



VEHICLE CLUB
Wellington (inc)



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Wellington (inc)



December 2003

The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni, Wellington

www.ccvc.org.nz

Pictures with a water theme





Editorial Ramblings

Hi there

I've changed the format of the Chronicle this month as there are so many trip information sheets to cover the holiday period and beyond (remember there is no Chronicle in January) and I also received heaps of trip reports. So I've put all the trip information sheets in one booklet and the rest in another, along with a selection of colour pictures too.

Now in this issue is a report from the 60k committee that is a **MUST SEE** read as we will be discussing this at club night and you'll be asked to vote. So please familiarize yourself with the background so you can make an informed decision - remember you cannot complain about a decision if you don't have your say.

So read on.....

Alan...

CMS



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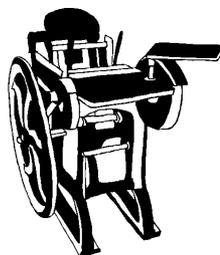
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Front and back cover photos: Please see the explanatory notes on page 8 to see where the pix were taken.

President's Piece - December 2003

It's been a big year for the club and here we are in December already. We've had the annual Christmas Dinner, and what a wonderful event that was, many thanks to John Vruink and helpers. It was just a shame that there were too few bookings for us to hold the kids Christmas party.

Now we have a whole lot of trips planned for us to enjoy, right through until mid February. There is a change, as we can't base all the holiday trips at Battle Hill since we're not camping there this year, however we have found other options.

Most of our members are familiar with the 60k question; we've had a sub-committee investigating options for using our investment fund for the last couple of years. With all the steps previously agreed by the club now finished, the 60k sub-committee will be making a major presentation at the December club night. There will be some decisions put to the vote, so if you have an interest in what happens to the \$60k (now over \$70k) then do come along. See all the details elsewhere in this newsletter.

Another item for the December meeting is the proposed Code of Conduct, which is the first step in modernising our club rules. Check it out in this newsletter. We will be asking the club to approve this at the December night.

You will have noticed that we've had a steady number of trips this year and ahead in the calendar where we are continuing to put something back into the community that so generously provides off-road access to us. There are work parties, charity trips, fundraisers and of course the regular writing of submissions to local authorities. Your ongoing support of these is gratefully acknowledged and will be appreciated into the future.

Club nights are getting more entertaining, as a result of quite some effort, so do come along. Your contributions by way of photos and trip stories are a major part of this success, so do keep them coming. A big thanks too, to the "What the hell are we doing here" crew who entertained us with the launch of their book last month.

Have a great time over the summer holiday period. Enjoy all those 4wd trips we've got planned for you and keep safe!

Christmas greetings to you all...

Grant Purdie, Club President, 2 December 2003



Equipment Required

In accordance with club policy, the following equipment is required on all Club trips:

1. Front and rear tow hooks
2. Shovel
3. Fire extinguisher
4. First-aid kit
5. Basic tool kit
6. Kinetic rope or strop
7. Roll bar or cage for all open / soft top vehicles

If these items are not present in your vehicle at the beginning of a trip, the trip leader has the authority to exclude you from the trip.



Trip / Convoy Rules

1. The trip leader is always in charge. Please recognise their authority follow their instructions and give him / her the respect they deserve
2. No dogs or firearms
3. Guests on a Club outing are the responsibility of the Club member who invited them
4. No drinking and driving
5. Keep the vehicle immediately behind in sight. This is particularly important when you come to a turnoff. There is no excuse for vehicles taking the wrong track because of the driver in front not obeying this rule
6. Keep your position in the convoy i.e. no passing
7. Watch vehicle spacing on public roads to ensure that public vehicles can pass in safety
8. Make sure the vehicle in front has cleared an obstacle before you attempt it
9. If you must leave the convoy, inform someone
10. Respect the environment
11. Expect to provide a write-up and / or photos for the Club newsletter from time to time if you participate in Club trips.



Trip Categories

Please be aware that the trip category requirements and any *additional* requirements as detailed on the Trip Information Sheet for the trip will be strictly enforced for safety reasons. The Trip Leader is able to waive a particular requirement for a trip, if the circumstances of the trip permit. The Committee requires Trip Leaders to turn away vehicles or drivers that do not comply. The updated trip category definitions are included towards the end of the Chronicle.



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3 Happy Valley Road
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Upcoming Events

Jan 03: **King Toyota Deadwood Safari.** Round three of the National Trials series. 528 Whitemans Valley Road, Whitemans Valley, Upper Hutt at 9:00am. Contact new@king.toyota.co.nz

Jan 23-26: **Kaukapakapa School Kaipara Coast Kaper.** Four day family adventure through the Kaipara coast region, \$160 per vehicle. Contact Kaukapakapa School, PDC Kaukapakapa or phone 09 420 5477.

Feb 04-07: **Urewera Safari.** 4 day family adventure for all types of vehicles with Mahia Hunt & East Coast 4WD Club. Contact J Redshaw, PO Box 11, Wairoa.

Feb 28-29: **NZ4WD magazine readers trip - Bayly's Beach & Pouto.** Two identical one day trips in the Bayly's Beach and Pouto areas. Contact Mechelle on 09 478 4771 or send email to subs@adrenalin.co.nz

Feb 14-15: **Kumeroa Tiki Tour & Awariki run.** 2 days run by the Woodville & Dannevirke Lions. Limited numbers. Contact Harold Kemp at PO Box 71, Woodville or phone 06 376 5806, fax 06 376 5792 or email kemp.motors@xtra.co.nz

May 01-02: **NZ4WD magazine readers trip - Woodhill Forest.** Two identical one day trips in the Woodhill Forest. Contact Mechelle on 09 478 4771 or send email to subs@adrenalin.co.nz

July 24: **NZ4WD magazine readers trip - South Island.** One day trip starting in Christchurch, and can be repeated if enough demand. Contact Mechelle on 09 478 4771 or send email to subs@adrenalin.co.nz

Sept 11-12: **NZ4WD magazine readers trip - Woodhill Forest.** Two identical one day trips in the Woodhill Forest. Contact Mechelle on 09 478 4771 or send email to subs@adrenalin.co.nz

Nov 20-21: **NZ4WD magazine readers trip - Central Plateau.** Two iday trip (can do one day if desired) in the Central Plateau area. Contact Mechelle on 09 478 4771 or send email to subs@adrenalin.co.nz

Details in the column appear courtesy of Sam Parker, publisher of the New Zealand 4WD and Sportvehicles magazine. Potential



Welfare Report - Nov 2003

Can't believe the year is nearly over, and to think it wasn't that many years ago I was wishing my life away. Not any more cause it seems the older I get the quicker they go. The silly season is on us yet again, and from our household to yours, we hope you all have a lovely break of some sort over the holidays, and look forward to catching up in the new year.

Safe driving Gals and Guys wherever you may go.

NEWS

- Margaret & Phil Lewton - Margaret, so sorry to hear of the loss recently of your father. Our thoughts are with you and your family.
- Steve Mercer & Family - Sincere condolences to the Mercer family on the loss of Steve's Mum, thinking of you at this time.
- Vincent Stephens - Had an accident a month or so ago, sorry we missed the last newsletter Vince. Hope you're well on the road to recovery now.

Kind Regards
Barbara Blackie (Z RED 1)
K215

PS THOUGHT FOR THE MONTH

*Merry Xmas to Friends
Merry Xmas to Foes
The world's bright with Joy,
So forget all your Woes.
The earth's full of Beauty,
Of Love and Good Cheer
Merry Xmas to All,
And a Happy New Year*

PPS Taken from a Xmas Card

*When Santa got stuck in the Chimney
The local sweep was called,
he set to work with gusto,
until old Santa bawled,
"I'm sure you're doing your best down there,
but kindly spare my blushes,
thanks for trying to push me out ...*

... but watch where you're shoving those brushes!

