



WELLINGTON



VEHICLE CLUB
Wellington

Cross Country Chronicle November 2012



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

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PO Box 38-762

Te Puni 5045

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VEHICLE CLUB
Wellington

The club meets at 7:30pm on the 2nd Wednesday of each month
at the Petone Working Men's Club, Udy Street, Petone.

Position	Name	Home Phone	Work Phone	Cellphone	Email
Club Officers					
President					
Vice President					
Immed Past President					
Secretary					
Treasurer					
Club Captain					
General Committee Members					
Driver Training Officer					
Entertainment Officer					
Membership Officer					
Land Access Manager					
New Members Officer					
Newsletter Editor					
Publicity Officer					
Safety Officer					
Trip Coordinator					
Competitions Officer					
NZ4WDA Delegate					
General Committee					
Appointments and Other Useful People					
Archivist					
Asset Manager					
Assistant Trip Coordinator					
Club Night Photo's					
Club Recovery					
Help desk					
Membership Database					
Track Maintenance					
Trophy Officer					
Webmaster					
Welfare					

CCVC Life Members

Tom Adams	Graham Barr	George Bean (Deceased)	Leith Bean	Peter Boniface (Deceased)
Stuart Brown	Andy Cockroft	Owen Farghar	Mike Gall	John Hughes
Bob Jeffery (Deceased)	Heather Jeffery	Ron Johnson	Steve Lacey	Colin Landy
Phil Lewton	Vern Lill	Bruce Mulhare	Raynor Mulhare	Ron Oliver (Deceased)
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	Ron Wadham

WHEN HELP IS NEEDED

Should any members fail to return from any outing, four wheel drive or otherwise, whether as a club member or as a private individual, the following person/s should be contacted in the first instance:

Anthony Reid 973 8262 or 027 273 6579 or 021 061 1831
Morris Jury 566 6197 or 021 629 600

Table of Contents

Cover	Charles' special sausages
P. 3	Club Officers, Committee Members
P. 4	Help, Index, Editorial Rambling
P. 5	Safety Inspectors, National Events
P. 6	Sub-Committees, Presidents Piece
P. 7	CCVC SGM, Winter Goldrush
P. 10	Motu School East Cape Safari 2013
P. 11	Australia (Rowan & Wayne) Calling
P.14	Australian Red Centre Ramble photos
P. 15	Australian Red Centre Ramble
P. 21	Club Trips - April, May & June
P. 22	Trip Categories



Editorial Ramblings

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

Two more great trip reports this month - part three of the Winter Goldrush trip report and part two of the Australian Red Centre Ramble, both good reads and photo's to match.

Are you aware of the club magazine being online in full glorious colour? Looks better in colour doesn't it? Give some thought to us only publishing the magazine electronically as you'll be asked at the December club night.

I don't know the actual date but our man Ian is running a ham radio training course soon so if this interests you then you'd better get hold of Ian pronto!

Alan!

We (CCVC) have been advised by the Petone Working Men's Club that everyone who is not a member of the Petone Working Men's Club **MUST** sign in when they enter the club, including CCVC members attending club nights, meetings, etc.

This is standard procedure for licensed clubs and it is a legal requirement that this be done so please ensure you sign in as a visitor whenever you attend CCVC events at the Petone Working Men's Club (if you are not a member of PWMC of course).

It is very important that we comply with their request if we wish to maintain the good relationship we have with them.

MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!! We need any articles, trip reports, technical items, "How-to's", etc to be in the hands of the editor by the end of each calendar month. Please email to newsletter@ccvc.org.nz or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

DISCLAIMER: The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, it's executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area.

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Ph. 04 569 3485

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Grant Guy

Richard Blair

G Guy Motors
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Ph. 04 472 2020

Carl Furniss

Wellington 4WD Specialists
26 Hawkins Street, Lower Hutt
Ph. 04 976 5325

Shane & Carl

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

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

CCVC Trophies

We are trying to find out more details on the history of our club trophies and awards: things like previous winners, where the trophy came from, what it was originally given out for, etc.

So if you know anything that we don't know (see trophy page on the website to see what we do know) then please get in touch with a committee member or drop an email to:

newsletter@ccvc.org.nz



National Events

Nov 18: NZFWDA Trial Round 2 Hosted by the Hawkes Bay 4WD Club, central zone.

Nov 25: Matariki Forests 4x4 Charity Safari Shiny tag-along (4 - 5 hrs) in the Matariki Forest in the Whangamata / Oputere area. Details at whangamata.co.nz or contact Brendon on brendonjpugh@xtra.co.nz, 07 865 9295 or 027 255 5440.

Dec 16: NZFWDA Trial Round 3 Hosted by the Competitions Committee in the northern zone.

Jan 19-26 2013: Northland Kauri Coast Safari Eighth in the series of bi-annual events, a 6-day journey through some of the most spectacular beaches, scenery and landscape. For a registration pack contact Chris or Leanne on 09 434 6005, or PO Box 18, Dargaville, or email: kauricoast4wdclub@yahoo.co.nz. Also visit www.kauricoast4wdclub.wikispaces.com

Jan 20: NZFWDA Trial Round 4 Hosted by the Mt Egmont 4WD Club, central zone.

