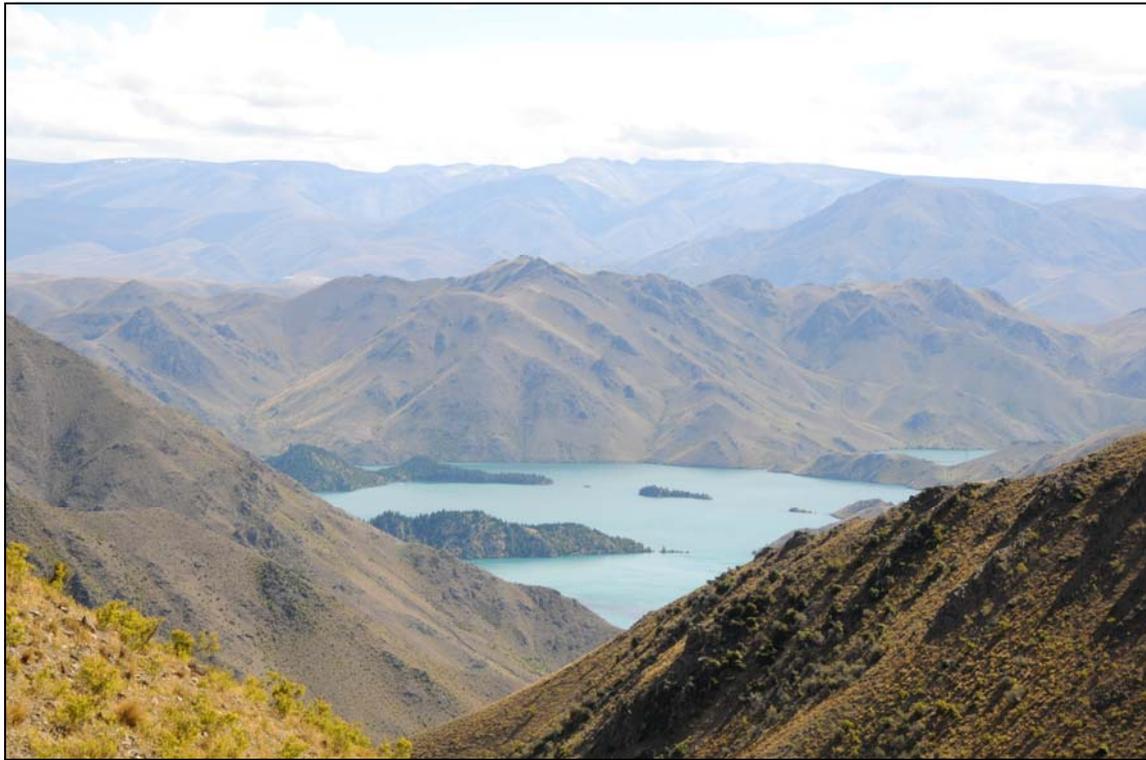




VEHICLE CLUB
Wellington

Cross Country Chronicle May 2014



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

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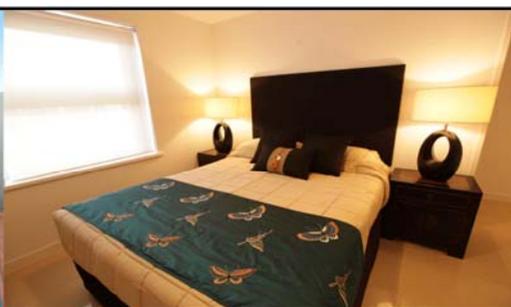
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WHEN HELP IS NEEDED

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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Shane & Carl

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34 Goodshed Road, Upper Hutt
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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

May 17: Teams Tour de Whanga

This is an event aimed at the experienced safari guys with a tuff truck mate or for well set up 4x4 trucks. It is along the lines of the January event but staged on more challenging tracks that will require at least 1 winch per team. Each team will be required to complete a set number of stages during the day with points deducted for failure to get all 3 trucks to a stage end. To be held in Matariki Forest blocks organised by Whangamata 4WD Club.

May 31-Jun 02: Mainland Winch Challenge Round 1

Top of the South Island event is being held in Nelson. Usual classes with requirements as per Mainland Challenge Series rules. See mainlandwinchchallenges.co.nz for more details.

Jul 04-06: Mainland Winch Challenge Round 2

Mainland Winch Challenge Series to be held at Oxford. Limited to 40 vehicles with scrutineering and night stages Friday night. All vehicle classes with a "Clubman B" invitational class included. All vehicles to have registration and WoF except Outlaw. Accommodation on site as normal for a small fee to cover costs. See mainlandwinchchallenges.co.nz for more details.

July 18-20: Force4 - King of the Palace - Winch Challenge

Held at Omana, Northland. Approximately 2.5 hours from Auckland between Whangarei and Dargaville. To be run under 4x4 Challenges rules with all classes eligible and if enough interest there will be a UTV class as well. All competitors (drivers & co-drivers) need to be members of the NZFWD Association. Proof of 3rd party insurance must be provided. Camping available on site and hot showers are to be provided on site. Cost for the event is \$280.00. For further details contact Andrew Gibson: email andrewroygibson@gmail.com or phone 021 029 85475 or Caleb Thompson: email hstile@hotmail.co.nz or Phone 027 683 4327.