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TWL	Vehicle parts and accessories
Pipeline Supplies	Pipe & fittings (for rollcage, etc)
Twiggs	Products
King Toyota	Trade prices on parts & accessories
Diesel & Turbo	Products and Services

Please show your membership card to obtain all discounts.

Club Member Trades, Services and Supplies

Clare Decorators Ltd - House painting (interior / exterior), wallpapering, water blasting. Will do commercial also. Discount offered to club members. Ph Larry on 567 0902 / 025 538 525

If you'd like to include your business on our list please contact the editor on 564 3045 or (preferably) email newsletter@ccvc.org.nz

A Cross-Country Day Trip Around the MANIOTOTO in CENTRAL OTA-GO

After a hearty breakfast at the RANFURLY HOTEL we set off south on the road to PATEAROA which runs parallel to the twisting upper reaches of the TAIERI RIVER. Very large irrigation pumps explain the lush green pasture of the surrounding farmland.

A gravel road continues onward through STYX and PAERAU. The road to LAKE ONSLOW climbs up from the valley. This road is closed from 1 April until 30 September each year. The

gravel road gives way to a twisting clay road, which was easy going even though we were on road tyres. It would be a different story if there had been recent rain!

A bypass could be taken on the SERPENTINE ROAD to the SERPENTINE UNION CHURCH. The road surface deteriorates and KEN SIBLY comments "you should expect to get stuck along this track if it is at all wet." LAKE ONSLOW lies in a basin south of the KNOBBLY RANGE and north of the LAMMERLAW and LAMMERMOOR RANGES. It was created by the damming of the TEVIOT RIVER.

There are about a dozen batches owned by fishermen along the lake shore. The road from the lake climbs near to the summit of MT TEVIOT 950 metres above sea level. It affords good views of OLD MAN RANGE and the CLUTHA VALLEY.

We then descended to MILLERS FLAT. Instead of joining the main road we took a narrow track running along the eastern side of the CLUTHA RIVER. There are picnic spots right beside the River with lovely views. Midway between MILLERS FLAT and BEAUMONT is the LONELY GRAVES HISTORIC RESERVE with two headstones including that of "the man who buried Somebody's Darling." There is a very narrow bridge which would just accommodate a wide wheel-based Nissan.

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We continued on from BEAUMONT to LAWRENCE where we had lunch. We then took the road to LAKE MAHINERANGI.

This Hydro Lake was formed by damming the WAIPORI RIVER in 1924, completely submerging the gold rush town of WAIPORI. We crossed the lake and then continued north east through typical Central Otago tussock country with rocky outcrops. We were caught in a hailstone downpour. The MAHINERANGI ROAD joined State Highway 87. We turned left heading towards the bachelor township of MIDDLE-MARCH, but after about 10 kilometres we turned left at CLARKS JUNCTION. There is a Pub on the corner. This is the start of OLD DUNSTAN ROAD. This was the main route to the Central Otago GOLD FIELDS in the 1860's. This is a bleak and exposed road over the top of the LAMMERMOOR and ROCK AND PILLAR RANGES. We passed some competitors in the Southern Traverse race. On this particular day the temperature (outside the vehicle) was 4° C with a vicious westerly wind. CALICI resistant rabbits abounded!

We took a detour to GREAT MOSS LAKE which provides irrigation for the TAIERI VALLEY as well as electricity generation. The LINNBURN DAM was built in 1986. The Lake looked like Wellington Harbour in a northerly gale in that it was covered with whitecaps. The OLD DUNSTAN ROAD continued to climb to a summit of 1041 metres. The descent down into the valley provides great views. We arrived back at PAERAU mid-afternoon. Criminologists can inspect the original stone jail. We continued north through RANFURLY and on to NASEBY in time for a Speight's at the The Royal Hotel built of mud brick in 1863.

Tomorrow, DANSEYS PASS and the MCKENZIE COUNTRY.

Acknowledgements to: Mike SEXTON, FRACS at the Grey Hospital, Greymouth, TREVOR, DJ, for Golden Classics Radio Station which is situated in the old Railway Station at Ranfurly, Ken SIBLY and Mark WILSON, The Penguin NZ Atlas.

Kenneth & Ignatius Menzies
November 2003

Colour Photo Index:

Front Cover	<i>Recent Waiouru trip</i>
Inside Cover	<i>Water themes incl Norms Crossing in the Akatarawa Forest plus some West Coast river crossings.</i>
Inside Rear	<i>(clockwise from top left)</i> <i>West Coast abandoned railway track</i> <i>Antony in the mud</i> <i>Akatarawa Forest</i> <i>Bruce in the snow</i> <i>Historic BBQ at Rallywoods</i> <i>Ron,s truck, a little worse for wear</i> <i>Deadwood Oopsy</i>
Rear	<i>The Great Monsoon Pond Challenge at the old driver training area in the Akatarawas</i>

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Wairarapa Invite - 22 Nov 2003

Saturday 22 November, an early start from Wellington, drizzle and mist on the Rimutaka hill followed by a grey but mild and dry Wairarapa morning saw 14 CCVC vehicles assemble at 9 am in the McDonalds car park at Masterton. We joined with about 10 Wairarapa 4WD club vehicles and after completing the usual paperwork and a short briefing we headed off on the Castle Point road for about 30 minutes drive till we turned off into a paddock where we aired down and assembled for the main safety briefing. We then engaged 4wd and set off into the forest (I think it was the Whakataki Stream valley).

Our first hazard was a very small stream only a couple of metres wide but it had a rather deep hole that managed to cross axle several vehicles and took rather a long time to get everyone through but not before a Prado took on a bit of extra water while it waited for assistance from a little Zuk (well done George). When we finally came out of the forest we were high up on a ridge and could see Cape Turnagain in the distance to the north. After a really steep descent from the ridgeline we stopped for lunch in a clearing not far from Mataikona. After lunch we entered Owahanga Station and traveled north up the beach to a great sand box play area but with the tide coming in we were not able to stay to long before setting off again to the next stop at an exposed area of sand where, if you were lucky, small pieces of moa bone and moa egg shell could be seen weathering out on the face of the dune.

Unfortunately that tide waits for no man so we had to press on, sometimes on hard packed flat (but narrowing fast) beach, sometimes moving up onto a track through

tussock, till we were near the north end of the 16,000 acre Owahanga Station. Here we were able to leave the beach and travel up a well formed farm track onto the ridge line at about 250 metres and head south again with great views of Cape Turnagain to the north and Castle Point to the south. The countryside was beautifully green and lush and the hundreds of cabbage trees in full flower. After descending down to the Mataikona River we had afternoon tea and had a great time playing in the small river that was deep enough to make a good splash but not deep enough to cause any grief. With a warning to check that our brakes were dry we then climbed very steeply up towards the top of another hill of about 200 metres but unfortunately we climbed up into low cloud with visibility down to a few tens of metres in some places. We then descended down to Owahanga Station and crossed the river to end our trip back on the public road near the mouth of the Maitakona River. The Wairarapa club members had invited us to join them for a bbq at Castle Point but unfortunately it had been a long day so most of us decided to start the 2 ½ hour trip home to Wellington. I travelled over 300 km but it was a great day with good company so the time and km's did not seem excessive.

Thanks to Phill Foothead and all Wairarapa club members for making us welcome, I hope that we can join up and do more of these combined trips in the future.

Ray H - K246

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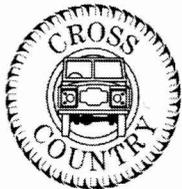
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908	Cap Linen/Black peak								19.75	
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Helping out on the 4WD Mag Readers' Trip

Soon after I first got my truck, last Feb, I picked up a copy of the 4WD magazine, looking for places to go, and immediately registered my interest for the Reader's trip to the Akas way out in November. Since then I found and joined CCVC and have been on a number of shiny trips into the Akas, so why pay \$85 to do it again? Then I found out that Grant was looking for helpers on the trip, so I offered my services. I ended up helping out as middle-man on both days and it was a great experience.