Jan 27-29: Motu Safari Contact Paul & Shelley Cornwall, Motu School, PO Box 11, Motu or 06 863 5804

Feb 07-09: High Hill Country Safari Organised by the East Coast 4WD Club in support of the Eastland Rescue Helicopter Trust. Three full days in the Matawai (Gisborne) district. For more details email thewatertankman@xtra.co.nz or info@graemesaudio.co.nz

Feb 16-17: Pirongia Safari Contact David Samuel on dsamuel@clear.net.nz with "safari" in subject line or 07 871 9651 (before 9pm)

Mar 02-03: 4x4 National Park 2012 Fundraiser of the National Park community, see 4x4nationalpark.co.nz

Mar 08-10: 4th Bi-Annual Hereworth Trip Will be heading inland to the foothills of central Hawkes Bay. More details closer to the time, but in the meantime contact Andrew Thomas on 06 858 4959. A website for registrations will be up soon.

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

Mar 30 (Easter): NZFWDA Trail Round 6 The finals, hosted by Eastern Bays Twin Diff Club, Northern Zone.

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, Antony Royal, John Vruink, Mark Wolstenholme
- **Club Recovery:** Anthony Reid, Morris Jury
- **Community Response Group:** Steve Mercer, Mike Murphy, David Coxon
- **Competition:** Neil Blackie
- **Deadwood:**
- **Safety:** Murray Taylor, Carl Furniss, Peter King
- **Trip Leaders Forum:** Steve Mercer, All trip leaders
- **Web Project:** Murray Wills, Grant Purdie, Stefen Cook, John Parfitt, Mike Stevens

The club also has the following external organisation liaison people:

- **Akatarawa Recreational Access Committee:** Ralph Dobson, Charles Odlin & Grant Purdie
- **Dept of Conservation Head Office Liaison:** Paul Adams
- **Foxton Beach Coast Care:** Bruce Mulhare, Grant Purdie, Russell Stevens & John Vruink
- **Friends of Belmont:** Stewart Burrell
- **Greater Wellington Regional Council:** Grant Purdie
- **Horowhenua District Council:** Grant Purdie
- **Tread Lightly!:** Ralph Dobson
- **Wellington City Council:** Grant Purdie & Barry Insull



Presidents Piece

If you missed the last club night kick yourself now because you missed a great travel story from Terry Collins who is recently back from a 4x4 trip starting in Argentina and travelling through Brazil, Bolivia, Chile and back to Argentina. Using a VW Amarok utility with a camper unit bolted into the tray, he got higher than Mt Cook, slept in a car park that froze the water tank, travelled through desert that hosts the Paris Dakar rally and covered some 10 thousand km's, a trip I would put my hand up for anytime. Great to see numbers at club night are still strong, we had to find additional seating last time.

Last month the Zuk got a couple of trips out, one on what was possibly the worst day of the year. The weather was simply appalling but as usual quite a number of keen club members turned up to try Charles' famous bangers but first we had some track clearing to do. As the rain beat down the hardy crew found the top end of the track and started widening it with picks and shovels. Charles then fired up the Pajero and tested the track, an unusual angle and then onto the flat slippery grass section before heading down a steep slope with a deep central rut which had a torrent of muddy water racing down it on this wet Saturday morning. Out came the chainsaws and some seriously large logs were removed from the track. Many hands make things move along at some speed and we soon had a decent length of track drivable. With the weather showing no signs of improvement Charles called it a day and we trekked back to our trucks, wet and some getting a little cold. We made our way to the Orange Hut and with the BBQ fired up and a few hot drinks being enjoyed we sheltered as lunch was cooked. The plan was to head out via the Pram Track but as Charles' truck had suffered a diff mount breakage so we took the smoother run back out along Cooks Rd. Home for a hot shower, change of clothes and quiet beer had Saturday sorted.

The next trip was a quick reccy with Barry and AJ around a circuit we plan on running some summer evening trips on soon, keep an eye out for these.

NZFWDA are again promoting the "42 Traverse cut back" on 10/11 November. Auckland 4WD Club are organising the effort with support from Taupo 4WD and DoC. The Park Travellers Lodge in National Park are offering discounts on accommodation, as low as \$20 for a bunk bed. There is information on www.nzfwda.org.nz. They need help to make this effort worthwhile and to make a dent in the overgrowth of the track. It is already in a state that is restricting use and the constant shade is keeping the track surface from drying. DoC do not currently have the funds to maintain the 42 Traverse.

Also I see a number of "tag along" type trips coming up around the country, I recommend doing a few of these as they are great fun and you see some spectacular country, try the Motu to name one.

See you on the trail
President Ralph Dobson

CCVC Special General Meeting

*To be held on 13 December 2012
As part of the usual monthly clubnight*

Reason for this: to vote on whether the club should convert the monthly club newsletter to a fully electronic newsletter accessible in full colour from the club website (no paper copies)

Background: it costs the club approximately \$650 per month to print and post the monthly club newsletters, multiply this by 11 months and this comes to a sizable amount of club expenditure that could be used for other 4WD related expenses.

Motion: "that the CCVC Cross Country Chronicle becomes fully electronically produced and circulated from July 2013". Moved by Paul Adams, seconded by Ralph Dobson

All members are welcome to come along and cast their vote.

