keep people out.



As it was uneconomical to repair the shaft, the mine closed leaving the residents unemployed and with no choice but to abandon the town. The site is probably the most acutely toxic historic mine site in New Zealand and parts of it are fenced and padlocked to keep people out.

We left the mine site and on the way down to the main road stopped to visit Blackwater School to give the children a taste of how it was in the old days – old desks with ink wells, exercise with beautiful hand-writing etc!! How many voices were heard to say "I remember that"?

Once out to the main road we headed towards Reefton and pulled into the Slab Creek Quarry play area. Up an overgrown track, mainly good but with a few gnarly bits that needed some dig-

ging and cutting. After investigating and playing in several play areas, we went back down to the road and continued toward Reefton. A little further on we turned into an area with forestry tracks and had a look at "Trevs Hill". Found a good play area, much to Ross's delight. Further on along the way we found the entry to the bottom of "Trevs Hill". As we continued on we passed the Off-road Digger School – part of Te Poutini, the

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West Coast Polytech. From here we took the "non" Big River Road and eventually stopped at the end on top of a knoll for lunch. Play areas abounded on the way down which the trucks made good use of. When we got back to the main road, it was straight to Reefton and the coffee shop for adults and Skate Park for children. After the afternoon tea break we headed north towards Lewis Pass. First stop Blacks Point Museum which was not open but there was plenty of interesting machinery outside. Next stop was the Inungahua swing bridge after which we went down Golf Course Road to a quarry on the banks of the Inungahua river to gauge the effects of the rain on its depth with a view to tomorrow's activities. That was today over so the happy wranglers headed back to Waiuta for tea.

Winter Wayfaring 2013 Saturday 27 July 2013

This morning we were to revisit Napoleon Hill and the Waipuna tunnels for the trucks who were not with us last Sunday. We had a morning tea stop once we were back down through the tunnels and then headed back to the road to go to Nelson Creek. After a mass ice-cream stop at the corner dairy we went up Nelson Creek road to the Nelson Creek Recreation Area. This was a lunch and gold-fossicking stop. Not much gold was had but there was plenty of fun. Rain set in as we headed off. Oilpro, Tigga and Ross headed for home to meet some of Oilpro's relations coming for a visit and to then investigate tracks around the lodge. Murray T, Howard and the Feists went off to Jim's Flat Hut. The hut is in a great spot alongside the Ahaura River. It is well set up, thanks to the Ahaura Community who stepped in to maintain it after the Department of Conservation were no longer going to perform maintenance and its future was at risk. There are water meters set up at the hut to record water levels and transmit the up-to-date information back to the authorities.

We did a bit more investigating along another track in the vicinity but when we reached a broken bridge we turned around and headed for home. When we arrived back at the lodge we were greeted with delicious home baking courtesy of the girls who had been busy baking while the guys were out exploring the tracks around the lodge. As the evening progressed there were furtive glances and whisperings among the kids with the words "code brown" being bandied around. What are we in for?

Winter Wayfaring 2013 Sunday 28 July 2013

We were up bright and early, fed our usual excellent breakfast by Murray T, packed up, cleaned up the lodge, and were sitting in trucks ready to leave by 7.30. A couple of us were introduced to code brown!! We had a good run through to Murchison where we stopped for a coffee break. Next stop was just outside Blenheim where we had lunch and washed the trucks which had more than their share of West Coast mud. After this it was full steam ahead to Picton and the Ferry. We had a pleasant trip across the strait and so ended our West Coast wrangle.

A big thank you goes to Murray T for organising and leading an interesting and varied trip and for the excellent breakfasts we had every morning. Another thank-you goes to Michelle and Angie for the delicious dinners we had every night especially as we were often not home until 5.30 or 6 o'clock. Good company, good food and good fun.

Glennys Feist



Moawhango School Scenic 4 Wheel Drive



Another spectacular and memorable 4WD is planned for the 30th November 2013.

Fantastic scenery looking down onto the beautiful Rangitikei River from heights of 3000 ft will be on offer, also snow covered Mount Ruapehu and the renowned strong, clean high country hills.

