



VEHICLE CLUB
Wellington

Cross Country Chronicle September 2015



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
Petone Working Men's Club

www.ccvc.org.nz

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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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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.

Upcoming National Events

Sep 12-13: Norawin Force4 Truck Challenge

hosted by Costa Plenty 4x4 Club. Teams event for Club vehicles in teams of 3. Strict vehicle specification with production A Pillars, windscreen and doors. Venue located only 20 minutes from the iconic Mangatinoka Tui brewery. Scrutineering Friday with competition Saturday and Sunday. \$160.00 entry fee per vehicle and includes prize giving dinner Sunday evening at Makuri Club. For further information email costaplenty@hotmail.co.nz or contact Goldie or Sue on 027 246 6133 (evenings only).

Oct 03: Annual Pairs Trials Event

Hosted by the Mount Egmont 4WD Club, this event will be held on Lower Durham Road, Inglewood. Scrutineering will be at Buckthought Engineering, 179 Dudley Road Inglewood, Friday 2nd October 3pm – 5pm. Find a mate with any class truck and compete together on the day. Points will be added together for the grand total. Shineys and Club Trucks are also welcome. For questions regarding the event contact Bucky on 027 479 8809 or for entry forms, contact Natasha on Natasha.Thomason@vector.co.nz

Oct 16-17: Mainland Winch Challenge Series Round 4

Makikihi, Timaru. Three night stages Friday and eleven day stages Saturday. For further details refer to www.mainlandwinchchallenges.co.nz

Oct 24-25: (Labour weekend): Battle of the Palace - Teams Event

Hosted by Norwest Club. Teams event aimed at well set up Club Trucks working in teams of 3 to complete all the stages over 2 days. Camping and Facilities onsite. Cost \$360 per Team. Requirements: Winch, Extreme Mud Tyres, NZFWDA Affiliation, Rated recovery Points. Contact: Ben at possumpalace4x4@gmail.com for entry forms and info.

Nov 01: Sheffield 4x4 Mud Plug

Sheffield Volunteer Fire Brigade Charity Mud Plug to be held Bulls Road, Sheffield. Postponed from August. Competitors 8.30am, Spectators 10.00am. \$15.00 per person or \$30.00 Family Pass. Enquiries to Nev Croy 03 318-3818 or Keith Ross 03 318 3005.

Nov 14-15: Annual Ahura Volunteer Fire Brigade Fundraiser

By Rodney Offroad Club. Option 1 (Club Shiny): with great scenery and covering a wide range of amazing farmlands with mud & hills, this trip has some road sections, need WOF and Re. Option 2: (Tuff Truck): great mud & hill challenges with a very small amount of roadwork, suitable for non WOF & Reg trucks. \$170 per vehicle with 1 passenger, includes Saturday night dinner and Sunday breakfast. For more details email rodneyoffroadclub@gmail.com or Anthony Barr 021 0278 2024.

Nov 13-14: Manukau Winch Challenge

Manukau Winch Challenge held Onewhero area. New areas for stages this year. Usual Classes including Manukau Class. Further details to come and will be available at www.manukau4wd.org.nz

Dec 26-Jan 15 2016: South Island Self Drive Tagalong

Led self-drive/catered/ accommodated expedition leaving Auckland 26 Dec, returning 15 Jan covering mainly off road tracks in North West South Island, Canterbury, Central Otago and more. Accommodation is camping and DOC huts. Stunning scenery and tracks, suited to truck type 4WD. 8 years' experience leading similar expeditions and all tracks graded for difficulty and GPS Co-ordinated. This is a "join when and where" type of safari and is self-paid (no money to me). The full 3 week trip estimated to cost you around \$2500, covering food, gas, rustic accommodation and ferry crossing included for 2 people. Come and join husband and wife team. For people whom are like minded and enjoy adventure. Limited spaces are available. For more information please contact Paul on paulberry@xtra.co.nz or 021 274 5617 – we are always willing to share information that will promote 4x4 and the outdoors.

Jan 16-22 2016: Northland Kauro Coast Safari

Hosted by the Kauri Coast 4WD Club. The 9th safari will be a 6 day event through some of the most spectacular beaches, scenery and landscape NZ, if not the world, has to offer. The proposed route takes you from Dargaville through some awesome beach and forest tracks following some of the early settler's tracks surrounded by some of the most tranquil and peaceful countryside you only find in Northland. We will be camping each night where our hosts will be some of the local schools and a golf course along the way. There's time to stop along the way to catch your breath, relax and take in all that is offered. The safari is aimed at providing an enjoyable experience for the whole family. So come along and join us on a truly unique experience exploring the hidden treasures of Northland. Numbers limited to 40 vehicles.

Update; Sorry, safari is now fully booked.

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.

G. Guy Motors

4WD SPECIALISTS NZ



WINTER SOUTH 2015

Day 1: ANTICIPATION - There were some last minute no shows but eventually 5 (or was it 6) trucks headed to Waiuta, some 35 km out of Reefton. The three trucks (Polaris, Tigga and Orange peel) were spread across Interislander and Bluebridge ferries. On the Bluebridge another 4WD from Levin was heading south, along with a pole to bang the starter motor as a necessary pre start exercise and a screw in the rear tyre - "it only goes down when it stops with the screw at the bottom", and there was a compressor on board! We had had a radio catch up with the other CCBC trucks whilst boarding and rendezvoused just out of Blenheim. With food and fuel topped up we headed up the Wairau Valley to St Arnaud. A short detour via the Porika and Braeburn tracks saw us at Longford, out of Murchison and heading south. There was a bit of frost, but little snow on the tops so the short off road piece was simple.