Aug 01-02: Mainland Winch Challenge Round 3

Round 3 of the Mainland Winch Challenge Series to be held at Ceder Creek, Dunedin. Limited to 40 vehicles with scrutineering and night stages Friday night. All vehicle classes with a "Clubman B" invitational class included. All vehicles to have registration and WoF except Outlaw. See www.mainlandwinchchallenges.co.nz for more details.

Sept 05-06: Mainland Winch Challenge Round 4

Round 4 of the Mainland Winch Challenge Series to be held at Queenstown (Crown Range). For further details go to www.mainlandwinchchallenges.co.nz for more details.

Oct 03-05: Mainland Winch Challenge Round 5

Round 5 of the Mainland Winch Challenge Series to be held at Makihikihi, Timaru. For more details see www.mainlandwinchchallenges.co.nz for more details.

Nov 14-16: NZ1 Winch Challenge

To be based in Christchurch and is billed as the biggest event of the year. Friday is scrutineering and a public vehicle display for the public. Vehicles will be parked up with a moneybox in front of each and the public will vote for their favourite with all proceeds going to St Johns. The public will get to see the vehicles compete on a man-made course under lights in central Christchurch. Saturday is another public day on the outskirts of Christchurch with Sunday a 1 stage with a mass start taking 204 hours which will test endurance of teams. Refer to www.mainlandwinchchallenges.co.nz for full details.

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.



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



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



President's Piece

It's been a quiet 4WDing April for me, having being in the States on business for two weeks, however from what I hear the Club has been busy with ZukiCentral being run over Easter again, other trips over Orongorongo Station, Foxton sand dunes and the Akatarawa Forest Park. Some of our Akatarawa Trip Leaders attended an ARAC re-certification day in April, with the balance booked in on the 2nd training day later this month. It was a well-run day with strong involvement by Regional Council explaining there on going direction and drivers around this training.

The AGM is up again this month.... Where has 12 months gone ? It seems to have been a quiet but steady year, with the introduction of the new online Membership database probably being one of highlights of the year. This has definitely made life for the Treasurer and Membership Office a lot easier. With the new Club Membership year starting on 1st June, we will consequently see membership renewal emails start going out a couple of weeks before, with the invoice email "bang on time" this year; probably for the first time ever! Watch out for the emails, though you can update your membership for the new year at any time prior by going into your account profile and choosing the option.

See you this Club Night at the AGM.

President Charles

Sue's Office Services

. . . - - - . . .

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Notice of Annual General Meeting

Cross Country Vehicle Club (Wellington) Inc

Notice is hereby given that the 2014 Annual General Meeting of the Cross Country Vehicle Club (Wellington) Inc will be held on Wednesday 14th May 2014 at the Petone Workingmans Club, Udy Street, Petone. The AGM will be in association with the May club meeting.

**Terence Broad
Club Secretary**

Please note that due to a minor booking issue with the PWMC the club night will still commence at 7.30pm but we will be in the downstairs atrium (through the bar and glass doors) then move upstairs to the usual ANZAC Room at 8.00pm. The AGM will commence as soon as we get setup in the ANZAC Room.

Email to A.J. John Parfitt and Morris Jury re Ladies Training put to good use

I expect by now you have heard about all the excitement we had on Saturday's Akatarawa trip. (April 12) After we came across the quad bike accident on the Pram Track, Graeme disappeared into the wild-blue yonder by helicopter from bottom of Dopers to direct the pilot (at pilot's insistence) to Third Crossing landing zone and Shaun had transported the patient to meet the chopper. (The ranger Thane happened to be coincidentally behind us on the pram Track and he and Shaun went together to the Third Crossing) Anyway the other members of the trip joked to me how Graeme left me in style. I said that at least I still had a vehicle and someone said "and the keys".

It was decided by Stewart and Greg and others that we have an early lunch at Dopers Flat and continue on to look at the tracks that Graeme wanted to check out as a recce for Suzuki Central. We left there and Ralph who was tail ending asked if I was alright driving the vehicle. I said that yes I was as I had been on a training day. I slotted in front of Ralph. I managed to get the vehicle to drop into engine braking whenever I needed it.

We eventually went down Curtis Flat via Water Point 2 and onto the skid site above Wainui Stream. Stewart and Ross went down to check it out. Now going down was interesting. That was slippery and definitely left foot braking stuff. I felt as if I had complete control over the vehicle and proceeded downhill albeit slowly. Ralph commented that I didn't realise that a Suzuki could go so slow. We then came to the Wainui stream and I drove nearly all of it, just guided at challenges by Frank or Ralph. We had to go left around the bog and everyone was guided at that point. (Rabbit got stuck but I didn't!) The only part I didn't drive was the steep stony bank out of the river where we had to get the wheels exactly right and it involved lots of grunt and a few failed hill climbs. Greg drove it up there for me. The stream has changed and there is more stream driv-

(Continued on page 11)



Wellington's little known gold rush

A recently registered heritage site near Wellington has the potential to provide important knowledge of the little known history of gold mining in the lower North Island.