WINTER GOLD RUSH – JULY 2012 – Day SEVEN **Powerlines to PowerHouses**

Another cold and clear morning dawned, and it was decided that Tigga (Grant) and the Toy-Enterprise (Ross and Michelle) would go to seek expert help at Greymouth on the transmission issue, whilst Orange Peel, Oil-Pro and Mr T would check out the "powerline track" which did a loop around Reefton. We were told that the end of this track dropping to the river was washed away but that we could probably drop into and drive down a creek instead. And so we did.

The powerline track started from the northern end of Maimai Road, right where it said "no admittance" but we were soon past that and on an icy and snowy farm track, heading towards the Inungahua River, but climbing strongly to reach a heavily bushed summit where the track got greasier and was covered by periodic windfalls that needed clearing. The occasional rifle shots reminded us we were near somewhere or someone! At about 350 m asl we started dropping through a narrow track with treefalls every 100 m or so and eventually one last steep downhill section with oversize ruts. While the trucks would clearly bottom out, the section was steep enough that a hand push would slide the truck down to regain traction. A final corner and steep angled drop to a side stream saw us on shingle banks somewhere on the wrong side of the Inungahua River, a few km from the nearest Golf Club (roadend). So we rumbled upstream, crossing and re-crossing the river braids for 3-4 km and eventually found the Toy-Enterprise which had come back from Greymouth and rambled into the river bed to find us. Tigga had received the expert advice which to us sounded like, "drive carefully, put in fluid when ever required and try to make it far away from the Coast before you break down". We figured it was just as well he was not paying for that expert advice. But as a precaution it was parked up at the Waituta turn off to avoid too much risk.

So with the touring party back together it was time for a quick hot toddy at Reefton before the afternoon trip to Big River. This is a good but lengthy track through bush with spots of snow, mud, ice and the like and eventually ends up at the old township area and the big red shed that marks the powerhouse of the mine. The shed has been built by DoC to cover the rusting remains of the Boiler, steam pistons and winding drums that lifted tons of rock and ounces of gold from the main shaft. There were three separate operations, the sawmill to provide pit timbers, the coal mine to provide coal for the boilers, and the gold mine itself. This is a pretty easy track so with it starting to spit, we left the big red shed surrounded in snow and wound our way back to the highway. A few stops at old battery sites and adits rounded out the trip. But no, some one had to play down a side track at Merrijigs (old hotel and brothel site) and a few recoveries later we did all come out and return back up the 15 km side road to Waituta. The turn-off to Slab Hut Creek was noted for future use.

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WINTER GOLD RUSH – JULY 2012 – Day EIGHT

Plans ARE MEANT TO BE CHANGED!

The week was drawing to a close with this being Friday, and our planned departure was Sunday morning, so we had planned to reverse yesterday with three trucks doing the power line track, two going shopping and then waiting for them in the River, and then all doing the trip to Montgomerie Hut which was a bit West of Reefton. As a special we had an arrangement to cross up to Garvey Creek coal mine, be let through the locked gateway, and tour our way through down to the State Highway from Maruia Springs. The best laid plansalways come to grief....but we got the shopping done.

As soon as the three trucks got through the first gate on the power line track, Olipro complained of no power steering and a funny noise under the bonnet. The crankshaft pulley was loose and wobbling, slowing down and stripping edges from the serpentine belt. So a hasty retreat and removal of the drive shaft saw the truck towed back to the Ikamatua garage. We all gathered there where a "drive in and do your own work" deal was soon done. Now try to get that in the North Island!

So with many experts stripping it down, Orange Peel sped down to Greymouth for a new serpentine belt. The experts found a pin broken that aligned the flange, washer and pulley, and without a new pin it was put back together with super glue (or was it loc-tite) and a hefty blow or two to tighten up the central bolt. But it started and ran just fine.

That took much of the day so it was back to Waiuta to prepare for hosting the drill rig boss and crew for dinner. Meantime the rain front had arrived, and the forecast was for worse to come. Ferry bookings were hastily shifted from Sunday night to Saturday night and the Grey River trip scheme put off for another day.

Dinner was great, lots of yarns about drilling and the issues with shifting the oversize rig around the country (being over axle weights, it could just fit on a flatdeck with the wheels off and make it onto the ferry). Their next bore hole was at the end of a few km of climbing up a dead end road we had explored, so a "big bully" was being ordered for traction control up the hill.

The big plan in a year or so was to start the tunnel-drive to the gold a km or two away in the next valley, tunnel under the Conservation Park, grab all the gold and leave not a visible stone upturned. A bit like Pike River without the methane and coal gas.

CLUB RADIO CALL SIGNS

The Club uses a series of radio call signs in the Kxxx series to meet our licence requirements. Once you get on a trip you soon know what call sign is tail end charlie etc for the day.

But basically if you don't yet have a Call Sign you are not authorised to use the Club radio licence. Call signs are available to Financial Members on request database@ccvc.org.nz