The trio eventually reached Reefton, fuelled up and headed to Waiuta, some 17 km into the bush from Ikamatua. Waiuta is an old mining town, now demolished or near derelict, although some places are still privately owned and used for holiday or semi-permanent use.

We stayed at a Conservation managed lodge which had a large open room and boasted heaters, coal stove, electric ranges, zip, and a host of bunks at the far end. Toilets and showers were a short stroll away, along with a washing machine and dryer.

The advance group had already got the place running, so it was just left to settle in, cook up some dinner and dream of tomorrow!

Day 2: EXPECTATION - Well, whilst it was warm in the lodge the toilet block was frozen solid with showers, tubs and toilets not running. Not surprising as it was a 7 degree frost, the worst for several years the locals later told us. A quick look showed the hot and cold water pipes both came out of the heated pump room, ran outside at ground level along the bottom of the wall for a half metre, before popping back into the wall. Perhaps a good cheap design, but not really sensible!

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Anyway, this minor problem was soon solved with buckets of water and patience, and we were getting ready to go. Five trucks, a Samurai - Little Whale (Mr T), Nissan Safari - Tigga (Grant plus two), Toyota - Enterprise (Ross and Michelle), Mitsubishi - Polaris (Howard) and Landrover Defender - Orange Peel (Ian and Brother in Law Graeme) made up our team and we were off to explore. (Mr T had A-framed Little Whale down with the mighty Nissan! So he had a spare truck).

The trip was pretty simple, head up towards Big River, turn right and come back to the main State Highway again along a ridge track. But things are never that simple! First a short exploration up an Old Coach Road led us to a blockage of tree stumps, preventing access to the rear of a milled forest block. Some winching and lots of advice shifted these and we were then able to tour around the ridge and drop down to Soldiers/Big River Road with not even a closed gate in sight!

So off to the start of the Big River Track where we turned off, following a good formed road to the right and rising up a long ridge. The track started pretty well with periodic puddles topped with ice about 30 mm thick, but the road quality turned to custard as soon as Murray headed down a side route to the Green Hut. Hard



rocks, deep ruts, steep descents and lots of ice and frozen ground saw us all clatter along and using gravity and other uncontrollable forces descend to a stream. Orange Peel bottomed occasionally but was tugged along as required. Orange Peel also managed to have a roof bar removed by overhanging bush, but it was recovered undamaged. From the stream we rambled a little further to the Green Hut, a ramshackle structure used by hunters (and lost 4WDer's). A quick morning tea and we started back up. This required each truck to be winched or pulled up the slope and we eventually regained the

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main track again. Onwards we went through a good track to the high point where lunch was the order of the day. When out of the bush there was bright warm sunlight, with no wind, quite pleasant.

But in the bush it was just cold! Anyway we then headed down again via a second stretch of track with the aforementioned overhanging trees, rocks, frozen ground, ice puddles etc. but again gravity was our friend? and helped us reach a final drop. This one was deeply rutted and was simply impassable by sensible trucks, but the local lads had cut a 100 m bypass through the adjacent bush.



This was simply mud, which guided us down to a final flat stretch. Yes flat, but rutted such that we all had to be pulled or winched through this piece. So the famed Wankel or Diff-locker Hill was traversed satisfactorily, (at least downwards) and then it was a ramble down to the State Highway again. The party split to head back to the lodge or to Reefton as necessary. Some convenient bits of carpet underlay were picked up from a rubbish pile and these later became an insulation blanket around the freeze-able pipes at the Waiuta lodge.

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We then enjoyed the first of the superbly coked evening meals, along with deserts provided by Sydney and Cameron (part of the Tigga crew).

Day 3: REALITY - This was a more gentle day, travelling up the Maimai Road to turn into a farm track leading to the Powerline Track. No difficulties were encountered, despite the heavy frost on the ground. At one point the track is not clear, but bursting down through a 2 m high gorse bush solved that issue. A sharp hairpin leads to a longish downhill with a few more obligatory bumps from under the trucks. Then a gentle drop to where the track to the river had been washed



away some years ago. But a bypass down a very steep 20 m stretch with a bend in the middle led to a small creek that ran out to the Inungahua River. We all came down safely, but there were a few OMG moments. The State Highway was inconveniently on the other side of the river so we rambled along up-river, glad of the chance to give the trucks a god wash underneath. We eventually came out by the Golf Club and headed to Reefton for morning tea.

The rest of the day was at Merrijigs, the site of a one time pub and brothel on the route to Big River. Orange Peel was left at the turn off and the trucks ascended the loop track to reach the top. A lengthy ice puddle defeated the Little Whale but the heavier trucks pushed on through to clear a path. At the top it was

snack time and a chance for Howard to wonder what had become of his snorkel top and where it might lay on our past adventures! A quick look at photos showed it must be on the Merrijigs tracks and in due course it was duly located and refitted. Then it was back to the Lodge.