TERAWHITI STATION, one of New Zealand's oldest and largest sheep stations, is situated on steep and rugged hill country on the south-west tip of the North Island. It was also, at various times from the 1850s to 1910, an area for gold prospecting. It is the lower North Island's only example of a large area that includes a range of gold-related sites including tunnels, tracks, mines, tramways, stores and house sites, and tailings.

NZHPT Heritage Researcher, Vivienne Morrell, says the Albion Gold Mining Company was one of many companies that operated in the Terawhiti area and is reported to be the one that expended the greatest amount of money and effort to find gold.

"Gold mining was a major story of 19th century New Zealand, and Terawhiti is an example of this 'gold fever'. But in this case, it was an unsuccessful field. Yet despite its lack of payable gold, the Terawhiti mines gave employment to miners, packers, ship owners and indirectly to storekeepers and tradesmen for a few years in the 1880s during an economic depression," says Vivienne.

The Albion Gold Mining Company Battery and Mine Remains was registered as a Category 2 historic place by the NZHPT in May last year. The battery remains are approximately three



The Albion Gold Mining Company Battery and Mine Remains at Terawhiti Station (CREDIT: NZHPT)

kilometres up Black Gully from Oteranga Bay on private land. The battery, built in 1883, was housed in a substantial wooden and corrugated iron building and the machinery was powered by a steam boiler, manufactured in Wellington.

"Due to the unsuccessful nature of the gold field the battery was only used for three crushings and the company's failure, combined with the topography, meant that most of the equipment was not removed from the site."

Although the battery building has long gone, the main elements of the battery equipment are still in place: the boiler, the engine, the flywheel and cam shaft, two stamper boxes, the two berdans, and the stampers lie in the grass behind the cam shaft.

"The Albion Battery is relatively complete in the machinery needed to run a quartz-crushing battery of the mid-1880s before the development of cyanide extraction methods. The site has the potential to provide knowledge of the gold mining period of New Zealand history, especially in the lower North Island, which is not usually associated

"DUE TO THE UNSUCCESSFUL NATURE OF THE GOLD FIELD THE BATTERY WAS ONLY USED FOR THREE CRUSHINGS."

- VIVIENNE MORRELL

with gold mining. The remains present a fairly intact snapshot of gold mining in the 1880s," says Vivienne.

Michael Grace, a shareholder of Terawhiti Station, says the owners and directors of Terawhiti were pleased the NZHPT had registered the Albion Gold Mining Company Battery and Mine Remains.

"The next step for us is to get a conservation plan for the battery site. Such a plan will help us to look after this site through advice on how to preserve the special heritage features on our land," he says. ■



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(Continued from page 8)

ing. There weren't any trees down so no chain sawing required. There were however lots of sidings, steep drop offs into the water and holes at the side but manageable by all the vehicles including me!

After the Wainui stream we came out and drove up to the lookout. I was put in behind Stewart as I had Graeme's lunch and we heard that Shaun with Graeme as passenger and the ranger Thane were heading towards Junction hill to check out the root ball there. I asked if Brent could drive the Suzuki down the ruddy "one wheel off the ground" section. I then drove it through the mud at the bottom and down until we met up with Graeme, Shaun and Thane at the root ball. The guys decided that it was passable without needing to do any further work to it at that point.

Graeme drove then and we went to the Manufacturer's Challenge area and up the Fenceline Track. I was glad I wasn't driving at that point. (I do know that I could have waited at the Twin Gates for the vehicles to do the circuit if necessary). We got up the Fenceline track Graeme and asked me to drive again. He walked in front to check out the new route through the forest for width, thinking especially for Shaun. We were able to completely avoid any mud, much to Ross's amazement (or disappointment!)

The point of all this Email is to say thanks once again for the Ladies' Training Day because "you never know when you might have to drive out of the forest when your partner can't". Keep offering the Ladies' training, there was such a good turn out at that one.