Registration will be at Springvale Station between 8.00 – 8.45 am. Morning tea will be provided at this time and a quick pre-tour talk. Some information sheets will be available to take with you on your tour outlining some brief history and farming policies of the stations you will be travelling around. Tour will be leaving at 9.00am.

From Springvale the tour starts across the road at Black hill Station which will take us through onto Kelly Land Co where we will follow the pristine Rangitikei River. From here it's on up to the Kelly's woolshed for a packed lunch and cup of tea.

After lunch it's on through Kelly's down the road a short distance and into Springvale Station from which we will finish the tour approx 4pm at Erewhon Stations woolshed for a fantastic BBQ dinner comprising of mutton and pork cooked on spits, BBQ venison, salads etc. There will also be a bar running selling alcoholic and non alcoholic drinks but we do not encourage drink driving.

Moawhango School Scenic 4WD Farm Tour

Registration Form:

Driver Address

.....

.....

Phone no. (Home) (Mobile)

Fax no E-mail

No. of people in vehicle: AdultsChildren 12 and under.....

Entry is \$120 per vehicle (including 2 people) -extra adults \$20 per head.

Children between 5 and 12 are \$5 per head. This price includes morning tea, lunch and BBQ

We need the names and numbers of all passengers.

Assemble at Springvale Station between 8.00 –8.45am. Tour will leave at 9.00am.

Trip ends at Erewhon Station at approx 4pm.

Payment may be made via cheque or internet banking. If paying by internet banking you **MUST** ensure you include the details required as below. Also the Registration/Indemnity Forms still need to be completed and posted back to me with "paid via internet banking" written on the form so we can match payments with the correct people.

We appreciate pre payment if possible as it saves time on the day.

Please post to:

Scenic Tour

c/- Teresa Bury

Otupae Station

River Cottage

RD2

Taihape 4792

Please make cheques payable to: Moawhango School Fundraising Committee.

Internet banking details:

Account Name: Moawhango Parents Fundraising Committee

Account No.: 031525 0019120 00 (Westpac-Taihape Branch)

Particulars: (your name)

Code: 4WD Tour

Reference: (number of people in vehicle ie: 2 people).

Any enquiries to:

Teresa ph. 06 3880016 E-mail buryfam@farmside.co.nz or Debbie ph 06 3880575

DIRECTIONS: Coming from Waiouru, head towards Taihape approx 10 minutes; take turn off on left saying Moawhango – Napier. Turn left at next junction (Temoehau) signs again saying Moawhango – Napier. Springvale Station is approx 25 minutes on left.

Coming from Taihape, head straight through town, once you see the Gretna Hotel and High Country Clothing/Ruapehu Farm Supplies, go straight here don't veer left. This will take you out past the sale yards. Approx 10 minutes from here take right turn at Temoehau junction; signs will say Moawhango –Napier. Springvale Station is approx 25 minutes from here on the left.

Coming from Napier, Springvale Station is approx 1 ½ half hrs from Fern Hill on the Napier-Taihape Road on the right.

PLEASE COMPLETE INDEMNITY FORM BELOW

Moawhango School 4WD Scenic Farm Tour

Indemnity Form: I/we acknowledge that I/we are participating in the Moawhango School Scenic Farm Tour on Saturday 30th November 2013.

I / we are aware that there are hazards which I / we may encounter. I / we are aware of the occupational Safety and Health act. By signing this form I / we indemnify Moawhango School, the landowners and other participants from responsibility including any accidents, mechanical or structural damage or other mishap to ourselves, vehicles other participants or property.

I / we are knowingly taking part in this event and are aware of hazards to be found on farmland / tracks and enter at my / our own risk.

I / we the undersigned have read and understood this indemnity and agree to be bound by it.

Name (please print).....

Signature:

Date:

It is a slow day in the East Texas town of Madisonville, it is raining, and the little town looks totally deserted. Times are tough, everybody is in debt and everybody lives on credit.