Orange Peel was still having steering wobbles from day one, and a quick look showed a bent tie rod. Some magic with kindling wood, a small crowbar and a bottle jack saw it looking "much better" and a quick blat around Waiuta confirmed it seemed roadworthy.

Day 4: REACHING NEW HEIGHTS - This was a quiet day with a short road stretch to the Big Grey River and Waipuna Creek. Cameron was dispatched up the tunnels on his mountain bike, and we soon followed up through the tunnels to the "best gold panning" spot. However perhaps others had been there earlier, as despite our evident skill we had no real luck. So on to climb Napoleon Hill to pass the old cemetery at the top. We headed down to Mosquito Creek and re-joined the Waipuna Creek. A short ramble downstream, passing the



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tunnel entrances and we soon reached the road bridge and stopped for lunch. Then it was following Mr T to the main highway and the obligatory visit to Taylorville (and Taylor Street). Our objective was Sewell and Paparoa peaks which required a pre-arranged key to access the mountain road. As we climbed the road got better with a narrow strip of tar seal taking us all the way up. A local with chains on his station wagon warned us of snow ahead, but it was easily passable in the 4WD's. A stop at the top gave us superb views but the brisk cold breeze meant it was stop, pop out, photo, look and pop back in the trucks ASAP. We wound our way down, and then either went to Greymouth (Mr T wanted a new fan blade, others wanted food) or went back to the lodge.

Yesterday's operation on Orange peel was proved highly satisfactory as it held the road well at all practicable speeds.



Day 5: IN FULL CONTROL? - The day dawned overcast without much wind or sun. So we headed to one of the tracks shown on a Conservation Map as being OK for 4WD's, and indeed it was. One turning led to a creek that required more work than we wanted to do, so we turned to a loop track that looked promising. The main tracks were reasonably wide, with metal on much of the road surface. Obviously when the Government prohibited all logging of native timber on the West Coast these large forest tracts and the access roads were just left as they were and have been steadily encroached on by nature over the last decade.

A small detour was necessary at one spot but we soon all reached Allan Water, a creek with pretty steep sides. The track led sharply down a steep slope to a high sided semi-circular track/mud puddle to reach the creek. A bypass track and puddle was not so steep but the depth of that mud puddle could not be determined. Hmm ..so back to the main route and after launching uncontrollably downwards everyone came through without problems. So a climb onto the edge of an escarpment led along to an obvious clearing. Enterprise was in the lead and headed down a small knob, along a 150 m boggy stretch, across a creek, around a corner to a second 150 metre bog. Sounds easy, but the radio soon crackled with the news that a CV joint (or something) had gone in the front and the winch had broken. Michelle had reconnoitred ahead for 25 minutes to see

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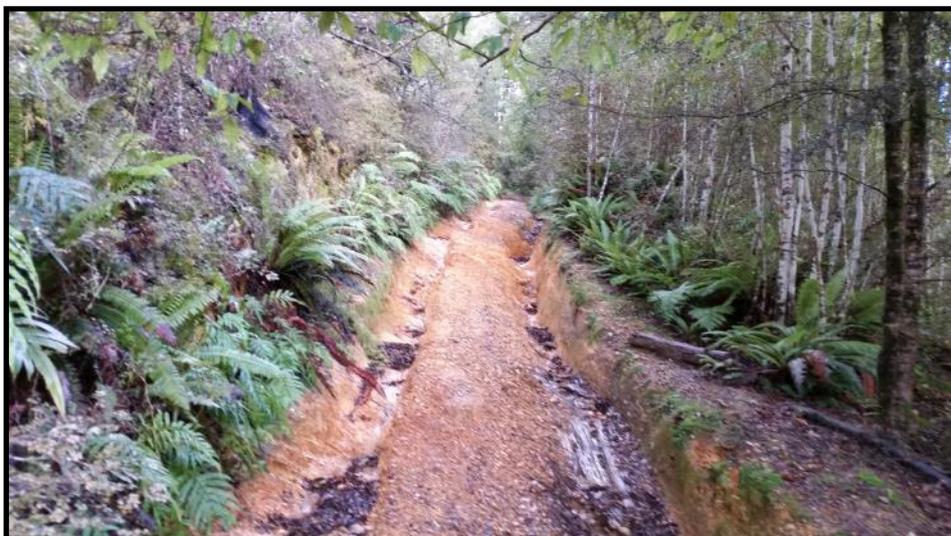
if we could push on for an easy exit but reported that she had found the fabled hundred acre bog (the one next to the hundred acre wood where Tigga and Pooh Bear live). The bog was deep and continuous, and she recommended we should rethink our plans.

We had some news as well. Polaris had slid sideways along the first 150 m bog, and needed a winch to get back on the track. That done, Orange peel also slid sideways and after a few trees were culled could be winched front and back onto the track. In full retreat now, Tigga went back (backwards) to reach the small knob, where winching from two different directions was required to regain the clearing. Orange Peel followed, again backwards with winching over the knob to gain the clearing. Polaris had turned around and made good progress frontwards and reached the knob easily. The clearing was only a short winch away. So we now had four running trucks on hard ground with a known route out. The daylight was running out faster we would like!