Regards



Cross Country Vehicle Club (Wellington) Inc Annual Awards Dinner

Petone Workingmans Club

Sat 19 July 2014

Drinks from 6:00pm, Dinner at 7:00pm

Cost is \$35.00 per member/partner

Guest Speaker - *Keith Quinn*

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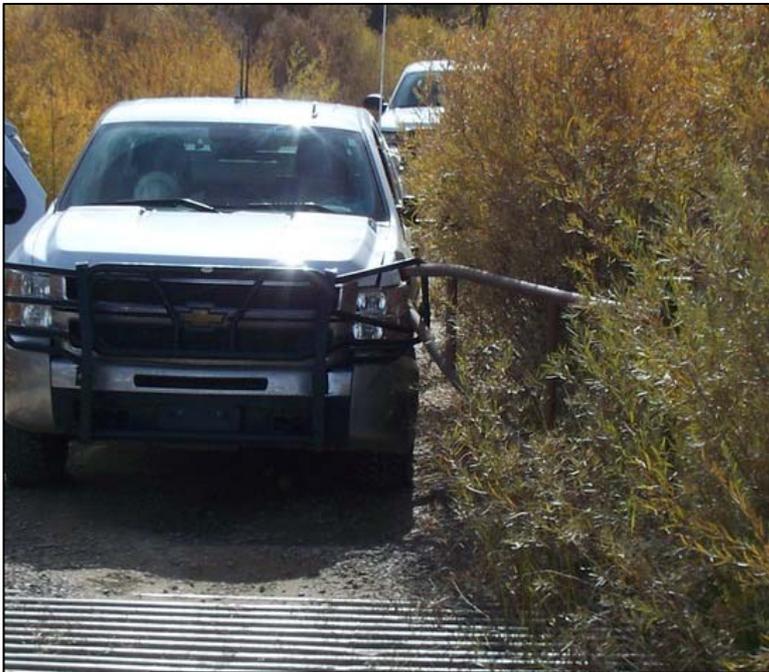
\$1000 tyre voucher to be won by some lucky ticket

Also drawn on the night will be the Club Champs winner of the trip to Mooloolaba including airfares and accommodation at the Windward Apartments to the value of \$1500.

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567 1142 or 027 443 9981
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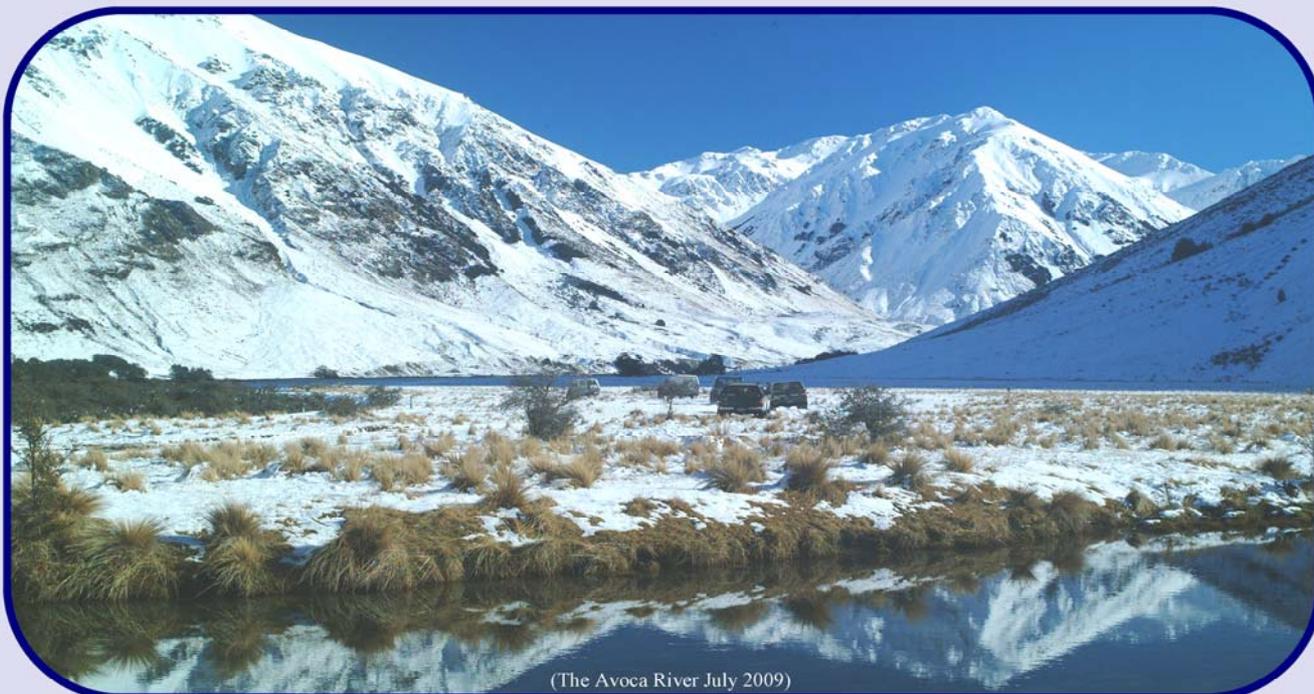
Note ex Leon:

Most of us have to drive through access gates at some point of our driving careers, and we've all probably had incidents with gates swinging in the wind. This guy caught a gate that was probably hidden by the tree line as he rounded the corner - guess this means that we should all beware of the unexpected!



4x4 BRASS MONKEY

29th June to 6th July 2014



(The Avoca River July 2009)

Trip Details

I am run a week long, mid-winter trip in the Canterbury high country.

We will be staying at the Glenthorne Lodge, at the head of Lake Coleridge & the Potts Lodge on the banks of the Rangitata River.

Mid-winter, because that is the best time to travel in the large braided rivers as the water levels are low, so bring your winter woolies.

These trips will be in the head waters of the Rakaia & Rangitata Rivers. As we get into the alps the rocks will get bigger and the track will get rougher, so the trips are not suitable for standard 4x4's, 33" tires and 2" suspension lift recommended & snorkel is essential.