On this particular day a rich tourist from the East is driving through town. He enters the only hotel in the sleepy town and lays a hundred dollar bill on the desk stating he wants to inspect the rooms upstairs in order to pick one to spend the night. As soon as the man walks up the stairs, the hotel proprietor takes the hundred dollar bill and runs next door to pay his debt to the butcher. The butcher takes the \$100 and runs down the street to pay his debt to the pig farmer. The pig farmer then takes the \$100 and heads off to pay his debt to the supplier of feed and fuel. The guy at the Farmer's Co-op takes the \$100 and runs to pay his debt to the local prostitute, who has also been facing hard times and has lately had to offer her "services" on credit. The hooker runs to the hotel and pays off her debt with the \$100 to the hotel proprietor, paying for the rooms that she had rented when she brought clients to that establishment. The hotel proprietor then lays the \$100 bill back on the counter so the rich traveler will not suspect anything.

At that moment the traveler from the East walks back down the stairs, after inspecting the rooms. He picks up the \$100 bill and states that the rooms are not satisfactory..... Pockets the money and walks out the door and leaves town.

No one earned anything, however the whole town is now out of debt, and looks to the future with a lot of optimism.



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know what you are covered for and, in the event that there is a problem, will go the extra mile to get it sorted.

Grant makes sure that you have sufficient cover, at the best prices, so that if the unthinkable happens, you and your family can carry on and avoid a financial catastrophe.

Remember, insurance is all about the claim.

For insurance from someone who will talk your language talk to Grant Uridge, 027 448 8689, 04 976 1099 or grant@plus4.co.nz



Every CCVC member taking insurance with Grant receives a free emergency kit

A copy of Grant's Disclosure Statement is available free of charge.

Ham radio to the rescue

I am becoming a ham radio geek and am not ashamed to let people know. My radio's always on when driving and have regular contacts with other HAMS on my morning commute and frequently make contacts on the drive home. The Safety Officer and I were catching up on Tuesday afternoon about the perils of buying an unregistered vehicle when I heard a club call sign being called out between our overs. Having attracted our attention I was able to establish that it was a club member who was stranded down Odlins Road with broken steering gear. Murray chipped in and between us we commenced a vehicle recovery. The member had tried calling on the club channel - no response. No cell phone range and then switched on to the HAM frequency to find it strong and clear.

Given a detailed description of the damage, Murray was able to drop in to Coastal Fastenings and pick up a range of bolts that we might be able to use to replace the 4 sheared off studs that hold the drag link to the steering knuckle. Another HAM chipped in to offer support if we didn't have enough gear. He remained by his set through the evening and was there to phone in the emergency services if required. Murray and I met up at my place and prepped my truck for the job.

I phoned around a few of the usual members on the Recovery list but it was midweek and with such short notice I drew a blank. We planned to go in from Waikanae so I tried a few local members. First up was Ashley Rabbit and he was keen. Great. Liz put some food and a thermos together and we headed off fairly quickly. We met up with The Rabbit in the Waikanae and proceeded up to the Akatarawa Saddle. Leaving there at around 6.30 it took an hour of off-roading to get to the disabled truck. Fortunately it was still light so we were able to get a good look at the damage and turn our trucks around while we could still see solid ground.

Luckily the steering had broken on a straight part of track that ended in a pull off area where he could get off the track and jack it up on the level. Everything was dismantled and ready for repair. We had plenty of drill

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bits, three battery drills and 6 charged batteries but we didn't anticipate how hard the studs would be. Well, "we" was in fact Murray Taylor, who did all the thinking and working while the Member held the torch and Ashley and I had cups of tea and sandwiches and talked about missing Guy Fawkes night. It started to rain – Ash and I got raincoats and umbrellas out – doing our bit. It was dark by now and fortunately we'd brought quite a bit of battery lighting with us which was a good thing. The job went painfully slowly and there was a bit of despair as we discussed leaving the truck there and going out for more tools but in the end the patch job was done and held for the journey out to the tar seal.

It seemed to be holding up well so we progressed down to Waikanae at 20 kph and then confidently out onto the Main Road and south to Paremata maintaining 20kph. Its surprisingly quiet on the road at 2 am and only a handful of vehicles went passed us.