But it was time to recover Enterprise. Little Whale headed along the first 150 m bog and with a wobble or two reached and crossed the small stream to a winching point on hard ground with a convenient back st(r)op tree. Enterprise was around the next corner about 200 m away. So a tie down to the tree at the rear, along with a double line pull around the corner via the double blocked tree saw Enterprise move a metre or two. With progressive shortening of the winch extension strop, and about an hour of hard muddy work, Enterprise was back on hard ground and (not without difficulty) turned around to head out. A little more winching, a blat along the 150 m bog, and a winch up the knob saw Enterprise rejoin the other three trucks. Little whale soon followed, but only required winching up the knob.

With gathering afternoon shadows and rain it was time to get the hang out of dodge! So we arrived tout-de-suite at Allan Water, the stream with a semi-circular bog and steep climb out! Winching was the order of the day and we were all soon back on hard track and heading out. It was dark by now so whilst we were swift, we had to be careful. But the main road was soon reached and we got back to the lodge, all pretty bushed! But again, back at the lodge the slow cookers had done their work during the day and dinner was soon served. Showers and loads of clothe washing followed!

Day 6: SIESTA - A quiet day was obviously called for, but Orange Peel decided to head back to the forest as the second roof bar had been ripped off some-time on the trip. Enterprise was away to Reefton to sort out the front CV and hubs, but the winch was deemed unrepairable on the trip. Some mountain biking was also on the morning menu. Well it was also raining heavily back in the forest, but Orange Peel luckily spotted a couple of inches of the roof bar bracket sticking out of a small lake that had formed in a clearing. The previous day it had been a large gravel clearing but today it was the start of the hundred acre lake! So that was recovered and the outcome reported to the team by the convenient Amateur radio repeater. By lunch time Enterprise awaited some parts from Greymouth so a small afternoon trip was arranged.



There was a link track from the forestry block to the top of the Wankel Hill track shown on a Conservation map so we went to have a look. It was blocked off at the forest end, but a short walk showed it was not a track for the faint hearted. Long clay ruts, rocky slippery bits and clay steps of a couple of metres high said we should best leave it alone anyway.

So we explored the forest block, asked and were refused access to the Reefton Lookout track where there was logging,

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and returned to the lodge.

Day 7: SIGHTSEEING - This was the Friday before our departure so a short day was called for. So we went to look at Slaty Creek, to see if we could cross over to Pike Stream (of Pike River fame), but after chatting to the farmer it was found to be not passable. So a stop at the Pike River Mine Memorial, a run up to the locked access gate, and it was off to another forest area. Lake Hochstetter was the target, but the first turn off from Nelson Creek Rd was blocked by a locked gate and a decaying river bridge. So the second turn off was investigated. It had a farm gate, but looked to be really a road so we rambled up, past the shed and into the forest. Again the roads were good, gravelled with few overhanging trees. We then found Lake Hochstetter and had a bite for lunch on the shore.



The DoC map showed a track up a forested ridge to descend by Lake Ahaura which would take us out to an interesting unbridged river crossing with public roads on either side. So off we went. Whilst the track up the ridge was fine, the track down was blocked with a pile of rocks and while quads had been through, the track looked pretty overgrown. Clearly the loggers kept one access open, but blocked off the track once it entered the native forest which was not in their milling area. So back to the Nelson Creek Road by the third access road (no gate) and we all rambled back to Waiuta to pack our stuff.

Enterprise had urgent things to attend to back in Wellington and rejigged his ferry from Saturday to Friday evening. So by late afternoonish he was loaded and away to catch the evening ferry. The rest of us relaxed and dried out strops, tidied trucks and readied for the trip home tomorrow. Dinner that night was at the Waiuta pub, and we could watch the All Blacks – Argentina rugby game. But we had an early 7am start so we left at half time!

Day 8: HOME SWEET HOME - With a week of trips completed it was time to finish packing and head for home. Most stuff was loaded into the trucks the night before so it was easy to clean the lodge, and get ready to go. Breakfast was deferred to later in the return journey and we left the lodge at 6.45 am. Polaris headed south to Christchurch, feeling a bit nervous about the Arthurs Pass snow forecast. Big Nissaan/Little Whale and Tigga headed north for the ferry while Orange Peel was looking at staying a further night at St Arnaud to work on the Scout lodge. But Bluebridge had texted that were not likely to operate the Sunday ferry if the predicted 8 m swells occurred, and it was raining and near zero temperatures at St Arnaud, so with no work likely plans were changed. A rebooking and Orange Peel joined the others on the Saturday afternoon sailing.



So the week was over, a few repairs to attend to back home, but good 4WD'ing and new tracks were all enjoyed by the group. Meals were superb (thanks Tigga and crew), tracks were "interesting" (thanks Murray) and we all got back in one piece!

Now next year we are planning.....

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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THE SHERIFF REPORTS on -----TTTTTTT PART ONE

CAPE YORK OR ...THE TIP TOP TRACK TO THE TIP

And some would say, the rules *on the trip* are what happens on trip stays on trip. Yeah Right! And we are not *on the trip* now anyway!

The highlights must include:

Navigation by the leader – continually being blamed on the GPS...at the start it could not find a correct labelled exit on a main highway roundabout, many points on the trip had “just turning around to go back to the junction” and at the end it lost the ARB store! But is it the GPS or Polecats fault for relying on the GPS at all?