Priced from \$850 per person, twin shared for food & accommodation. The trip is limited to 20 trucks because of accommodation limitations.

Itinerary

- Sunday:** The Harper river checking out the Pinnacles on the way passed
- Monday:** The Avoca river to the Basins Hut and beyond
- Tuesday:** The Wilberforce river to Urquharts Hut (Big day with lots of rocks)
- Wednesday:** The Rakaia river to the Reischek Hut then over to Potts Station via Lake Stream
- Thursday:** The South Branch of the Ashburton river to the Ashburton Glacier
- Friday** Up the Clyde river to the Watchdog Hut
- Saturday:** Up the Havelock river to the St Winifred Hut
- Sunday:** Home via the Harper Skating rink

For Further Information Contact

John McDonald
Southern Zone PRO
155 McMurdo St
Ashburton

Phone: 03 308 0443
Mobile: 021 464 639
E-mail: szpro@nzfwda.org.nz

Accommodation Information

Glenthorne: www.glenthorne.co.nz
Mt Potts: www.mtpotts.co.nz

C.C.V.C. SOUTH ISLAND TRIP JANUARY 2014 - "THE BITS WE MISSED"

Report on Day Five: Friday 10 January 2014

Trip Leader: Graeme Millard "Grasshopper"

Deputy Trip Leader/Tail End Charlie: Murray "Mr T" Taylor

Forward Scout: Ross "Enterprise"

Official Gate Opener: Michelle

There were approximately 22 trucks in convoy. The weather was fine/overcast.

We left from Lake Tekapo camping grounds and followed the FAIRLIE/TEKAPO Road (Highway 8) eastwards towards BURKES PASS, but turned off to the right 18km from Lake Tekapo into Haldon Road. After a further 20km (approximately) left-hand turn into HAKATARAMEA PASS Road winding and climbing steadily to reach the saddle between Mt MacGregor and Mt Nesson (1601m).

The convoy then descended alongside the Hakataramea River to Cattle Creek. We then turned eastward crossing the river over Scott's Bridge onto MENZIES Road. At this point I attempted to collect a levy from each vehicle but total contributions amounted to only 10 cents !

The convoy then travelled slowly along a true 4WD track winding through Campbell Hills and Hunter Hills, then onto Kaiwarua Road to Pentland Hills.

We then turned westward along Meyers Pass Road eventually arriving at Kurow. Then on Highway 83 to Aviemore Dam which we crossed to Te Akatarawa Road on the true left side of Lake Aviemore. This provided great views of the lake and in due course we assembled at the Benmore Dam.



Mr T had obtained access to the locked gate through which the convoy passed. Then followed an exciting, difficult, zigzag climb up a very narrow track with steep drop-offs to the left and tight switch-backs, necessitating some 3 point turns for long wheel-based vehicles. There was a tendency for the navigators to be seen leaning towards the driver. During this climb we met two motorbike riders coming in the opposite direction and they wisely decided to park up to allow our convoy to proceed.

We eventually reached Montys Saddle. Vehicles then descended

(Continued on page 16)

(Continued from page 15)

along Black Forest Stream, through Black Forest Station, to Lookout Point. There were campers nearby and this would provide an ideal place to camp on the shores of Lake Benmore for those preferring a relaxed holiday.

We then re-joined Haldon Road which we followed back to Highway 8 and onwards to Lake Tekapo.

POSTSCRIPT NO 1:

Following this very enjoyable trip, when I checked the WHITE KNIGHT'S airfilter with the intention of de-dusting it, I found it to be soaking wet !! Much consternation !!! Subsequent investigation revealed a significant gap where the snorkel fitting attached to the cylinder containing the airfilter allowing ingress of muddy water. Almost a **disaster** !



POSTSCRIPT NO 2:

It was during the descent through Black Forest Station that Mark, driving a blue V8 Land Rover Discovery, announced over the radio that his dashboard had suddenly lit up "like a Christmas Tree". Unfortunately this signalled loss of his 4 wheel drive capacity. He was able to get back to camp safely, however as the, as yet, undiagnosed fault could not be rectified, Mark had to withdraw from the remainder of the trip.

**Kenneth and Chriss-Ann Menzies
"White Knight"**



Abandoned: Suzi Blue's Tale

(or the tale of the Suzuki Central Recce Sat 12 April; leader absconds!)

It all began when my friend Daise turned up. Oh the excitement! Something big was about to happen especially if Daise was there. We two girls had a great natter over night. I was able to tell her how I had spent a lot of time in a big hospital with other girls and boys, where some men were trying to find out why my wheels were making strange noises. I wonder if they found it out.

In the morning, Daise muttered something about breakfast and left. Oh the disappointment, but wait, I got to have a drink too and then I met up with other friends at the start of our great day. Enterprise was there and so was Big Red, Magpie, Rabbit, Bobcat, Daise, Frank, Ralph and Chris. It seemed as if all my Suzuki mates outnumbered the other trucks. Oh well, I love it when my bigger friends come along....it means they can help me if I get stuck. "Hey, I'm not going to get stuck.....Suzi Blue goes most places," I remember thinking. Then there was this funny hissing noise coming from all-round and I felt a bit embarrassed but when I looked around all my friends were making the same noises, some much louder than me; and I sort of felt on a lean for a moment but then it settled down and I felt really comfortable.