On Saturday I was in the second group, lead by Andy. We started off from Moonshine, going up to the pylon via Puketiro Rd and the Zigzag, with Andy giving detailed briefing on the hole in the river at the bottom of the zigzag, where I was going to be guiding people through. He also warned everyone to take it easy as it was steep and there was a tendency for trees to fall over the track. This was rather prophetic since when we reached the bottom of the zigzag the river was buried under a large fallen tree. With great enthusiasm Andy whipped out his chainsaw and proceeded to cut a tunnel through the branches below the trunk. After a bit of road building we had everyone driving off the track into the river, under the tree then back out onto the track. After this bit of excitement the rest of the morning – up to the pylon, down Rimu to the Orange Hut and then down Hydro Valley to the mud hole for lunch was rather uneventful.



After lunch there was a bit of play in the bog then back to Hydro Rd. There was some fun getting people up onto the road, with a few needing a quick pull then it was up Hydro and back via Whakatiki to the Pram track. Once over Pram we met up with Grant's group and went up to the old training ground for a play in the swimming hole. For most of us the real fun was in watching those who took on the challenge draining their trucks after being winched out. Andy had a 6" wave inside the truck!

Sunday was my chance to see the other trip, this time being lead by Ron. This skipped the pylon, opting for a quick trip from Moonshine to the Orange Hut then over the Pram track and up Deadwood ridge for lunch. While this was largely uneventful, the dust at the start of Deadwood had to be seen to be believed. If only I had closed my windows! After lunch we went down to the top of the Rock Garden. I think Ron was going for the record number of trucks in the parking area, but we managed to get turned around and back to meet up with the other trip at the bottom of the Pram Track. After another quick play in the old training ground I headed home to dig the dust out of the truck.

Overall it was a great weekend's 4WDing and a chance to meet people from all over the North Island. I hope we do it again.

David Coxon



Cross Country Vehicle Club

2003 Club Champs - Round 3

Judd's Farm 19 Oct 2003



VEHICLE CLUB
Wellington (inc)

Name	Vehicle	Std/Mod	Round 3	Place
Brian Howatt	Jeep	Modified	80	1
Mark Stockler	Land Cruiser	Modified	100	2
Gerald Bull	Suzuki	Modified	120	3
Brett Chapman	Suzuki	Modified	210	4
Layne Jones	Suzuki	Standard	230	5
Craig Smith	Jeep	Modified	260	6
Paul Adams	Mitsubishi	Standard	315	7
Bruce Tustin	Jeep	Modified	405	8
Doug Skipage	Suzuki	Standard	420	9
Andy Rowden	Suzuki	Standard	480	10
Neil Blackie	Land Rover	Modified	495	11
Steve Mercer	Suzuki	Standard	520	12
Howard Yates	Land Cruiser	Standard	570	13
Anthony Murch	Land Cruiser	Standard	615	14
Chris McManus	Land Rover	Standard	620	15
Larry Haines	Nissan	Modified	690	16
David Howard	Land Cruiser	Standard	695	17
Tony Wong	Suzuki	Modified	700	18
Jay Montilla	Nissan	Standard	740	19
Blair Turley	Hilux	Standard	775	20
Andrew Farmer	Land Cruiser	Modified	800	21=
Sean O'Leary	Land Cruiser	Modified	800	21=
Conwae Langford	Toyota	Standard	815	23
James Pakai	Hilux	Standard	885	24
Warren Perry	Land Cruiser	Standard	890	25
Murray Feist	Land Rover	Standard	980	26
Colin Frost	Mitsubishi	Standard	1100	27
Mark Wilson	Land Cruiser	Modified	1350	28



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Report to Club from 60K Committee

The 60K sub-committee has been asked to report back at the December Club meeting and this article is to give members the background to where we are up to in the 60K discussions.

Here is a summary of where we are up to:

- ◆ The 60K sub-committee were asked to investigate and recommend the best way to manage the funds accumulated by the club (at the time more than \$60,000)
- ◆ The funds have accumulated over 30 years by members efforts
- ◆ Most of this fundraising has been a result of running successful Deadwood events
- ◆ The vast majority of these funds have been raised from specific fundraising efforts, not from club subs.
- ◆ These funds have been raised by both past and present members.
- ◆ Most of the current club members have not had an opportunity to contribute towards the raising of these funds

The sub-committee went through a rigorous process of capturing a wide number of ideas, weighed up the benefits and disadvantages and whittled the ideas to a shortlist. After further investigation, two options were presented to Club members.

These two options were :

- ◆ New Clubrooms
- ◆ The concept of a lodge based in the Central North Island

Also noted was

- ◆ The view that the 60K funds or its interest generated should not be used for day to day running of the club

Of these two options, the 60K sub-committee was asked to further investigate the concept of a lodge. A number of visits were made to the Central North Island and examples of lodges were displayed at club night.

The club agreed to investigate further the option of a lodge in the Turangi area and to develop some example financial models. These models and options were discussed at committee and it was agreed to discuss further at the Dec 2003 club night. At the September Committee meeting, the 60K sub-committee reported back to the club committee on options for the development of a lodge, there were three options presented and a copy of this report is included in the newsletter. Of the three options presented, the committee supported OPTION 1.

So at Club night, we are going to discuss the way forward. We need to be clear about the motions being presented and make sure that the meeting doesn't go on forever. To do that, we are going to keep to the topic and deal with the motions on the floor. The topic is specifically the development of a lodge in Turangi and is not a discussion on projects.

The motions that are going to be put are as follows in the order shown (so that everyone understands what will happen next after each vote).

Note that, if the club votes not to proceed with any particular motion, the motions following that will not be put.

- Motion 1 :** That the Club continues to support the development of a Club Lodge in the Turangi area.
- Motion 2 :** That the club supports OPTION 1, to buy land and relocate a building on it.
- Motion 3 :** That the 60K sub-committee and committee be asked to form an establishment team (get the lodge built) and an operations team (operate it on a day to day basis) from club members who have the appropriate skills and are prepared to help.
Note : these are two teams with different skills needed.
- Motion 4 :** That the establishment team formed has the authority from the club for 12 months to negotiate for the purchase of land and commit the club for this purpose to up to \$60,000. In 12 months time, the club will review the authority and renew or modify as appropriate.

So if any motion is not supported, I suggest that rather than making up new motions at club night, we defer discussion till the Feb meeting, with the exception of Motion 2 which the club might consider options 2 or 3.

Note also that there is about \$73,000 in the 60K account.

If these motions are supported, we will need to form two groups of people with trades, legal, real estate skills etc to work together to make it happen. We will also need to consider some other fundraising activities to help fund the building project over and above the \$73,000. Beyond the establishment of these teams the 60K committee will have completed its work and be disestablished.

The authority does not come into force until the teams are formed. If we cannot form these teams then we cannot proceed and the matter will need to be referred back to

the club.

If you have any queries beforehand, feel free to contact John Walls, Bruce Mulhare, Mark Wolstenholme or Antony Royal.

Options for Purchasing Lodge

Option 1: Buy land and relocate building

Description

This option proposes to purchase some land which can be used (with provision of ablutions etc) as a camping ground in the immediate future. A relocatable building is purchased and shifted onto site. This will need to be refurbished, although some refurbishing is possible in Wellington if the building is purchased locally. In this scenario we have assumed that we would still need to borrow funds, but at a level that we could quickly pay off by fundraising and that the lodge would operate as a low key place with no local management and cleaning etc. This may not be realistic but is included here as a scenario.

Example

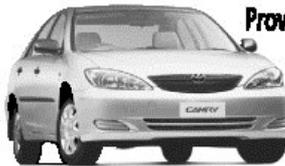
Two units are currently available from Lower Hutt. These are in excellent order and could be configured as two wings with a central common room / kitchen area. The buildings could be purchased and located on site for say \$60K to \$80K and perhaps a section at \$50K, for total of \$110 to \$130K. Some building work would be required for the common area etc.