Captain Billy – this truck had numerous features including a broken leaf spring, faulty tail light, cracked wind-screen, loose mudflaps, a dubious warrant, leaking air suspension, and eventually a leaking fuel tank. Maybe Howard’s slightly cheaper truck was not worth it after all?

Grasshopper, leader of the non-Frenchman’s track trip, clearly has navigation issues, but Linda was heard talking to her chocolate teddy bears telling them to harden up!

Dennis is a member of CCVC, which is a 4WD club. So why was he navigating old fireplaces and getting stuck on logs with only 3WD engaged?

John V has let us all down by allowing democracy and passenger votes to decide what track to go on. We all know that driving decisions should be the driver’s prerogative. A bad precedent! And he still believes that if you leave your tent pegs on the ground and drive off on the next day’s adventures, the pegs will miraculously be ready waiting at the next campsite. Maybe he should take a vote on that one!

Orange Peel had a flawless trip, only slightly marred by no floor on the tent, no poles for the sun shade, a split 20 L water container, a broken drivers side mirror, a faulty aux battery charging relay (affecting the fridge etc) and a lack of cable ties!

Dark Knight had a pretty uneventful trip, just a few squashed yoghurt pottles, a number plate bent off by travelling too fast in water crossings and a flat tyre, but why did they put out the dishwashing liquid for the horse to eat at the last camp ground?

In Australia you can get all sorts of things in spray cans, insect repellent/suncream, cooking oil, etc. But can the cook tell the difference between insect repellent and cooking oil? (we hear not) and even when mistakes are made the food was consumed with gusto and second helpings provided! Who will own up to this?

And the restaurant and cabin crew! Many of us expected to, and did, camp and cook most nights but there were a few who seemed to believe in “upgrading to cabins” wherever possible and eating in the roadhouse with Pizza or whatever more often than not! No wonder Polecat thought a gas canister should last a week!

Lastly Errol taught us about communications by actually using the radio more than the usual tail end charlie, but we cannot understand why he kept referring to the trucks as ducks?

The trip and trippers

This trip was billed as a camping and driving trip, with rough roads expected but not much serious 4WD’ing. From Cairns to Cape York is about 1,500 km and of course about the same for the return journey. The route follows, more or less, the route of an old telegraph line (the Old Telegraph Track or OTT) that was put in during the 1800’s to connect the most northern Government outpost on Thursday Island with civilisation. More recently the Peninsula Development Road –PDR was formed and the PDR and OTT together made up the routes we followed, along with diversions to both coasts of the Cape York Peninsular from time to time.

The telegraph line is of course now derelict and largely removed, but a few posts remain to show the type of structures that were used. More modern guyed radio towers of some 80 metres or more could be seen periodically along the routes we travelled. These gave periodic cellular communications and provided a set of radio repeaters to link the northern communities together. These towers are accompanied by small radio huts full of equipment and large solar panel arrays to provide power. Most communications these days is by optical fibre cables and yellow marker posts in the bush alongside most of our route showed the route of these buried cables.

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Of interest, the main Far North electricity grid only gets as far as Cooktown, and after that there are a number stand-alone 24/7 diesel plants serving the reticulated areas such as Laura, Bamaga, Lockhart River, Weipa etc, with privately owned diesel plants serving homesteads which typically switch off at 8.30 pm or thereabouts. So self sufficiency is pretty much a necessity. Well, we had a fridge and a single auto type plug that ran from our auxiliary battery to give us 24/7 power!

So 14 nights, 3,000 km, and a fair bit of the unknown lay ahead. The trucks (9) and trippers (19) were:

Stuart and Jane – Polecat
Graeme and Linda – Grasshopper
John V with Emmett and Brett
Ian and Bernice – Orange Peel
Peter and Jenny
Dennis and Kaye
Captain Billy – Howard and Mike
Dark Knight – Murray and Glenys
Errol and Mark – from Blenheim

The Trucks

There were 9 in total, eight came from Britz hire company and one from Captain Billys hire.

The Britz trucks were Toyota 76 series landcruisers with a 4.5L injected diesel V8 power plant and 5 speed manual box, plus low range of course. Fairly new, one was only registered on 12 May 2015, but had still clocked up 11,000 km already. The registration papers said they were a Landcruiser Military Station Wagon, whatever that meant. The 76 series offered either 90 L or 130 L fuel tanks and, judging by the driving range we got, the 130's were fitted. Tyres were just road tyres as that probably suited the majority of hirers. A second battery with a voltage sensing charging relay gave some confidence the truck would always start despite use of 12v power for camping auxiliaries.

The fit-out was basic, but did at least allow a basic off road trip with some comforts. A wire cage separated

(Continued on page 15)



You will all recognise the above logo, don't you? Well there has been a few changes to this business but it is still about and active in Downer Street, Lower Hutt. I am working on getting a new advert to include in the magazine but in the meantime we should still be patronising this and all the other club sponsors.

(Continued from page 14)

the load space from the rear seat with a metal frame mounting an ARB slide out tray. This held an Engel fridge which could either cool or freeze but not both! Above the fridge there was space for a folding table and camp chairs. A 20L water container was inconveniently located behind the fridge and near impossible to access. Supplied equipment included a two burner camp stove, a solar shower, 12 v camping lamp and not much else! There was space of each side of the fridge slider to put food, personal gear and the sleeping gear but the lack of any shelving meant it was really just floor storage as high as you could pile stuff up.