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

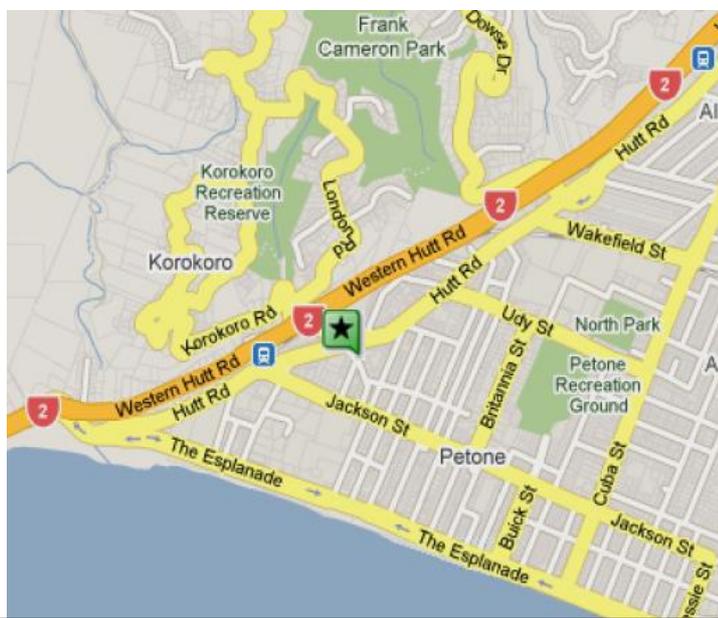
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WINTER GOLD RUSH – JULY 2012 – Day NINE **HIGH TAIL IT FOR HOME**

The next morning we were up early and after tidying the lodge we locked it up and turned our wheels northward by 0745 am. But a slight detour was made to the drill rig for those who had not seen it up close. The rain had really set in now with mist all over everything. By 0815 the last of the group was heading out of the valley with some nearly at Reefton to fuel up for the trek north. We were booked on the 6pm ish ferry and were to nurse Tigga and the transmission as we went north.

But the rain was setting in and Orange Peel did not see or hear (radiowise) OilPro at the Murchison rendezvous and cruised straight on past. That set the pattern and all trucks were now streaming up the Buller to St Arnaud and looking for better weather on the run down the Wairau Valley to Blenheim. Side streams that were just trickles on the way down were torrents spilling across the highway. The real rendezvous was obviously the Ferry terminal and in due course we all got there, sorted out paperwork and were loaded on board. Some made the 1 hour check in, some didn't, but flashing the plastic obviously worked. So another CCVC touring party had come to a conclusion, another bloody good trip, good weather, good tracks, good accommodation, good food and good company. Thanks Mr T. On the ferry there was some TV reports about the weather but by the time we were really home Westport was cut off, with the Buller River highway was flooded with 4WD only access till daylight. Great timing to get in, enjoy the country for just over a week and get out just as the weather turned to clag. The real gold on the trip was the company, the locations, the weather, and the organisation.



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Motu School East Cape Safari 2013
Auckland Anniversary Weekend

Saturday the 26th of January to Tuesday 29th of January.

Dear Participant,

Organisation of the Motu School East Cape Safari 2013 is now underway. (Finally)

The Safari begins at **Motu Domain on Saturday the 26th of January**, weaves in and out of the East Coast region and finishes at the Raukokere Church on **Tuesday the 29th of January**.

The Safari will tour through the back blocks of the East Coast with incredible views and interesting experiences on the way, travelling forests, farms, rivers and tracks.

The aim is to travel cross country as far as possible and practical, as always the weather has the ultimate say. Following another winter of **extremes**, there may be some changes to the itinerary as the Safari progresses!

The Safari is designed as a family affair, but will have enough interest to keep the more adventurous entertained.

- Camping areas arranged (BYO tents and comforts).
- Evening meals will be available to purchase. More details following registration.
- Cold running water and toilets available.
- Bathing facilities (rivers and beaches!)
- Find a team of three - four vehicles. If you can't find a team, enter anyway and we'll do it for you (a great opportunity to meet new people with a similar interest).

Once again there is great interest in the Safari for 2013. We are offering spaces on a "first in, first served" basis to those that have registered an interest.

Our acceptance of a \$50 deposit per vehicle will confirm your place on the Safari. However to maintain this place all other payments must meet the deadlines.

Please Note:

- On confirmation of a place the deposit is Non Refundable.
- An incomplete entry form may delay securing a place on the Safari.
- Ensure **all team** deposits are paid with entry.
- Ensure Participation Contract is signed and returned as requested.
- Ensure Driver/Vehicle Entry Form is complete and returned.

Looking forward to hearing from you!

Paul Cornwall.

Further details on this and the Moawhango School trip (see P. 18) are available from either the CCVC Trip Co-Ordinator or newsletter editor.

Australia (Rowan & Wayne) calling

Hi everyone, hope all is well with you, and life is good. We are fine.

We are sitting in the Recreation Centre at a small town called Cadoux, north east of Perth. The township lets travellers camp in the Rec Centre parking area for \$5 a night, and gives them a key to access all facilities – showers, loos, kitchen, squash courts, indoor basketball courts, BBQ etc. Every second Friday they organise a community meal and bar at the Centre, and this happened last night, so we joined in and had a good time meeting the locals. They are mainly wheat farmers, and all a bit low as it's not a



good season this year – not enough rain. They use 50 foot wide combine harvesters to harvest the wheat, and most farms have two or three. They can't use contractors, because they all want it done at the same time – so the farms all have their own equipment. No contractors here. But they use Kiwi operators for their own equipment.