Advantages:

- ◆ least cost option and hence low risk
- ◆ development able to staged according to available funds
- ◆ as its lower cost re quires less occupancy to cover the outgoings
- ◆ the lower level of debt allows us to fundraise and pay of debt sooner. (Achievable targets)

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PHONE 920-7770



Disadvantages

- ◆ take some effort to identify site, dwellings and manage the development
- ◆ Will require club input for labour etc to refurbish

Financial Model

Option 1 : Buy Land and Relocate Building

Purchase Price	120,000	
Deposit	80,000	
Borrow	40,000	7%, 20 years
Interest Rate pa	7.00%	
Term (yrs)	20	
Repayment Periods per Year	26	
Repayments	\$143.03	per Period

Occupancy / Income

Number of Beds	20
Average Cost per bed per night	10
Occupancy Rate	8%
Total Income	5,840

Annual Cashflow Budget

Income		5,840
less Expenses		
Rates	1,000	
Power	500	
Management Fee		
Cleaning		
R & M	2,000	
Lawns	500	
Insurance	1,000	
Loan	3,719	8,719
Net Income (Deficit)		(\$2,879)

Option 2: Buy existing building / lodge

Description

A number of places have been viewed, it may take a little time to find the right property, however they do come up from time to time. There are typically plenty of houses for sale in the Turangi area (you can still buy a house for \$40,000 or a section for \$10,000) but these are generally located in the town which is not particularly suitable for us. Ideally we would want to be on the outskirts of town (the industrial area is a possibility) or in a place like Tokaanu. The buildings are usually smaller and would eventually require an extension to house more occupants.

Example

Attached is a recent sale of a property in Tokaanu. Tokaanu is closer to the western side of the lake and National Park by a few minutes. It has a hot springs pool, a pub, garage and is close to the lake. This property sold for \$104,000 last July, has a large section and a house of reasonable size.

Advantages

- ◆ Less risk and capital required than option 3
- ◆ Quicker and relatively easy to establish

Disadvantages

- ◆ Less appeal than option 3
- ◆ Likely to attract lower occupancy rates and hence runs risk of not being self funding
- ◆ More difficult to raise finance

Financial Model

Option 2 : Existing Building

Purchase Price	170,000	
Deposit	80,000	
Borrow	90,000	7%, 20 years
Interest Rate pa	7.00%	
Term (yrs)	20	
Repayment Periods per Year	26	
Repayments	\$321.82	per Period

Occupancy / Income

Number of Beds	20
Average Cost per bed per night	10
Occupancy Rate	8%
Total Income	5,840

Annual Cashflow Budget

Income		5,840
less Expenses		
Rates	1,600	
Power	500	
Management Fee	730	
Cleaning	1,300	
R & M	2,000	
Lawns	500	
Insurance	1,000	
Loan	8,367	15,997
Net Income (Deficit)		(\$10,157)

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Minimum breaking load 8,000 Kgs
Offers similar elongation to nylon rope,
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Described by users in trials as 'magic,
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Bring in your club membership card and
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Option 3: Buy a more expensive lodge and run as a going concern

Description

Through this process, there has been advice from several of our club members that we should look for a lodge that was self funding. When doing the financial model, it became clear that occupancy rate was the most important driver. By purchasing a much more expensive lodge and getting the occupancy rate up, the lodge became quite profitable despite the large loan repayments. This tends to support the comments made earlier.

There are a number of lodges in Turangi, however they don't often come up for sale, and are usually quite expensive. The more desirable ones are on the eastern side of Turangi, close to the river and are very popular with fisherpersons.

Example

There were two lodges offered during our search, one which catered for the overseas market (and not really suitable for us) and the other was a social club lodge which in our view, wasn't attractive enough to have a high occupancy and hence be self funding.

To make an attractive lodge would probably require in excess of \$400,000.

Advantages

- ◆ Increased occupancy rate
- ◆ Self Funding and potentially profitable
- ◆ Nicer facility
- ◆ Wider appeal

- ◆ Cater for more numbers

Disadvantages

- ◆ Would need a substantial mortgage with associated risk
- ◆ Requires greater management (would require a local property manager)
- ◆ Quite difficult to raise finance
- ◆ Requires long term commitment from club

Financial Model

Option 3 : Large Lodge

Purchase Price	400,000	
Deposit	80,000	
Borrow	320,000	
Interest Rate pa	7.00%	
Term (yrs)	20	
Repayment Periods per Year	26	
Repayments	\$1,144.23	per Period

Occupancy / Income

Number of Beds	20
Average Cost per bed per night	60
Occupancy Rate	40%
Total Income	175,200

Annual Cashflow Budget

Income		175,200
less Expenses		
Rates	2,500	
Power	2,000	
Management Fee	21,900	
Cleaning	1,300	
R & M	5,000	
Lawns	500	
Insurance	1,500	
Loan	29,750	
Net Income (Deficit)		\$110,750

Truck Wash

At the October club night, the concept of a truck wash was raised and the 60K sub-committee was asked to consider it. At the November club night, the 60k sub-committee asked if we could find some members who would assist in examining this option.

Unfortunately no members have come forward to help in assessing this option, however the 60K sub-committee has considered this option and comments are offered below.

Advantages

- ◆ CCVC is seen to be responsive to potential road safety issues associated with

dirty trucks

- ◆ Members who have no similar facilities to wash their trucks at home would find this attractive
- ◆ The City Councils might have less problems caused by very muddy trucks being washed in the street or local rivers.

Disadvantages

- ◆ Resource Consent may be a large issue (Potential liability for ongoing compliance)
- ◆ High maintenance costs
- ◆ Potential for vandalism
- ◆ Sites will not suit everyone
- ◆ Queues are likely to form, causing delays for many users after a trip.
- ◆ To generate income (from public) will require significant capital and management
- ◆ Unlikely to be able to site close to our main recreational areas, we would still need to drive on the public road to get to the truck wash.
- ◆ The option of a portable truck wash was considered but discounted due to logistics in taking the truck wash on trips.

Tasks

- ◆ At least probably two sites would be required, one located in Porirua and the other Manor Park/Belmont. This, in any case, is not likely to suit all members
- ◆ Sites would need to be located and rentals negotiated, most likely with the city council / local authorities.
- ◆ Services will need to be established (water and power)
- ◆ Some method of waste disposal will need to be developed
- ◆ Resource Consents obtained
- ◆ Equipment and associated maintenance contracts will need to be established.

It is likely that the biggest difficulties will be negotiating with Councils over land and Resource Consents. If members still thought the advantages outweighed the disadvantages, this could still proceed by fundraising.

The full competitive calendar of the New Zealand Four Wheel Drive Association is:

3 January	Windy City
7 February	Waikato
6 March	Taupo Club at PioPio
11 April	Wanganui (final)





Adrenalin Publishing Limited

17th November, 2003

Mr Grant Purdie
President
Wellington Cross Country Vehicle Club (CCVC)
PO Box 38 762
Te Puni
Wellington

Dear Grant,
Re Akatarawa Readers Trip – NZ4WD Magazine

I would like to offer the thanks from NZ4WD magazine and myself to your club and members for its assistance with the organising and leading of our recent Readers Trip into the Akatarawas.

I would especially like to thank the three trip leaders – yourself, Andy Cockroft and Ron Wadham for their help and trip leading skills which ensured the trips ran very smoothly. Thanks also go for the others who helped on the day as mid and tail end marshals, and also the group that supplied such fine hospitality to me for the earlier reconnaissance trip.

The trip participants enjoyed the experience and had a chance to see some great bush and views whilst getting some interesting four wheeling experience. Those that attended also enjoyed the BBQ at Terawhiti Station on the Saturday night.

As a gesture of thanks I have enclosed three NZ4WD magazine caps – these could be given to the trip leaders or used as spot prizes by the club at the clubs discretion.

You are truly fortunate to have such a wonderful 4WD area on your doorstep and I look forward to future opportunities to explore more of it.