Externally there was a roof rack with a fold out roof tent with a fly, three zip up mosquito net windows with zip up canvas closures and sunshades across all the windows. An aluminium sliding ladder folded from the underside to give "easy" access to the tent and help support the fold out floor. A folding step was supplied that could be dropped across either tyre to give better access to set up and collapse the tent, although it also could be used to access the bonnet and hence the roof. However the whole fold out/fold up operation could be managed by one person by just reaching up and standing on the rear and side door sills. The whole tent rig was complimented by a heavy PVC cover that folded across the top and zipped around to "seal" it from road dust. Straps tied it all down tight! But unfolding and refolding the tent was a daily chore for most of us and we generally got a fair bit of red road dust on our clothes in the process, as the dust covered the tent, truck, and most everything every day!

An annex (with windows, doors, mosquito nets and zip up covers) zipped onto the suspended tent floor to give more covered sleeping space or storage if required. Pillows, bed sheets, sleeping bags/duvets completed the sleeping gear. The sleeping gear was stowed in thin film plastic bags, straight from the drycleaners we suspect, which were pretty impractical and most of us left at least some of the gear in the tent which made folding the tent up a bit more bulky. The roof rack had a bit of extra space for a zip up plastic roof bag for carrying "stuff" in but there were only a few roof bags actually supplied. On the other side of the roof rack from the fold out tent there was a sun screen that unrolled and was held up with fold out/slide out aluminium poles.

The trucks were said to be able to support five passengers, but it would have been quite a tight trip!

The Captain Billy truck was similar, but had some slide out drawers across the width of the load space, with the fridge slider being set to one side. But far more importantly it came with diff lockers which made it a slightly more capable truck.

No winches were provided as we were not allowed to go to some places along the route where winching was required, and the trucks were GPS tracked to ensure we followed this condition of hire. (More later!).

Day by day to follow in Part Two but the rough map above shows the route outlined in orange.



Kiwis on the Cape. Day 1. Cairns to Lion's Den Hotel 162kms

Scribe - Linda Millard

Back in January, Stewart and Jane asked us if we would like to go from Cairns to Cape York in camper-vans. We didn't hesitate...yes we were in. They then wondered who else might be interested and an invitation was opened to Club members. The interest was so high that within about 24 hours entries were closed. Stewart and Jane over the next seven months put together a varied trip that would include main roads, 4wd tracks and side roads to visit National Parks, Historical sites, gold mining relics, iconic Roadhouses, Aboriginal art and to see some brilliant natural scenery all on our way to or from the Northern tip of Australia. Stewart organised 8 Britz vans with roof-top tents and extra features (no mean feat!), teed up camp sites/ Roadhouses and a Sat phone; and sent out regular e-mail updates until the start of our trip from Cairns August 8.

The night before, we met for dinner on the Esplanade in Cairns to meet and chat with our fellow adventurers and the next morning we all met at the Britz depot to take possession of our vehicles. We had picked our vehicle up just after 7.30 and then we went back to the motel to load up all our gear. Most people had been to the supermarket to purchase their groceries the night before but there were some who required supplies and last minute camping necessities that morning. We all viewed the roof-top tent camper that had rolled near Coen the day before. A "sobering" reminder that the hubs need to be engaged as well as the 4WD gear box at the same time.

Around 10.00 Stewart and Jane; Kaye and Dennis; John, Emmett and Brett; Jenny and Peter; Ian and Bernice; Errol and Mark, friends from Blenheim; Glennys and Murray, Linda and Graeme and Howard and Mike (in the vehicle from another company) left Britz in convoy. We had had a driver's briefing both from Joel at Britz and Graeme and we were on our way....at least to Smithfield, a northern suburb of Cairns, where someone wanted to buy a camp toaster, and others purchased their alcohol requirements. It was with a little to-ing and fro-ing and taking the wrong road out of Cairns and waiting at roundabouts (not Graeme this time) that we finally began the dream trip that we had all been waiting for. We were on our way!

We followed the coastal road to Mossman, past mature sugarcane, a sugar train and beaches with beautiful white sand until we reached the Cape Tribulation Ferry. We paid our \$14 and all vehicles except one made it onto that ferry for a 5 minute crossing. We were hanging out for lunch by this time and several places were mooted but each was closed. We finally decided on a lunch at the Daintree River mouth lookout. It was quite a sight with all our clean and shiny vehicles lined up and everyone with the back doors open making lunch.



Some people diverted to the Daintree Forest Discovery Centre to one of those convenient places, much to the chagrin of our leaders, before we started on the Bloomfield Track, the first of our 4WD tracks and the start of the Cape's gravel roads.

North of Cape Tribulation the road was unsealed all the way to the new bridge over the Bloomfield River at Wujal Wujal. This section of the road had several steep up hills and many pebbly creek crossings (albeit mostly dry). It was a very scenic drive and wound through lush rainforest. The sunlight through the trees in the dust looked as if UFOs were about to land.

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We made our way to the quirky Lion's Den Hotel after passing through a series of small villages and communities; Wujal Wujal, Ayton, Rossville and Helenvale.