You may well discuss the merits of 4WDing on your own but this was not a club trip. When the member called for help by conventional means there was no service so he used the HAM frequency and got support. This was a win for him and, given we could establish his problem and go in prepared it made the recovery easier. All in all a successful outcome.

Becoming a HAM is a fairly straightforward exercise and you'll be able to have the useful frequencies programmed into your club radio with little effort meaning you'll be more capable.

Steve Mercer ZL2SFM.



Te Awamutu Rotary 4WD Trip

The 2014 4WD Safari is being held at Waitomo on Saturday 22nd and Sunday 23rd February 2014. This event is very popular having been featured in various 4WD publications regularly and earning consistent praise.

The event and entry details can be found on our website www.teawamuturotary.org.nz or by clicking [here](#). This long running and very popular event will be based at Waitomo with one day around Waitomo/Oparue/Mairoa areas and another at Te Anga/Marokopa. You'll need to arrive on Friday 21st between 3.00 and 7.00PM for scrutineering.

We also offer an opportunity to take part for just one day – Saturday only. See the entry form for details. Once again, thanks to generous support from farm owners, we will be privileged to have access to land not normally used by recreational groups such as ours. There will be a mix of farm and forestry, farm tracks and roads, wet and dry and always, scenic beauty that only Waitomo and the surrounding districts deliver.

We have received a significant number of pre-registrations; our numbers will be capped at 80 trucks, so enter as soon as possible to avoid disappointment. All entries received (or envelope date stamped) before Xmas Eve will go into a draw for a refund of the entry fee. This will occur at Sunday briefing.

As with previous years, we have been provided with generous support from sponsors in the form of a significant number of valuable products, most with a 4WD theme. We will distribute these as spot prizes during the weekend.

Rotary is a volunteer service organisation with over 30,000 clubs and 1.3 million members worldwide. Profits from this event are distributed to groups in the area we use. This event will be run by volunteers throughout. In addition, facilities including meals will be supplied by local groups. So, funds raised in Waitomo will be distributed in Waitomo.

All your accommodations needs are likely to be found in and around Waitomo Village. A list of the main suppliers of accommodation can also be found at on our web site. The nearest towns to Waitomo are Otorohanga (15 kms) and Te Kuiti (18kms).

David Samuel
Entries Coordinator 4WD Safari
Rotary Club of Te Awamutu
468 Sloane Street
Te Awamutu
07 871 4553
dsamuel@clear.net.nz



Old dogs and new tricks

For only the second Labour Weekend in 20 years I wasn't down South fishing with a few long time buddies, this meant a family weekend with an opportunity for getting out in the Suzuki. As we were staying up in Otaki the McKenzie trail run with the Dixon's looked to be ideal, along with the fact I had never driven this almost iconic track before.



Sunday was just as windy as Saturday but with no forecast of rain it could have been worst. We found the meeting spot and radioed Ian who was a few minutes away so James (son) and I drove down to the river to check out the old bowl and dunes which have now been off limits for a few years. James had a quick driving lesson before we met up with Ian and John Dixon, along with Grant Purdie out for the first time in many months, three well equipped Toyota's and the little standard Suzuki, hmmm looks like we might be the weak link.

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We had 15 minutes to kill waiting on a booked club member who was a no show so time to air down to 18psi (no tubes), a quick briefing and we made our way to the chained entry to the forest section of the track. The McKenzie Trail starts in a small forestry block before heading into the dunes, the track is constantly being encroached by the moving dunes so in places it is rather hard to see and is almost always only wide enough for a quad so one wheel is riding high up the dune. The narrow track and plenty of over grown flora made it difficult to see the track but Ian seemed to know his way and with Grant bringing up the rear we had no issues finding our way and staying together.