We had an excellent time driving up the Connie Sue. It was a little bit rough, but had lots of camels and dingos. Near the end, we came across a Nissan Civilian 20 seater bus, stuck at the base of a sandhill, burnt out and abandoned. We



were later told that it was taking a group from a local aboriginal community to a footy match, and it got down to the match, but not back so they just left it there and later it got burnt out. We stayed a few days at Warburton, in spite of having been told not to stay there – too rough. We thought it was great, with grass sites, good kitchen and ablution block, and we met some nice people. One couple were in the middle of removing the motor of his 80 series cruiser to put a new clutch in – it had a light duty clutch and the truck was 500-

(Continued on page 19)



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AUSTRALIAN RED CENTRE RAMBLE – SEPTEMBER 2012 - Day Five
Travelled 245kms

We awoke this morning to find 2 campervans (John V's and Murray's) sitting in a great pool of water. Accusations abounded but it appeared the camp sprinkler had sprung a leak. Another discovery was that the tyre with the repaired puncture on the back of John V's truck had gone flat again!!

With breakfast over, we set off along the Stuart Highway which runs alongside the Central Australia Railway Line (the new Ghan Railway) most of the way to Coober Pedy, our final destination for the day. The landscape of parched reddish-brown sand dotted with scattered scrub and larger vegetation around the dry river beds which had been with us since Alice Springs was alongside us again. The same yet ever changing shapes and colours, it is amazing country. 25Km from Coober Pedy we turned off onto gravel/dust road to visit The Breakaways. The Breakaways are rocky outcrops of large and small hills which emerge suddenly out of a flat, desert landscape. Over 70 million years ago, a vast inland sea covered the area and it is now an ancient Inland Sea bed where the hills are the result of rain, weather and erosion. The slopes and shapes include many different colours and shades ochre yellow, oxide red, and deep, rich brown, contrasting with crisp whites and jet blacks. The various shapes are formed when the top layers of soil dry out and fall away to reveal the beautiful rich colours underneath. This area was one of the film sites for Priscilla Queen of the Desert.

We continued down the road a short way from the Breakaways and came to the Dog Fence. This is a pest (Dingo) exclusion fence that was built in Australia during the 1880s and finished in 1885 to keep dingoes out of the relatively fertile south-east part of Australia (where they had largely been exterminated) and protect the sheep flocks of southern Queensland. It is one of the longest structures in the world and is the world's longest fence. It stretches 5,614 km (3,488 ml) from Jimbour on the Darling Downs near Dalby through thousands of kilometers of arid land ending west of Eyre Peninsula on cliffs of the Nullarbor Plain above the Great Australian Bight, near Nundroo. It has been partly successful, though dingoes



can still be found in parts of the southern states. Although the fence has helped reduce losses of sheep to predators, this has been countered by holes in fences found in the 1990s through which dingo offspring have passed and by increased pasture competition from rabbits and kangaroos.

From the Dog Fence we continued to Coober Pedy where we lunched and shopped and took in the sights. John V went off to the local garage to get his puncture repaired a second time!! Coober Pedy is sometimes referred to as the "opal capital of the world" because of the quantity of precious opals that are mined there. Several of us visited an opal shop and got given our "lucky opals". Coober Pedy is renowned for its below-ground residences, called "dugouts", which are built to counter the scorching daytime heat. A standard three-bedroom cave home with lounge, kitchen, and bathroom can be excavated out of the rock in the hillside for a similar price to building a house on the surface. These perfect houses have walk-in-wardrobes, bedrooms, storage areas and fantastic kitchens. Narrow vertical shafts serve the purpose of ventilation and maintain temperature and humidity perfectly. Often the only indication of the existence of a house is pipes sticking out of the ground. The name 'Coober Pedy' comes from the local Aboriginal term *kupa-piti*, which means 'white man's hole'.

The dry barren landscape of the town bears testimony to the scorching summer daytime heat experienced here. There was no grass of any sort to be seen and as such, because the local golf course has no grass golf-

(Continued on page 16)

(Continued from page 15)

ers take a small piece of "turf" around to use for tee-ing off. Much golf is played at night and it's the experience of a lifetime to play golf at night with glowing balls. The Coober Pedy Golf Club is the one and only club in the world to enjoy reciprocal rights at The Royal and Ancient Golf Club of St. Andrews. We ended a very interesting day chatting with other campers and swapping stories with them of places seen and to be seen.

**AUSTRALIAN RED CENTRE
RAMBLE - SEPTEMBER
2012 - Day Six
Travelled 406kms**



We got away early (8am) this morning, loaded up with water and Diesel and set off on

a long stretch of barren 2-lane road across the Moon Plain. This lunar like landscape consists of sediments containing fossils that were deposited when the area was covered by the vast inland sea which also covered the Breakaways area. Lots of dust and no vegetation – quite eerie. As we made our way across the plain, Lollipop Lane appeared on the horizon. A single row of trees with perfectly rounded foliage on straight trunks.

Gradually sparse vegetation started to appear and became more lush around Arckaringa Station which we passed on the way to the Painted Desert. The Painted Desert is an area of spectacular colourful hills and forms part of the breakaway country we stopped at on the way to Coober Pedy. Here the hills are the result of the same process that formed the breakaways. The many different colours and shades on the faces of the hills account for the name "Painted Desert". We went for a short walk through the hills and scrubby vegetation. Some of the bushes which looked quite dead apparently spring back into life when the rain comes.