Yours Sincerely

Sam Parker
PUBLISHER

• New Zealand Company Vehicle • New Zealand 4WD • Motor Equipment News • DEMM •

PO Box 65-092, Mairangi Bay, Auckland, New Zealand. 14C Vega Place, Mairangi Bay, Auckland.

Phone 09-478 4771, Fax 09-478 4779, email sam@adrenalin.co.nz





CCVC Tyre Discounts

Firestone

BRIDGESTONE

For those of us in the market for one or a set of tyres, Marcus has arranged a great discount for club members. The discount covers both Firestone and Bridgestone tyre brands.

For further details, contact Marcus on 021 439 183.

"Wairarapa Invite"- Shiney 4x4. 22 November

Now this trip sounded interesting, a chance to sneak into one of the Wairarapa Clubs play areas. After a Friday night call to Ray Harkness to check that the trip was still on I was up early and on my way through the Wellington drizzle, over the hill and into the balmy Wairarapa. Little did I know that I would be writing the trip report!

We met Ray, Phil Foothead and the rest of the team at the McDonalds carpark and soon around 30 4wd's were wending their way towards Castlepoint. "Late Larry", who was to become Tail End Charlie soon caught up and a sharp left turn into a paddock to air down and we were on our way into the real stuff by 1030. Phil had advised there was a small, deep pool in the creek and we are to go around it as no one had yet driven through it. You would think the SWB Prado would have no problem doing this but no, the right rear wheel slipped in (can't have been the driver!), flick in the Locker give the motor a quick gun and we were nearly out but still required a quick stop. Score - trucks 4 stream 1. It took a while for us all to get through but the stream had a few scores against the 4WDs by the time we all made it.

A very pleasant trip in the forest was completed with a steep drop off down to the lunch area, suitably selected and still in the trees due to the strong wind. After driving past some secluded batches we were back on the road, followed shortly by a left turn, across the Matakona River and down to the beach. After a trip along the beach and demonstrations by some of how to handle large hills of soft sand we continued north along the beach, turned west and up into the farm again. All the while Phil was giving us a commentary on the radio with lots of instructions to Tail End Charlie as to whether to leave the numerous gates open or closed. Back down to the flats, through the creek again and again then back up Mount Misery (well we couldn't see anything for the mist so that's what it felt like- real name "Omarupakihau" I think). Phil was by now saying "Well if you use your imagination you can see Castlepoint"

Back down to the farm, across the river again around 5.00pm we all aired up and got ready to leave after a fabulous day.

Phil and the Wairarapa team were staying at Castlepoint for a barbecue which by now sounded really attractive but after a quick trip to Castlepoint as I hadn't been there for a while it was then time to head for home. I was soon caught up by Bruce (in his winged Nissan), Allan in his Zook, Craig in a surf and George in another Nissan and we drove in convoy back to our various homes around Wellywood. Interesting how little mileage we actually do offroad. Total round trip from Plimmerton was 375km's- offroad only 44!

Thanks to Ray for arranging for CCVC and Phil and his team for inviting us, it was a great day.

Lessons learnt:

- ⇒ Club radios provide great entertainment when in convoy on long trips
- ⇒ Next time Kath will come and we will stay in the Wairarapa and have a leisurely trip home the next day, it's a long day by yourself.
- ⇒ After a bit over a year in CCVC I still have a lot to learn!

Just go and do it and if you are new don't be embarrassed if you need to be stropped out!

Murf
SWB Prado, "Cleo"



Track Maintenance

Do you know of any tracks that are in need of some maintenance? If you do then please make some notes to indicate where and what repairs are required (digital photos & GPS co-ordinates would be nice) and give the details to Ray Harkness at a [clubnight](mailto:clubnight@paradise.net.nz) or email them to rayh@paradise.net.nz

NB: Please do not ask us to do any work that would make "The 24 Hour Track" into "The 12 Hour Track" though!

For Sale



FJ40 1977 Landcruiser
4.2l Petrol / LPG, Very nice body
All set up for off road with protection bars, aqua-lung, mud tyres, CCVC safety sticker, CCVC club radio, Reclining Seats, tow bar. Enclosed storage for those week long cruisy trips. \$7500

Ph Jeff Simpson 025 405415 or 04 2338873

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

Some useful email addresses are:

Webmaster@ccvc.org.nz (general web site queries)
lists@ccvc.org.nz (contact the person who administers the list servs)
Trips@ccvc.org.nz (contact the Trip Coordinator)
newsletter@ccvc.org.nz (to send stuff to the newsletter editor)
Database@ccvc.org.nz (contact the membership database administrator)

'Guy Fawkes Barbecue & Night Drive' 8th Nov 2003

I was late arriving at the departure point (waiting in Karori for a passenger) but that's another story. For my pennance I was volunteered to write this trip report and also be the "Tail End Charlie" for the day.

At a little after 3pm on a fine sunny day 22 vehicles left the Makara village and headed down South Makara to the Terawhiti Station – Oteranga Bay road. Up the hill (dry, hard & dusty) and split off four vehicles that headed north to prepare the barbecue site at Te Ikaamaru Bay (aka Plastic Bay due to the large amount of plastic debris that washes ashore there). The rest of the convoy proceeded to the top of the hill and then along a farm track on the ridgeline to descend to the south coast beach at the old Terawhiti Station homestead. We then went east around the beach a couple of bays to Tongue Point for an afternoon tea stop where we were able to view some seals basking on the rocks. It was here that we had our first casualty, a minor incident fortunately where a seal watcher fell while clambering down from a rock.

Next, it was westward ho for the wagon train to Cave Bay where trip leader Ron managed to get well and truly down and sandy at the far end of the bay. As I was at the tail (at the other end of the bay) I will now make up a story to fit my observations from here on at Cave Bay. After a lot of thinking about the problem and reducing Ron's ground clearance to zero during abortive attempts at driving out, several unsuccessful snatch recovery attempts where made. After a lot more thinking Ron decided to winch using a nearby rock as an anchor point. Meantime, other vehicle occupants enjoyed the sun, sea air, beautiful blue sky and blue sea vistas from various relatively safe (firm) parts of the beach. It was here that we were alerted to our second casualty by a radio call seeking first aid assistance for a youngster who had slipped while scrambling on rocks at the foot of the cliff. Memo for future trip safety briefings - snatch straps maybe useful as climbing ropes to reduce injury if attached to climbing children. The injured person suffered extensive grazing to leg and chest areas but was able to continue on the trip. With the passing of an hour and the pleasant views of the gentle waves lapping the beach in front of us, several persons were wondering aloud was the tide coming in? With the way forward blocked by stuck vehicles and the beach getting smaller behind us it was with some relief that we finally got going again with only a couple more vehicle assists required (the Kia made it ok J). The rest of the trip around the coast to Oteranga Bay was uneventful.

We then left the south coast and travelled up through Black Gulley, past the remains of the old boiler and burdans from a quartz crusher from the Albion battery (Oterongu



Don't forget that the club has four comprehensive first aid kits that are available for trip leaders to carry on any trips they lead.

They are a backup emergency kit that is supplementary to those kits carried by individual trip members.

Contact Wayne (025 467 935) to arrange collection.

gold field 1882), on to Ohau Bay and then over the hill to arrive at the barbeque site at Te Ikaamaru Bay around 7pm. As our convoy moved around the beach to the east side where the marquee had been set up we were joined by Grant Purdie, Andy Cockcroft and several participants of an NZ4WD Magazine readers trip who were joining us after a day in the Akatarawas.

A great tea of salads, barbeque steak (very tender) and sausages was served in the marquee to the hungry hoarde, and a little later fresh barbequed paua. A good bonfire (yes, we had a permit) was lit on the beach and when it became dark we all enjoyed an extensive firework display. At about 10pm the convoy set off under a full moon to return to Wellington via Makara Village. On the way over the hill to Terawhiti Station several people passed comments on the radio about the beautiful sight the convoy made as it headed up the hill. This view was probably only seen by those near the end of the convoy as we watched what appeared to be a well choreographed display of moving headlights and tail lights evenly spread over a couple of kilometers, zig-zagging up the hill.