Lion's Den Hotel (built 1875) is an iconic pub with a well-known reputation for the many signatures, stickers, team jerseys and beer coasters etc that adorn the walls and ceiling. This apparently began a long time ago when some miners would leave their pay packets at the pub and write how much money they had spent or still had, up on the wall.



Joel, the manager from Britz met us there with a camper with a roof-top tent for Dennis and Kaye. He had taken the Peninsular Development Road. (PDR) Dennis and Kaye had been given another vehicle as their one was still on a hire until the Saturday morning as a result of the roll-over the day before. It was handy having him on site as he was able to advise campers of the way to erect the tent. It was heard that one couple took an hour to erect their tent.

As the time went on everyone got faster as they put systems into place. One thing we found amazing here and everywhere else we camped was how many people there were at the different sites. Some people cooked on their camp burners, while others took advantage of the facilities that the Lion's Den Hotel had to offer. However while some of our camping companions were served their dinner early others appeared to have been for-

(Continued on page 18)

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(Continued from page 17)

gotten. Eventually they got food (maybe not what they had ordered though.) When we went back to our tent Jane and Stewart had been listening to some large creature crashing and bashing around in the bush behind



our tent; and although they shone their torches around they didn't see anything. A CROC (oh my goodness!) or cassowary (probably unlikely considering how many are actually left in Cape York.) Maybe it was just a cattle beast, but whatever it was we were glad we weren't sleeping on the ground!

After our very full day we didn't take long to go to sleep, animal or no animal.



Thanks, Ron

By Andrew Gee

Ron Wadham, a life member of the club, recently passed away after being in a rest home for the last 5 1/2 years. At the last club meeting his son John came along and a lot of members recounted trips with Ron and his Nissan Patrol. It was all very jovial but what I really didn't hear was the thanks we should give to Ron for the heaps of time he put into running his trips. He would make toll calls and do midweek recces without recompense and we have certainly lost access to a lot of the Wairarapa properties he used to get us on.

Thank you Ron, thank you and thank you once again. (Welsh family saying)



Ron on the left, somewhere near Turakina in 2001, with Dave Jones on the right

(Continued on page 19)

(Continued from page 18)

Little known fact no 1 - Ron's wife was from the McGhie family, who were early timber millers in the Akatarawa forest, and their name lives on with McGhies bridge.

When I joined the club in 1997 it seemed that there were Hard Yaka runs and everything else was run by Ron, this was before the current four categories of trip that we have now. The club voluntarily paid \$5 a vehicle to go into the Akas because there was no set fee and I would happily go off in my little Suzuki. Ron would lead the trip in his LWB Patrol loaded with recovery gear (packed in a drawer set he made himself), raised suspension and a supercharger fitted to the engine. As a retired builder he made lots of small mods to his wagon, things like plugging all the holes in the chassis to stop mud going inside, a pinch bolt to stop the receiver mount rattling, using work lights as his spotlights so that he could easily re-aim them to suit and his own spring clips to keep strops on the tow hooks. The longer trips into Wairarapa went to places like Sutherlands track, White Rock, Tora and the Devils Mile.

Over four summers between 1998 and 2001 there was a series of two week long trips run alternating between the South Island and the North Island. The North Island Challenge trips were run by a group of members of this club, Dave Jones, Alan Donaldson, Phil Lewton, Grant Purdie, Tony Brown and Ron. These trips were trying to drive the length of the country off road as much as possible and camping in interesting spots. They were quite a big deal with some commercial sponsorship and a good crowd of keen people which spawned a private touring group that carried on for a few more years. Nothing has really replaced these trips and the organisers can tell how much work they were. On the first trip we were going though Auckland on the sponsors' representative (Barry Grey) birthday so they decided to take the convoy down Queen Street at lunchtime. The traffic lights and getting your bearings around Auckland fouled up the 50 odd trucks so it lost a bit of its impact but a few people noticed.



Ron on the Wires track during the 2001 North Island Challenge

Little known fact No 2 - Ron chose a black Patrol because he thought that the dark colour meant less condensation would form inside the body panels. He might have been right, rust was the least of his problems.

Ron was a great guy but very shy, I invited him to barbys at our place when 4 wheelers from out of town (who he knew) were down and he would take down the address in his notebook but never made it on the day. During the Christmas - New Year break the club used to have a campout at Battle Hill and then run trips every day for whoever turned up, camping or not, open to all Wellington 4wd clubs. These trips would be organized to suit who had turned up and being out to 2.00 am with Bruce Mulhare and Colin Landy was one run that I remember being on. There would be a barby for New Year's eve and a slightly later start the next day. Ron rolled up bright and early on New Year's Day and I asked him what he did for New Year's Eve and he said, "the same as every night".

Little known fact No 3 - Ron never said "If it's got tits or wheels you will have trouble with it" RNZAF saying.

Thanks Ron, you were a true gent.

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Central Zone Club Rnd 1 truck Challenge, 27th SEPTEMBER 2015



End of Hakakino Rd, off
Westmere Road, Wainuiouru,
East of Masterton

Same property as previous years

Scrutineering:
From 8:30 am

Drivers Briefing:
9:15 am

Start Time: 9.30am

Details to return entry

Wairarapa 4WD Club
P O Box 792
Masterton

Cost: \$20 per team
payable on the day or
post cheque or
bank into club ANZ a/c
11 7100 0274975 11

using your surname and
initial as reference

Contact: Brendan Watchorn 027 2430452

Email: sheety@inspire.net.nz or

Peter Pope hm 06 377 1434 or 027 443 1123



CENTRAL ZONE CLUB TRUCK CHALLENGE – Round 4



27/9/2015

Hosted by

WAIRARAPA 4WD CLUB

REGISTRATION AND INDEMNITY FORM

This form may be filled out and emailed back

NAME:

ADDRESS:

.....