Sand dunes like these require a unique driving technique and I was soon found lacking as I buttoned off on the blind crests only to get stuck, the term "peddle to the metal" must have been coined for sand driving. Power is your friend in deep sand and the 1600cc non injected Suzuki was lacking next to the Toyota's, John's having the thumping V8 made light work of most of the obstacles. I was starting to get the hang of it when we arrived



at a narrow sand ridge, Ian went first and radioed back that you needed to turn slightly left when exiting the top, my slightly was slightly out and I settled with one wheel in the abyss and the chassis buried in the sand. A gentle stop backwards from Grant helped before I backed up for try number two but this time with some guidance and we were through.

At the end of the track a few steep climbs were tamed by the Toyota's, I knew when I was beat. The trip back was considerably quicker as the sand novice was getting a better handle on just hoping for the best, we did need to be winched up one narrow section which wouldn't have been fun to get wrong but overall the Suzuki didn't do too bad with little power and open diff's. The team wanted to look down South arm on the way back, this really was too much with near vertical sand climbs with no run ups so we jumped in with Ian for the next 20 minutes. Exiting this track after picking up the Suzuki I managed to hit a sand bank and rearrange its front guard, once I could get the door open it was out with the pick to make a few adjustments, good as new

(Continued on page 23)

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if you're a little sight challenged.

Great drive, learnt plenty and excellent company. We aired up near the motor camp and headed back to Otaki for a well-deserved curry at the local Indian. Thanks to Ian for a good day out, will be brushing sand out of the truck for years to come.

Ralph Dobson - K182



Editorial Ramblings

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

Electronic publishing is great as it means that I can include heaps of photos and they can be in colour and not too small - the only problem with this is that it will make the PDF file larger which may not suit everyone, I was going to create a "good" and a "better" quality PDF so you could choose which one you want but the good is now 4Mb and the "better" nearly 18Mb, so I will give this idea a miss I think.

Great to get some good reports here this month, especially with photos, although not knowing where each photo was taken means that they may not be placed within the story in the correct place - if this is an issue then please name the photos sent in so that I can get them in the right place.

Alan...



Committee News

Vehicle Inspections

Your vehicle should have been inspected and have a new sticker by now. 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.

Membership.

This now stands at just over 200 now that subs are all paid.

New Advertiser.

We have a new advertiser - see page 19 - Grant is a club member so should look after you just great, plus he has a freebie for every CCVC member taking out insurance..

Date	Name	Organiser	Category	Place
November 2013				
Monday 11th	Trip Leaders Forum	Steve Mercer	Meeting - 19:30	
Monday 11th	Zuki Central Meeting - Straight after Trip Leaders Forum	Steve Mercer	Meeting - 19:30	
Wednesday 13th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	
Saturday 16th	Night Hawk Family Rally - Limited Numbers - Bookings Essential	John Vuink	Shiny 4X4	Akatarawa Forest & Rallywoods
Sunday 17th	Ladies Training Day - Exclusively for the Ladies - Bookings Essential - Book with AJ (04) 568 - 2136 or 021 760 238	Andrew Johnston	Family Shiny	Orongorongo area
Saturday 23rd	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area
Sunday 24th	Otari Trust Redwoods Wander - Bookings Required	David Sole	Shiny 4X4	Akatarawa Forest
Wednesday 27th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	Ponirua Club
Saturday 30th	Taranaki with Egmont Club - Limited Numbers - Bookings Essential	Ralph Dobson	Shiny 4X4	Aoithua Station - Taranaki Whangamomona see notes section
Saturday 30th	Terawhiti Clean Up and Trip - Bookings Required	Ray Harkness	Shiny 4X4	Terawhiti Station
December 2013				
Saturday 7th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 11th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	Petone Working Men's Club, Udy St
Sunday 15th	Orongorongo Kids Christmas Run - Bookings Essential	Morris Jury	Shiny 4X4	Orongorongo area
January 2014				
Wednesday 8th	Greater Wellington Regional Council Sunset Tour No1 - Members of the public must book via GWRC Summer Programme	-tba-	Shiny 4X4	Battle Hill & Puketiro Forest
Saturday 11th	Greater Wellington Regional Council Mt Climie 4WD Trip - Members of the public must book via the GWRC Summer Programme	Greater Wellington Regional Council	Shiny 4X4	Mt Climie
Saturday 25th	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area

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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