Special thanks to the cooks at Te Ikaamaru Bay for preparing the site, the food and clearing up afterwards (they stayed overnight at the bay) and thanks again to trip leader Ron Wadham.

Ray Harkness K246
(The tail that wagged. J)

Wanted to Hire

One medium sized car trailer
Wellington Anniversary weekend
through the following week

Ph Gerald Bull on 04 239 9334

Club Awards

Gumboot: Wayne Jansen - Safety Officer - superb demonstration of the dangers of lighting fireworks as he lit his Extra Exciting Multi Super Shooter Boom Banger and it fired multiple shots directly into his chest. That's how a real man does it, none of this hold it at arm's length pansy stuff.

Orange Roughy: Nikita Philips, Foxton Beach - more excitement than required when introducing an inexperienced young Wanganui lad to the joys of four wheel driving and at the first sand dune he rolled Lynne's Vitara. Oops. But he was handling it OK on the flat! Most damage was to the unwitting camper riding past when they turned the motor over with the spark plugs out to clear the oil from the cylinders - he copped some spray 30 feet away. Hmm - wasn't expecting rain today. Now why is that unfriendly lot all shouting and laughing at me? I'm going home.

BSA Trophy Paul Adams - a beautiful beautiful story to explain what he was doing on the beach by the bonfire in the Pajero after everyone had left to head home. It was pretty obvious he just wanted some more four wheel driving but apparently not - actually he was overcome by the beauty and romance of the fire and the beach, the moon reflecting softly off the rippling waves, the memory of Gill whispering sweet nothings in his ear (he's never home these days for her to actually do this now) and the sudden mad idea of a photo with the flames and the moon reflecting off the Pajero. Such a beautiful beautiful image, almost brought tears to our eyes. Or was the effect of the laughter. Diagnosis - too much doco tele and exposure to arty stuff. Treatment - spend more time with Wayne.

Golden Kiwi(s): George Geris for help on the First Aid course. Mary & Larry Haines, Paul Adams and Lois and another for giving first aid to John Parfitts son on the Guy Fawkes trip. Gavin Holden for helping out with the buggy for Eric's son. The Rotorua Club members for responding so quickly to get Shaun Pollard's Cruiser out of the Rangitikei River after stalling in deep swift water with Shaun, Shannon and baby inside. Wayne Jansen for towing a broken down vehicle home.

Help Wanted

8 or 9 vehicles for trips into the Akatarawa Forest
H²O Xtream Holiday Programme for 9 to 13 year olds plus supervisors

Morning & afternoon trips

BBQ lunch provided at H²O Xtream

Wed 14 January 2004 9:15am to 2:45pm

Ph Ron Wadham on 04 563 7907

Denny's NZ 4 x 4 Challenge 2003

Place	Country Group	ID	Rego	Vehicle	Driver	Co-Driver	Event	Type	Winch
1	NZL	Denny's 14	UU	Toyota Hilux	HUGHES, Bruce	HOWDEN, Blair	1137	Simex - Extreme Trekkers - 35	Nissan - PTO - 8,000lbs
2	NZL	Denny's 26	SHRMI	Nissan GQ	WHITE, Tony	BROWNE, Gene	935	Simex - Centipede - 35x12.5	Superwinch - Hydraulic -
3	AUS	Denny's 28	GURIPA	Nissan Patrol Ute	BOLTON, Kym	MARKS, Robert	930	Simex - Centipede - 35x15	Warn - 8274 - 8,000lbs
4	NZL	Denny's 34		Nissan Patrol	MCKAY, Roger	PRESTON, Donald	860	Simex - Extreme Trekkers - 35	Warn - 8274 - 8,000lbs
5	NZL	Denny's 09	KY3140	Toyota FJ40 Cruiser	KESSLER, Joe	ROLAND, Andre	835	Simex - Extreme Trekkers - 35	Toyota - Toyota - 8,000lbs
6	NZL	Denny's 24	AJC 973	Nissan Safari	MACDONALD, Leon	PEARCE, Kevin	816	Super Swamper - Bogger - 36	Ramsey - 12v - 9,500lbs
7	NZL	Denny's 12		Toyota Hilux	WALKER, John	WALKER, Gary	809	Simex - Extreme Trekkers - 35	Toyota - Toyota - 8,000lbs
8	AUS	Denny's 01	GUUTE	Nissan Patrol	BOOTH, Stephen	MOONEY, Geoff	797	Simex - Centipede - 36x12.5	Warn - 8274 - 8,000lbs
9	AUS	Denny's 25	HUDDY	Nissan GQ Patrol	HUDSON, Steven	LEEN, Trent	791	Simex - Centipede - 35x10.5	Warn - 8274 - 8,000lbs
10	NZL	Denny's 11	14DMU	Toyota Hilux Surf	ENGELBERTS, Rolf	CAIN, Gavin	765	Simex - Extreme Trekkers - 33	Toyota - 24V - 10,000lbs
11	NZL	Denny's 18	PUSHIT	Toyota Landcruiser	GUY, Grant	MURRAY, Gerry	762	Super Swamper - Bogger - 36	Superwinch - Hydraulic -
12	NZL	Denny's 08	LOOK4	Suzuki Samurai	BROOME, David	REDMAN, Paul	760	Simex - Centipede - 32x9.5	Warn - 8274 - 8,000lbs
13	NZL	Denny's 10	WJ8465	Toyota Hilux	HOOGEVEEN, James	WIFFEN, Craig	716	Super Swamper - 35.5	Toyota - 24V - 10,000lbs
14	NZL	Denny's 15	XN 5628	Nissan Safari	BREWER, Colin	RING, Mark	711	Simex - Centipede - 36x15	Nissan - PTO - 15,000lbs
15	NZL	Denny's 07	AZD886	Range Rover	CASTLE, Grant	WORMLEY, Richard	703	Simex - Centipede - 35x10.5	Warn - 8274 - 8,000lbs
16	AUS	Denny's 23	FO1991	Nissan Patrol	GREEN, Darren	MUELLER, Matthew	647	Simex - Centipede - 36x12.5	Warn - 8274 - 8,000lbs
17	NZL	Denny's 20	TK289	Toyota Landcruiser	BADDELEY, Sam	GRANTHAM, Mike	641	Simex - Jungle Trekkers - 34	Toyota - Toyota - 8,000lbs
18	NZL	Denny's 16	YJ 8019	Suzuki Vitara	DRANSFIELD,	SMITH, Peter	624	Simex - Centipede - 31	Warn - 8274 - 8,000lbs
19	NZL	Denny's 33	PATTY	Nissan Safari	HAYDEN-PAYNE,	MACGIBBON, Leith	607	Simex - Jungle Trekkers - 33	Warn - 8274-50 - 8,000lb
					Patricia				
20	AUS	Denny's 3		Range Rover	CANAVAN, Rohan	SMITH, Wayne	572	Simex - Centipede - 35x10.5	Warn - 8274 - 8,000lbs
21	NZL	Denny's 31	WQ5563	Jeep Wrangler	PIKE, Graham	JACKA, Joshua	547	Kumho - Kumho - Mud	Warn - 8274 - 8,000lbs
22	NZL	Denny's 03	WM5751	Toyota Landcruiser	GRAHAM, Royce	HICKMAN, David	546	Simex - Extreme Trekkers - 35	Warn - XD - 9,000lbs
23	NZL	Denny's 04	NU1071	Suzuki Samurai	CHAPMAN, Kevin	DROPICH, Troy	493	Simex - Centipede - 31	Warn - 8274 - 8,000lbs
24	NZL	Denny's 06	NG8185	Range Rover Discovery	MCCONNELL, Steven	STANLEY, Blair	454	Simex - Extreme Trekkers - 35	Warn - 8274 - 8,000lbs
25	NZL	Denny's 05	WN2652	Toyota Landcruiser	STOPFORTH, Peter	STOPFORTH, Mike	452	Simex - Centipede - 35x15	Toyota - Toyota - 8,000lbs
26	NZL	Denny's 17	ST 2636	Nissan GQ	GUY, Simon	DURKIN, Pete	394	Simex - Extreme Trekkers - 35	Warn - 8274 - 8,000lbs
27	NZL	Denny's 21	WY	Nissan Y60	WHYTE, Michael	BOWKER, Greg	390	Simex - Extreme Trekkers - 35	Superwinch - Hydraulic -
28	AUS	Denny's 22		Landcover Range Rover	TAPP, Kevin	KAFANTARIS, Mani	320	Simex - Jungle Trekkers - 35	Warn - 8274 - 8,000lbs
29	NZL	Denny's 29	UL4290	Suzuki Vitara	MOLD, Kelvin	WOOD, Darren	266	Simex - Centipede - 31	Warn - M6000 - 6,000lb
30	NZL	Denny's 30	UG	Mitsubishi Pajero	SMITH, Russell	SANDERSON, Mack	245	Simex - Jungle Trekkers - 33	Nissan - PTO - 8,000lbs
31	NZL	Denny's 27	JH1463	Range Rover Leyland	KEMP-UPTON, Andre	GIBBS, Hugo	176	Simex - Centipede - 35x10.5	Nissan - PTO - 8,000lbs