After our walk we climbed back into our trucks and set off towards Oodnadatta. Along the way we came across the Dog Fence and this time we passed through it across a grid (cattle stops). Consensus of opinion was that a dingo would probably not have much trouble negotiating that gap in the fence. We eventually arrived at Oodnadatta "hottest and driest little town" in Australia. This town is famous for the Pink Roadhouse and the owner of the Pink Roadhouse, Adam Plate, has over the years produced mud maps and road signs which help travelers in the outback. The road signs, usually painted on pink tops and bottoms of oil drums can be found along the Oodnadatta track, Simpson Desert, Painted Desert and Dalhousie. Sadly Adam was killed in the Targa Adelaide Championship Rally on Friday 24 August 2012.

The old Ghan Railway, which was closed in 1980 and replaced by the current Central Australian Railway, used to go through Oodnadatta. There is a Railway Museum chronicling the history of the town and railway. Oodnadatta was quite run down and not the place John P and Ray remembered. Not really an inviting place to spend the night though definitely an interesting place to visit. We had lunch here then decided to move on to Dalhousie Springs for the night. From Oodnadatta it was a 3 hour drive over the usual varied landscape – barren ground, vegetation around creek beds, red and yellow sand. We went across the old Ghan Railway line and passed the ruins of Pedirka Railway Station. A short distance from there we crossed into Witjira National Park and reached the Dalhousie ruins.

The impressive Dalhousie Springs were discovered in December 1870 by Richard Knuckey while overseeing construction of a section of the Overland Telegraph Line north of Oodnadatta. The first pastoral lease incorporating the springs was taken out in 1873 by Edward Meade Bagot and it was Bagot who constructed the old Homestead and out-buildings - a shed, workman's quarters, a blacksmiths shop and stockyards - now sitting in ruins. The area is surrounded by Palm Trees which were planted at the time of settlement. An information notice on site states "A fence was built around the buildings to protect the buildings from being undermined by rabbits." We did see a big rabbit hole!

(Continued on page 17)

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(Continued from page 16)

Moving on from the ruins we arrived at Dalhousie Springs camping area and as soon as we sorted our camp spot, we were off down to the hot spring for a soak. Dalhousie Springs are a collection of over 60 natural artesian springs and are an outlet from the Great Artesian Basin. The main spring is a large natural spring-fed billabong at 38-43 degrees and this was where we soaked. On the bank there was a collection of life preservers - inflatable rings, noodles etc - as the spring was quite deep in places. Those whose feet reached the bottom complained of having their toes nibbled! It appears the culprits were probably Dalhousie catfish or the Dalhousie hardyhead (*hardyhead Craterocephalus dalhousiensis*) both of which live in the springs and feed on the blue green bacteria living there. That aside the soak was very welcome after the dusty drive.



Dalhousie is the way in or out of the Simpson Desert and there was a mixture of trucks in camp with us, sporting tall flags on the front, who were either coming or going. A leisurely evening meal was had after another very interesting and varied day and we turned in for the night in dribs and drabs. We now know that one of our number who retired early on this occasion, and who vehemently denies being guilty of snoring, is guilty after all.

Moawhango School Scenic 4WD Farm Tour

Will be taking place on Saturday 24th November 2012.

This year's tour will be travelling through Erewhon and Springvale, both spectacular high country stations. Fantastic farmland and scenery to be seen and a brief piece of information on the properties will be available. Assembly point is at the Erewhon woolshed between 8.00-8.45am, tour will be leaving at 9.00.

The morning's drive will head out the South side of Erewhon. From there we will cross into Ohinewairua coming back through their deer farm. From here it's back up the road, a short drive to Erewhon's woolshed for lunch.

After lunch we head out across the other side of Erewhon and into Springvale from which we end up back at Erewhon again for a fantastic meal of mutton and pork cooked on spits, barbecued venison and sausages along with potatoes and salads.

Remember to bring a camera/binoculars as the views are wonderful.

There will also be a bar running with non- alcoholic and alcoholic drinks available, however we do not encourage drink driving.

The tour will end at approximately 4pm.

You will be travelling in a group with a leader. Always keep the vehicle behind you in sight, if they stop, please wait for them to catch up. If the vehicle in front is having difficulty, hold back to give them manoeuvring space. Some of the tracks require concentration and care and some low gear slow sections will be traversed. No speeding or racing.

On arrival please report to the reception desk to check in and receive your vehicle sticker to place on your windscreen.

Numbers are limited. Please register early to avoid disappointment. Registrations close Sunday 18th of November.

We hope you will enjoy your day.

Profits from the day will go to Moawhango School, which will be put towards school trips, school equipment.

Farm tracks -suitable 4WD road vehicles but not 4WD cars.

DIRECTIONS: **Coming from Waiouru**, head towards Taihape approx 10 minutes; take turn off on left saying Moawhango – Napier. Turn left at next junction (Te Moehau) signs again saying Moawhango – Napier. Erewhon station is approx 25 minutes on the right.