All our humans had a talk; it must have been a secret because they all got into a huddle. Didn't they want us to hear? Then we were off. I heard my driver saying over the radio that we were going down Clarke's Creek. We were playing hide and seek in the trees and I got to be washed down my sides. Then there came this interesting noise from Enterprise. His engine was revving and he would disappear then came back into my sight. He did that lots of times. Maybe I should have mentioned to him that he was making way too much noise to hide properly even if he did come back down the track to see if we were watching him. Had he learnt a new trick and was telling us how to do it. We deliberately didn't copy him and went up the other side of the rut. That fixed him for showing off!

The next track was meant to be a brush dry after the car wash but it felt more like an exfoliation. Oh was that gorse? We went over a well groomed track the Humans called The Pram Track. I knew I'd been this way before. The humans all call out as they go over the top. I think they think it is a challenge getting up one side, but apart from the track starting to get muddy it is all so easy. As we were coming down the other side a human stopped us. It looked as if one of his friends had fallen off one of those 4-wheeled things that looked a bit like a Suzi but a whole lot smaller. Where were it's roof and doors? (Quad bike) I had a quiet rest in the rain as all the humans looked after the man. Then my driver Graeme started playing with my radio and called out all these funny letters and names. Zulu, Lima..... What was he doing? It sounded like a really strange language and he kept saying "Over!" Big Red was called to something really important and he turned around to face the way we came. Big Red started to go but we both got a bit close and tried to nudge each other out of the way. Was this a new dance? We need more practise if it was.

When Big Red had left, (I learnt later that he was transporting the man who was hurt, back down the hill to meet a Chopper) we all continued down the hill. I then heard a really strange noise and saw this really big bird. It looked as if it was having trouble flying as it went round in circles and then came straight down to the ground. All of my friends and I scattered. It was a lot bigger than us! It perched on one leg and I watched as my driver Graeme was being pushed inside. Hey what was happening? Had my driver been kidnapped? It certainly looked like it. I had heard Graeme try to tell someone (was he talking to the big bird?) over the radio that the patient had been taken to The Third Crossing and we were at Doper's Creek. The big bird took off and managed to get it's flying sorted out. All the humans ate their lunch and I figured that my driver would come back soon. The humans had another secret meeting and it had appeared that Graeme really had been kidnapped. He didn't come back! What was I going to do then I wondered. Then my other human called Linda got into my driver's seat. She played around with all my knobs and levers and Ralph asked if she was alright to drive. I heard her mumbling about how she did the training at the Ladies' Training day and that she put my gear stick into 4 low so she would have more control. I do remember the Ladies Training day back in November when Linda practiced doing hill climbs and deliberately made me come back down. She had practiced doing something called left-foot braking and sidings as well. They were scary, I felt as if I was going to tip over. That was a great day out; all the ladies had such fun in the trucks as they mastered the different challenges. The man drivers had been sitting on the hill watching in case the ladies hurt us. They were very gentle. I relaxed then knowing that Linda had this driving thing under control.

We all turned around and went over a long stream crossing and up a hill. I thought we were going to a place the humans call Junction Hill but apparently not, we just drove and drove, up, up, up and then down through a forest until we came to a skid site above, what I heard the humans over the radio call, the Wainui Stream. Daise and Enterprise went down first to check it out. My driver at that time was going very sloooow. She had her left foot on the brake and her right foot on the accelerator. I felt she had it under control all the time and only

(Continued on page 18)

(Continued from page 17)

slid once into the bank when she dropped into a rut. No problem though, it was soft grass. Ralph coming up behind said he hadn't realised that Suzukis could go so slow. At least my driver wasn't expecting me to do the fish tail dance.

We all then started on the Wainui Stream. At the beginning a nice man called Dennis was guiding my driver around some deep mud. She turned the wheel this way and then that way until she got past without dropping into it. My friend Rabbit wasn't quite so fortunate. I think he dropped into in and had to be rescued. I hope he didn't get too muddy.

We all went through the stream. I was near the back. There were some big drop-offs, could I really drop into those holes. They looked as if they might swallow me up. There was one that I couldn't even see where I was going; I hoped Linda could! With Frank guiding Linda she manoeuvred me safely down those, across sidings with the stream below me, (scary) in and out of the stream. It wasn't really cold, quite pleasant actually until we came to a sheer rock face. It sounded as though my friends were having trouble getting up it; up, no, down, up again, no, down and then with lots of noise they got up. Was Linda going to be able to do that? I heard a discussion with Greg about the best way to tackle it and the next thing Greg had hopped into my driver's seat and he was driving me for Linda. Hey, I'm sure Linda would have been able to do it but I think she chickened out. We drove out of the stream, and wound our way up the hill to a lookout. Linda drove me around the side and there was my friend Daise. I hadn't seen her for a while! It was so good to see her again. As I still had Graeme's lunch in my back, Daise's driver suggested I tuck in behind her.