Subject: Prison versus Work

Today's perspective on life....Just in case you ever got the two mixed up, this should make things little bit more clear:

IN PRISON	You spend the majority of your day in an 8X10 cell.
AT WORK	You spend the majority of your day in a 6X8 cubicle.
IN PRISON	You get three meals a day for free
AT WORK	You only get a break for one meal and you have to pay for it.
IN PRISON	You get time off for good behaviour.
AT WORK	For good behaviour, you get more work and less free time
IN PRISON	A guard locks and unlocks all the doors for you.
AT WORK	You must carry around a security card and open all the doors yourself.
IN PRISON	You can watch TV and play games.
AT WORK	You get fired for watching TV and playing games.
IN PRISON	You get your own toilet.
AT WORK	You have to share with some idiot who pees on the seat.
IN PRISON	They allow your family and friends to visit
AT WORK	You can't even speak to your family.
IN PRISON	All expenses are paid by the taxpayer with no work required.
AT WORK	You get to pay all the expenses to go to work and then they deduct taxes from your salary to pay for prisoners.
IN PRISON	You spend most of your life inside bars wanting to get out.
AT WORK	You spend most of your time wanting to get out and go inside bars.
IN PRISON	You must deal with sadistic wardens.
AT WORK	They are called managers.

So Why is it again that we work?

Orongoronga Ridges - Nov 2003

Saturday morning dawned as a beautiful day. Picture perfect for a gentle day of four wheel driving. The trip today is called the "Orongoronga Ridges" and is conducted under the expert guidance of Ron Wadham. Labelled a "Family Shiny" it is the only type of trip I am currently allowed to participate in as a driver as I am eagerly awaiting for the formalities of my membership application to be completed.

The meeting point is the entrance to Rimutaka Forest Park and eighteen vehicles are lined up to explore the beautiful country that lies waiting behind us. After the compulsory drivers briefing we are headed for the Wainui Coast. A couple of hundred metres from the coast we turn off the tarseal and into a paddock. A few drivers hastily go about the business of engaging the manual locking hubs on their trucks. Then we are off. The track quickly climbs, winding its way up the hillside, affording splendid views of the coast and the South Island in the distance. It always amazes me how quickly we seem to climb so high. Looking up at the hills from the road they don't seem that

high. But from up here it is an awful long way down. Soon we reach the airstrip and a quick photostop. I consider it a privilege to be able to see Wellington from this perspective. Not many people get to see the city, the harbour and the Hutt Valley in the distance from this angle. Soon Ron beeps his horn and we are away again. The track winds its way through gorse and manuka climbing higher all the time. We turn off the track down a little slippery hill. Being near the end of the group I can see skid marks coming down here. Someone had a scary moment. Soon we realise that this is a dead end and that we need to head back up the slippery hill. Most vehicles are on decent muddies and make it back up with a few revs and bit of wheelspin. At least one needed a helping hand from a mighty Simex equipped Nissan Patrol. Some entertainment for all the bystanders.

We head North along Cattle Ridge for a couple of kays before turning around and retracing our steps back to the track from the top of the ridge down into the Orongorongo valley. The ruts which looked huge the first time I came down here a couple of weeks ago on another one of Ron's trip, seem a lot smaller and easier the second time around. The track steeply zig-zags its way down the hill. Low first is definitely called for here. The wheels at times scabbling for grip under the engine braking on the loose rocks and gravel. Once on flat ground Ron finds us a sheltered spot in between some trees and bushes for an eagerly anticipated lunch break. By this time the wind had come up and was blowing quite strongly out on the open tops but down here, sheltered and basking in the sun it was sheer bliss. After lunch we needed to cross the Orongorongo river which was still discoloured from the previous couple of days of rain. This made finding a suitable crossing point just that little bit more challenging as reading the river and its hidden rocks is still a bit daunting and an art for us (well, most of us) newbies on this trip.

Once across we head upstream along a track which more or less follows the river bank for a couple of kilometers. Then the word comes across the radio that the more brave of us (or fool hardy, take your pick) will drive back downstream along the river bed. Those not wishing to do so can drive back along the track we used to get here. Some of the more experienced members of our group fit covers over the fronts of their trucks. An ominous sign? How deep are they expecting the water to be?. Isn't this a family shiny? What should I do? After watching a couple of trucks plunge into the river I decide that it is not all that deep and soon follow suit. It's a scene which reminds me of wildebeest migrating across the African plains and stopping at the first river, hesitating until a few cross, then the herd follows. And so it was here, all but three vehicles opting for the river run. After multiple river crossings, some deeper than others we meet back up with the trucks that opted for the track to get back to Orongorongo Station. It is during this river run that I discover a weak point on my Discovery. Somewhere in the murky depths of the river a large rock has managed to bend the steering tie rod into a banana. Something which I didn't find out until we are back on tarseal on the way home.

Once back on dry land we are soon climbing back up into the hills. Steadily climbing higher and higher until we reach an old radar station built during the second World War. By now the wind has picked up quite a bit and is strong enough to make it difficult to take steady pictures. But I don't think anyone cared about the wind. The view from up here is simply breathtaking. The view of the track ahead tantalizing. The hills ahead are scarred with huge slips, clearly visible from the motorway into the city, and

here we are, a short distance away from them and about to get closer. As we climb higher still the ground to the right of us drops all the way down to the beach which leads around the Wairarapa Coast. We can see Lake Wairarapa from up here and Wellington at the same time. Absolutely awesome. The track does a little loop up here. The scars in the landscape are huge, the track steep and rough, the few trees and scrubs up here are weathered and wind blown, the view is stunning. This is what I have come to see, this is why I bought a four-wheel drive, this is why you join a club. Simply superb.

All too soon we are heading back down again. I could spend ages up here. But we have a deadline to meet, some of the vehicles in the group are headed for the Christmas party at Camp Wainui. The trip down was uneventful apart from the views which made it hard to concentrate on the job at hand, getting the vehicle down the hill. Once back down at sealevel we had 10 or 15 minutes of time to spare. Time for everyone to mingle and chat, relive the days adventure, pick up a handy hint or trick from a fellow club member and pump up the tyres for the trip home or to the christmas party.

This is one trip I will definitely look forward to repeating in the future. Thank you Ron Wadham for an awesome day.

Pierre Seevens

Club Super-Winch - Storage Needed

The club owns a super-winch, which is a trailer-mounted 6 cylinder engine with two gearboxes and a big cable drum, it was built by the late Bob Jeffrey, a founder member of the club, and was used extensively at Deadwood safaris and other events in the past. Our covered storage facility for the super-winch is no longer available to us.