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

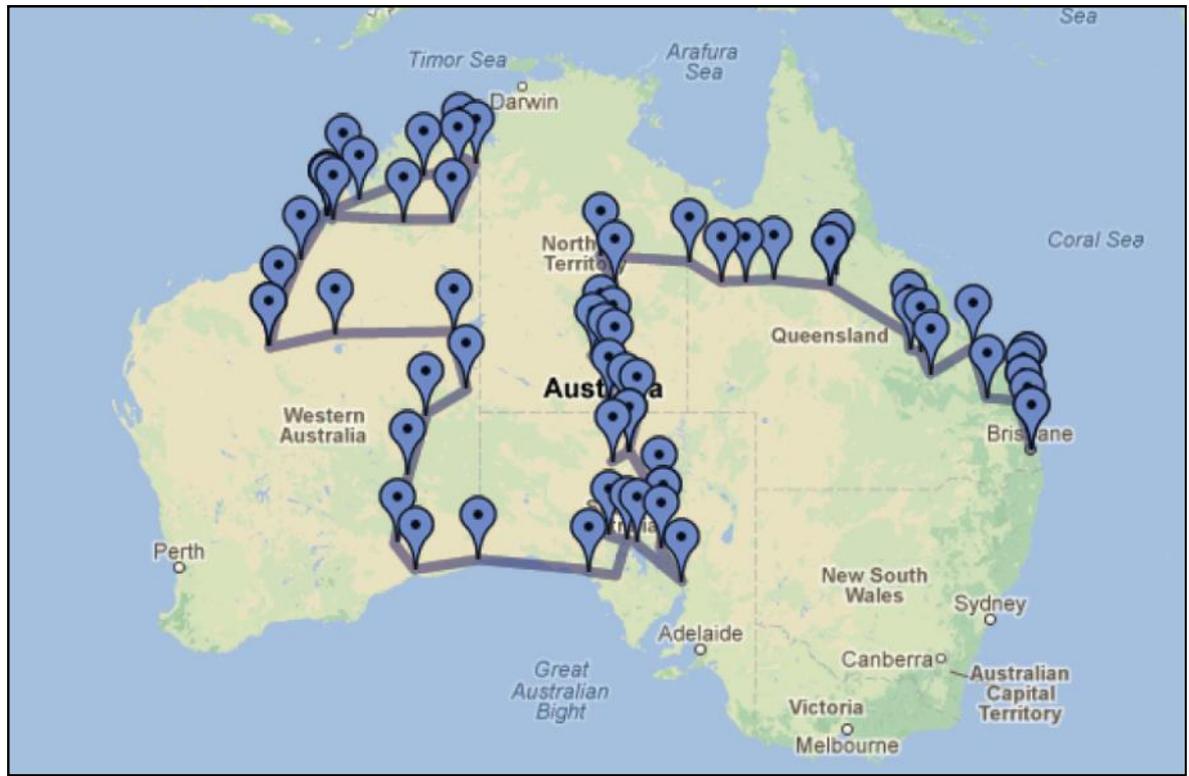
Coming from Napier, Erewhon station is approx 1 1/2 hrs on the Taihape-Napier Road from Fern Hill.

(Continued from page 11)

600 kilo overweight because they were planning to do the Canning Stock Route without buying fuel or any supplies. Most caravan parks (Aussies have no idea what we are talking about if we call them "motor camps") won't allow you even to check the oil on site, and the Warburton people were so helpful – they even provided a forklift to lift the engine out.

We also did the Sandy Blight Highway (ie rough track), which was amazing – in some parts we were driving through large forests of desert oaks (see photo – you'll see our new tent on the roof..), and in others through burnt out desert. We came across a hand pump – not marked on the maps – but put in by the local community for travellers. Wayne gave one pump of the lever and we had beautiful fresh water, which was a real treat.

Our next big road was the Gary Junction Highway towards the Canning Stock Route, the road was very rough. We came around a corner and there was a sign saying "grader ahead" We paid no attention to this – thought the sign had been stolen and left as a joke, and guess what – 4 or 5 km up the road there was a huge grader! So we stopped and had a chat.



On our travels, we'd been told about the Chamberlain Tractor Club – they all own these tractors which were made in Western Australia up until the 1950's when the firm was bought out by John Deere and closed down. The tractors had a closed in cab and a bench seat, and they were built to do 55kph effortlessly. Even a modern tractor would struggle to do this speed. So the club does lots of trips on remote tracks, raising money for the Flying Doctor Service. Well after Broome we went up to Quondong and camped in the sandhills by the beach, and lo and behold the Tractor Club turned up and camped right around us. They were in the middle of doing the Canning, and were taking a break at the beach. They told us they had taken the tractors to North America, and are planning to come to NZ next year – so keep your eye out for them – they're a great bunch. They are able to carry an amazing amount of equipment on their tractors, the night they camped with us they pulled out a full sized freezer, a 12 foot high waste oil burner, showers, huge BBQs, generators and compressors. AND they all tow some sort of caravan or camping trailer.

We did a quick whiz further north up to Derby, the Gibb River Road, Wyndrum and then back down to Halls Creek, where Wayne did some metal detecting and met up by pure coincidence with one of his old offroad racing mates – Steve Marsh and partner Kylie – also doing some fossicking. So we had a couple of days catching up with them which was good fun.

We're running out of dirt roads now, we're close to Perth and nearly every road is bitumen, even though our maps are showing them as unsealed. The wild flowers have been great, although the acacias are mostly done now. Free camping is just not available – the roads have 5 – 15 metres of wilderness on each side of them, and then a fence and then wheat fields.

If you want to see exactly where we've been, my brother Ross has kindly put up a map of our travels at:

<https://maps.google.co.uk/maps/ms?msid=209213658832207463636.0004c36ef810675e767fb&msa=0>

Ok – that's it, we're off to the Cadoux Trader to exchange our books, and have a real coffee. Then off to an estate clearance sale where they have two Chamberlain tractors for sale.... All the best to you all.