So Graeme was coming back! He would be able to tell me where he had been all this time if we ever met up with him again. We still had some driving to do and I heard we were going down Junction Hill. Yeah this time! My driver Linda drove me to the start of the ruts and then asked for someone called Brent to drive me down. First Graeme, then Linda, then Greg and now Brent! I think they all wanted to have a turn in my driver's seat. They never get a chance when Graeme is driving me. I heard Brent ask Linda if she wanted him to drive through the bog. Linda assured him that the bog would be easy. It was, but man we were ploughing through that mud. We got through alright and then I started to hear Graeme's voice further down the hill. Then I could see them, Big Red, my driver and a man the humans called a ranger! Part of me was excited to see my human again; he hadn't been abducted after all but I was sorry my other human wouldn't get to drive again. He had come back with Big Red.

We drove fairly fast up a hill, we had been there before, twice in fact, I recognised it, (Cleary's Rd) it felt like Ground Hog day! We then went to a place the humans called Manufacturer's Challenge and up the Fence Line track. That was hard and it really bumped my tummy a lot. It was really throwing me around. Would my human driver Linda have been able to drive up that track? I guess we'll never know. My friend Chris couldn't get up that track, he must have bumped and dislocated something. The humans said that he lost 4 wheel drive and Magpie had to give him a tow. As we were about to go through the trees, Graeme got out and asked Linda to drive again. What was he doing? He looked like he was trying to fly like that Big Bird, arms out as we went through the trees as he walked in front of us. What a pity my human didn't get a photo; it looked funny! He said that he was looking out for Big Red, to make sure he could get between the trees. Big Red is longer and wider than I am.

Going home was fast and I knew I didn't have to concentrate any more. After I had aired up using the on board air Daise and I sat in the driveway and talked about the exciting day we both had as we both drifted off to sleep I hoped she would be there in the morning.

Suzi Blue



During a recent password audit, it was found that a blonde was using the following password:

MickeyMinniePlutoHueyLouieDeweyDonaldGoofyCanberra

When asked why she had such a long password, she said she was told that it had to be at least 8 characters long and include at least one capital.



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THIS COULD BE YOUR PAGE!

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

SO WHAT CAN YOU WRITE ABOUT?

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

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

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



Writing not your thing?

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



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

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



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

463 4263 (w)

567 4501 (home before 8:30)

027 451 0361 (m)

Are you a new member? Do you get the News emails from the club? Do you have access to the club's web-site memberzone? If not then have a word with a committee member as these are all ways in which the club communicates with it's members. Some useful email addresses are:

- Webmaster@ccvc.org.nz (general web site queries)
- Lists@ccvc.org.nz (person who administers the list servs)
- Trips@ccvc.org.nz (Trip Coordinator)
- Newsletter@ccvc.org.nz (to send stuff to the newsletter editor)
- Database@ccvc.org.nz (membership database administrator)
- Access@ccvc.org.nz (Chairman of the Land Access Management Committee)
- NZFWDAdelegate@ccvc.org.nz (NZ Four Wheel Drive Association delegate)
- Treasurer@ccvc.org.nz (club treasurer)
- Welfare@ccvc.org.nz (club welfare officer)
- David.coxon@xtra.co.nz (Club night photo submission)
- Helpdesk@ccvc.org.nz (any general questions)



Editorial Ramblings

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

Not too much to say this month, been busy lighting a stage production, getting ready for my second Big-OE and sorting out work so that things happen smoothly in my absence. Although not 4WDing, I will try and find time to send back a few trip reports.

Alan...

Little Johnny's at it again..... A new teacher was trying to make use of her psychology courses. She started her class by saying, 'Everyone who thinks they're stupid, stand up!' After a few seconds, Little Johnny stood up. The teacher said, 'Do you think you're stupid, Little Johnny?' 'No, ma'am, but I hate to see you standing there all by yourself.

Little Johnny watched, fascinated, as his mother smoothed cold cream on her face. 'Why do you do that, mummy?' he asked. 'To make myself beautiful,' said his mother, who then began removing the cream with a tissue. 'What's the matter?' asked Little Johnny. 'Giving up?'

The maths teacher saw that little Johnny wasn't paying attention in class. She called on him and said, 'Johnny! What are 2 and 4 and 28 and 44?' Little Johnny quickly replied, 'NBC, FOX, ESPN and the Cartoon Network!'

Little Johnny's kindergarten class was on a field trip to their local police station where they saw pictures tacked to a bulletin board of the 10 most wanted criminals. One of the youngsters pointed to a picture and asked if it really was the photo of a wanted person. 'Yes,' said the policeman. 'The detectives want very badly to capture him.' Little Johnny asked, 'Why didn't you keep him when you took his picture?'

Little Johnny attended a horse auction with his father. He watched as his father moved from horse to horse, running his hands up and down the horse's legs and rump, and chest. After a few minutes, Johnny asked, 'Dad, why are you doing that?' His father replied, 'Because when I'm buying horses, I have to make sure that they are healthy and in good shape before I buy. Johnny, looking worried, said, 'Dad, I think the Telstra guy wants to buy Mum.'