PHONE NO: or

E-MAIL:

CLUB:

VEHICLE MAKE:

REGISTRATION NO.....

VEHICLE CLASS: (circle/tick one)

CLASS 1 (NO TRACTION AIDS)

CLASS 2 (UNCONTROLLED TRACTION AIDS eg LSD, max 33" tyres)

CLASS 3 (CONTROLLED TRACTION AIDS, max 35 inch tyres)

HARD TOP SOFT TOP: (select/ tick one)

INDEMNITY

It is acknowledged, declared and accepted that it is a condition of entry to this event that you enter this event at your own risk. All persons having any connection to the promotion, organisation, and/ or the running of the event, including and not limited to the New Zealand Four Wheel Drive Association, host club(s), land owner(s) or lease(s), will be ABSOLVED FROM ALL LIABILITY or responsibility for any injury to any person(s), damage or loss of property incurred during the event.

DECLARATION

I (the under signed) hereby declare that I possess the standard of competence to enter this event and do not suffer from any disability that may detrimentally affect my control of my vehicle.

Further, at all times, I take full responsibility for the conduct of and safety of any other person in my vehicle. I also agree that the decisions as to eligibility, conduct, participation, scoring or any other matters relating to the running of the event, are the sole discretion of the organisers and agree to be bound by them.

Team Members (Please list – can be added to on the day)

.....
.....
.....

Signature: (needs to be signed at scrutineering if emailed)

Date:

Name: (Printed)

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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)

Cross Country Vehicle Club

Roll of Honour

THE ROLL OF HONOUR CELEBRATES LIFE MEMBERS OF THE CLUB
WHO HAVE PASSED AWAY

Bob Jeffery
George Bean
Peter Boniface
Ron Oliver
Vern Lill
Steve O'Callighan
Ron Wadham

Member Information:

Bob Jeffery	Steward 1982
George Bean	Treasurer 1972, 73, 74, 84, 81, 82, 84, Steward 1976
Peter Boniface	Not listed as a committee member
Ron Oliver	Initial President in 1971 the President 1972, 73, 74
Vern Lill	Committee 1974, 76, Steward 1975, Delegate 1977, 78, Vice President 1979, 80
Steve O'Callighan	New Members Officer 1999 till 2015
Ron Wadham	Safety Officer 1997, 98, led many CCVC trips



Steve O'Callighan's extended family at his Life Membership presentation

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

Date	Name	Organiser	Category	Place
September 2015				
Monday 7th	Trip Leaders Forum	Steve Mercer	Meeting - 19:30	-tba-
Wednesday 9th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	-tba-
Saturday 12th	Family 4x4 fun in the Akatarawa Forest - Book with Graeme (04) 5267636	Graeme Millard	Family Shiny	Akatarawa Forest
Saturday 26th	Keep NZ Beautiful Eastbourne Beaches Clean Up - CCVC Members only Please	Darren Young	Family Shiny	Eastbourne Beaches to Harbour Entrance
Sunday 27th	Orongorongo Monthly Trip (to be confirmed due to lambing etc)	Morris Jury	Family Shiny	Orongorongo area
Wednesday 30th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	-tba-
October 2015				
Saturday 3rd	Odlins With DD - Bookings Please	Dave De Martin	Club 4X4	Odlin's Road
Sunday 11th	Family 4x4 fun in the Akatarawa Forest - Book with Graeme (04) 5267636	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	-tba-
Sunday 18th	CCVC Training Day for Prospective Members - Contact Morris - (mkssjury@slingshot.co.nz)	Morris Jury	Training (Unknown)	
Saturday 24th	Akitio at Labour Weekend - Details to come.	Stewart Burrell	Shiny 4X4	Akitio
Monday 26th	LABOUR DAY HOLIDAY	-tba-	Event	-tba-
Wednesday 28th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	-tba-
Friday 30th	Central North Island Weekend away - Bookings Essential (Limited Numbers)	Ralph Dobson	Shiny 4X4	Central Plateau Blue Duck Station - Wanganui River
Saturday 31st	Orongorongo Monthly Trip - Book with Morris - (04) 566 - 6197	Morris Jury	Family Shiny	Orongorongo area
November 2015				
Wednesday 11th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	-tba-
Saturday 14th	Family 4x4 fun in the Akatarawa Forest - Book with Graeme (04) 5267636	Graeme Millard	Family Shiny	Akatarawa Forest
Saturday 21st	South Coast Clean Up - Bookings Please	Barry Insull	Shiny 4X4	Wellington South Coast/Red Rocks
Sunday 22nd	Akatarawa Attitude with DD - Bookings Required	Dave De Martin	Club 4X4	Akatarawa Forest
Wednesday 25th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	-tba-
Sunday 29th	Orongorongo Monthly Trip - Book with Morris - (04) 566 - 6197	Morris Jury	Family Shiny	Orongorongo area