Wayne and Rowan



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12.45pm

Start Time:
1pm

Entry Fee:
\$20 per vehicle
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Basic, Limited Modified & Modified

YOUR VEHICLE MUST BE REGISTERED & WARRANTED!!

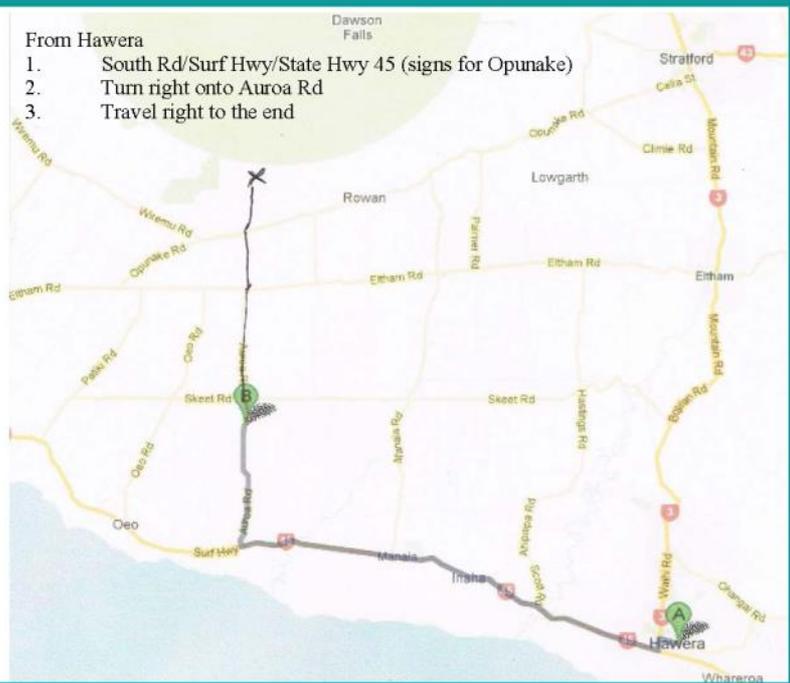
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E-mail: alan_shona@xtra.co.nz



- From Hawera
1. South Rd/Surf Hwy/State Hwy 45 (signs for Opunake)
 2. Turn right onto Auroa Rd
 3. Travel right to the end

Date	Name	Organiser	Category	Place	Status	Notes
November 2012						
Sunday 4th	Akatarawas in November - Book with Graeme (04) 526 7636 or 029 200 1700	Graeme Millard	Family Shiny	Akatarawa Forest		
Sunday 4th	Club Champs - Club/ Modified Class Round 1 - Note Change of venue	Neil Blackie	Club 4X4	Colin James' property, 615 Whiteman's Valley		
Friday 9th	Twilight on the Staircase - Bookings Required	Charles Odlin	Hard Yakka	Akatarawa Forest - Devil's Staircase and Rock Garden		
Sunday 11th	CCVC Club Champs - Standard Class Round 1 (Members only) - Bookings Please (for BBQ)	Neil Blackie	Family Shiny / Shiny 4X4	Colin James' property, 615 Whiteman's Valley		
Wednesday 14th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Friday 16th	Costa Plenty in November	Darren Young	Club 4X4			
Saturday 17th	CCVC Annual South Coast Clean Up - Bookings Appreciated - Book with Barry (04) 234 - 7757 Cellphone 0272404530	Barry Insull	Family Shiny	Wellington South Coast/Red Rocks & Long Gully		
Sunday 18th	CCVC Driver Training - Book with Andrew (04) 568 - 2136 Cellphone 021 760 238	Andrew Johnston	Family Shiny			
Saturday 24th	NZFWDA Central Zone Club Truck Challenge - Round 2	NZFWDA Central Zone	Shiny 4X4 / Club 4X4	Auroa Rd, Hawera		
Saturday 24th	Orongorongo in November - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area		
Sunday 25th	Otari Trust Orongorongo Botanical excursion	David Sole	Family Shiny / Shiny 4X4			
Wednesday 28th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		
December 2012						
Saturday 1st	CCVC Club Champs - Standard Class Round 2 (Members Only) Bookings Please (for BBQ)	Neil Blackie	Family Shiny / Shiny 4X4	Judd's Farm		
Sunday 2nd	CCVC Club Champs - Club/Modified Class Round 2	Neil Blackie	Club 4X4	Judd's Farm		
Saturday 8th	Akatarawas in December - Book with Graeme (04) 526 7636 or 029 200 17001	Graeme Millard	Family Shiny	Akatarawa Forest		
Wednesday 12th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Sunday 23rd	Orongorongo in December - Kids Xmas Picnic Run - Book with Morris	Morris Jury	Family Shiny	Orongorongo area		
January 2013						
Wednesday 9th	Greater Wellington Regional Council Sunset Tour - Members of the Public Must book with the Council via their Summer Program	-tba-	Shiny 4X4	Battle Hill & Puketiro Forest		
Wednesday 16th	GRWC Sunset Tour No1 - Backup date	-tba-	Shiny 4X4			
Saturday 26th	Orongorongo in January - Book with Morris	Morris Jury	Family Shiny	Orongorongo area		

Do you want to read a "Full Colour" copy of the mag - it is available on the clubs public website. We will also be adding copies of previous magazines as well (once the newsletter editor finds the time to PDF them!).

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Contact: Phil 0274 463 233 or home: 04 567 9354

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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