Date	Name	Organiser	Category	Place
May 2014				
Monday 5th	Trip Leaders Forum	Steve Mercer	Meeting - 19:30	Firewatch, 3 Matiu Close, Elsdon Porirua.
Wednesday 7th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	Porirua Club
Sunday 11th	Akatarawa Ramble - Book with Graeme (04) 5267636 or 029 2001700	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 14th	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
Saturday 17th	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area
Wednesday 28th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	Porirua Club
Friday 30th	Ohinewairua at Queens Birthday Weekend - Bookings Required	John Vruink	Shiny 4X4	Ohinewairua Station, Taihape
Saturday 31st	Night time in the Akas	Graeme Millard	Shiny 4X4	Akatarawa Forest

June 2014

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
Saturday 21st	Akatarawa Ramble - Book with Graeme (04) 5267636 or 029 2001700	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 25th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	Porirua Club
Sunday 29th	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area

July 2014

Wednesday 9th	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
Saturday 12th	Winter 2014 Golden Bay - You must have pre booked (Fully Booked)	Murray Taylor	Shiny 4X4 / Club 4X4	Top of the South Island
Sunday 13th	Akatarawa Ramble - Book with Graeme (04) 5237636 or 029 2001700	Graeme Millard	Family Shiny	Akatarawa Forest
Saturday 19th	CCVC Awards Dinner - Bookings Essential (Use Wild Apricot Database to book)	John Vruink	Event	Petone Working Men's Club, Udy St
Saturday 26th	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area
Wednesday 30th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	Porirua Club

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

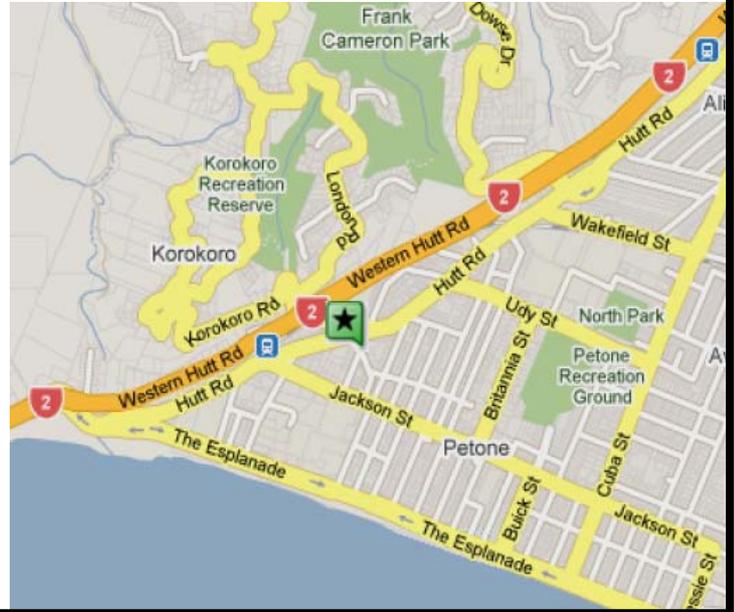
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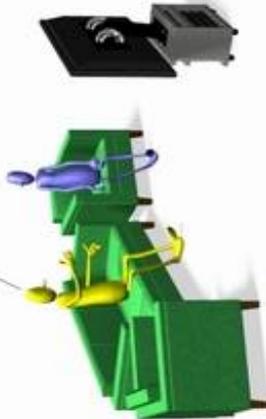
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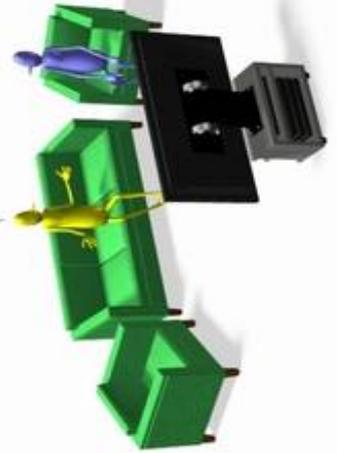
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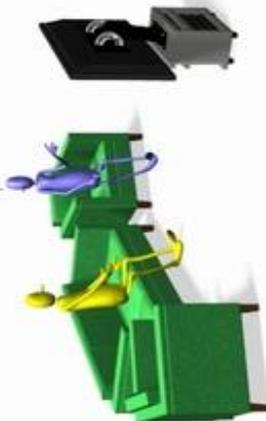
I did once and saw
the anger in her face



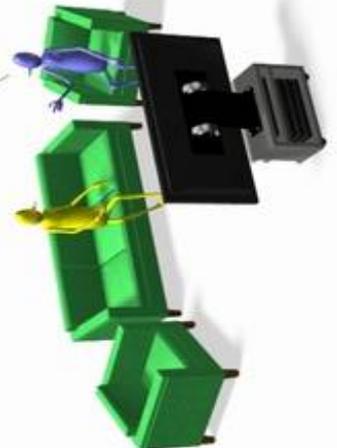
Because she was watching
from the window



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face when you make love?



Why anger?



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