To keep this valuable asset in good condition we need to find a weather-proof and reasonably secure place to store it.

If you know of such a facility that somebody can let us use, perhaps on a sponsorship basis, please contact Carl Furniss on 04 567 9599 or 027 201 2529.

One of the current committee projects is a club Code of Conduct. Here is a copy of the second draft:

Cross Country Vehicle Club Wellington Inc

Club Code of Conduct

Version Info:

Version 0.1 Draft

The first draft, extracted from the club rules then other details added. Presented to Committee meeting 30 October 2003.

Version 0.2 Draft

Version info updated to record that version 0.1 was accepted unchanged by the Committee who directed that it be publicised in the December newsletter then discussed at the December club night.

1. Code of Conduct.

Every club member, of all types of membership, shall:

1. Recognise and be familiar with the club constitution, the club rules and all documented club processes and procedures;
2. Act in accordance with the club constitution, club rules and documented club processes and procedures when participating in club events and on the way to and from club events;
3. Recognise the authority of the trip leader or assistant trip leader while participating in or attending a club event and follow the instructions of the trip leader or assistant trip leader;
4. Take responsibility for their passengers, in terms of safety and behaviour;
5. Recognise the rights of land owners and land managers and enter properties only with the prior permission of the land owner or manager;
6. Conduct themselves on a property in accordance with the wishes and instructions of the land owner or manager, driving only where there is specific permission given and respecting areas that are to be conserved or avoided;
7. Respect the rights and feelings of all other users of roads, tracks and properties, keep clear of them, drive slowly and with consideration near them;
8. Pay particular attention to environmental concerns:
 - a. Be conscious of the environment at all times. We enjoy access to many areas on the basis that we undertake to be considerate and protective of local flora and fauna.
 - b. Stay clear of all known fragile eco-systems. Stay on the track.
 - c. When venturing into unknown areas, take nothing for granted. Assume all native vegetation to be endangered.
 - d. Note especially the following: - Sand Dunes, Shore Areas,

Lakes, Swamps, Bogs, Native Bush and High Pasture. All of these can be home to endangered species.

9. Recognise that access to all land is a privilege, not a right, and that abuse of access to land can lead to loss of access for everyone;
10. Take away with them their own litter and that of their passengers, also when practical any litter left by others;
11. At times when not participating in club events, act in keeping with this code of conduct in respect of access to land and in a manner that will not bring the club into disrepute.

2. Amendments to the Code of Conduct

1. Except where next paragraph applies, the Code of Conduct may only be amended at a General Meeting, and then only if at least two-thirds of those present and voting shall be in favour of the amendment;
2. Where exceptional circumstances exist, the Committee may temporarily amend this Code of Conduct. As soon as practicable, such amendments shall be referred to the Membership at General Meeting for ratification.

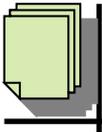
A couple was invited to a swanky masked Halloween Party. She got a terrible headache and told her husband to go to the party alone. He being a devoted husband, protested, but she argued and said she was going to take some aspirin and go to bed, and there was no need of his good time being spoiled by not going. So he took his costume and away he went. The wife, after sleeping soundly for one hour, awakened without pain and as it was still early, she decided to go the party.

In as much as her husband did not know what her costume was, she thought she would have some fun by watching her husband to see how he acted when she was not with him. She joined the party and soon spotted her husband cavorting around on the dance floor, dancing with every nice chick he could, and copping a little feel here and a little kiss there. His wife sidled up to him and being a rather seductive babe herself, he left his partner high and dry and devoted his time to the new stuff that had just arrived. She let him go as far as he wished; naturally, since he was her husband.

Finally, he whispered a little proposition in her ear and she agreed, so off they went to one of the cars and had a little bang. Just before un-

masking at midnight, she slipped away and went home and put the costume away and got into bed, wondering what kind of explanation he would make for his behavior. She was sitting up reading when he came in and asked what kind of a time he had. He said, "Oh, the same old thing. You know I never have a good time when you're not there."

Then she asked, "Did you dance much?" He replied, "I'll tell you, I never even danced one dance. When I got there, I met Pete, Bill Brown and some other guys, so we went into the den and played poker all evening. But you're not going to believe what happened to the guy I loaned my costume to..."



Committee Meeting High-

1. Finances. Currently we are ahead of budgeted income and expenditure
2. Membership. 23 members haven't paid this years subs
3. New members. Pierre Seevens & Troy Manderson approved
4. 60k Committee. Formal presentation to be given at the December club night and the recommendations put to the vote
5. NZFWDA Sub-Committee. Nothing to report, see below for Dead wood note
6. SAR Sub-Committee. Nil report but Jim and Gavin did attend a SAR exercise recently
7. Trip Leaders Forum. A new project (Emergency Communications) has been instigated under the leadership of Tony Brown
8. Deadwood Sub-Committee. CCVC is unable to hold a national trial round in the current season as all rounds are already booked by other clubs. So the possibility of another event is being investigated
9. Club paperwork. Progress is being made on rewriting and modernising club documentation such as the constitution, club rules, conditions of access, etc
10. Safety. Updated tow hook mounting standard has been approved for publication and appears elsewhere in this newsletter
11. Publicity. A banner has been proposed to be displayed at club events publicising the club sponsors and supporters. Magazine advertising is also being updated.
12. Membership Survey. The findings were reviewed again and satisfactory progress is being made on implementing the suggestions. Agreed

- 13. to ongoing future reviews to ensure we keep it up
Christmas cards. Agreed to send Christmas cards to “our” land owners
- 14. Safety Policy. Noted that the latest version is now on the club member zone.

NEW MEMBERS

The following persons, subject to trip sheet and vehicle equipment checks will be welcomed to the Cross Country Vehicle Club (Wellington) Inc this month as new members:



Troy Manderson

Pierre Seevens



Pix ex the Wairarapa Invite trip



Minimum Standards for Tow Hook Mounting

Introduction The Cross Country Vehicle Club requires members' vehicles to have a certain type of tow hook securely mounted to the front and rear in order to participate in club trips and events.

Specifications of the hook are detailed in this document. This specification is provided to lessen the risk of hooks becoming lethal airborne missiles if they break or part from the vehicle.

These are the minimum standards for fitting of all tow hooks.

Other engineering options equal to or greater than this minimum standard are acceptable.

These standards come into effect immediately for all new installations and from the 2004 inspection cycle for existing installations.

Caution! Some later model 4 x 4s will have a crumple zone in the front chassis rails.
The hooks or plates should not be installed over the crumple zone.

If there is not a factory mounted hook or mounting point, you should seek professional assistance on mounting tow hooks in accordance with these Standards.

Note that factory mounted hooks will be inspected to ensure they meet the following Standards.

Hooks 10,000 lb rated. Bolted not welded.

Chassis If the chassis rail is equal to or less than 3mm thick, then three bolts should be used when bolting hooks to the chassis. This includes box section and U section chassis rails with captive nuts.

If the chassis rail is more than 3 mm thick, two bolts through the hook are sufficient.

Bolts

12mm diameter (1/2 inch). Grade 8
Must have nylock nuts or spring washers under the nuts.

The diagrams to the right show bolt head markings which designate the correct tensile bolts for tow hook use.



HIGH TENSILE
ISO METRIC



HIGH TENSILE
STRUCTURAL

Bolts must not be close to edges. The measurement from the end of the chassis to the bolt must not be less than:

- 40 mm for 3 mm plate
- 30 mm for 4 mm plate
- 25 mm for 5 mm plate

**Mounting –
Option 1**

The hook may be mounted straight to the chassis, if the chassis thickness is greater than 3 mm.

12 mm captive nuts or 12 mm nuts and bolts of a minimum M8.8 standard must be used and can only be used where the bolt passes through one side of the chassis only.

If the captive nuts are less than 12 mm, an engineer's advice must be sought on providing a mounting of equivalent strength.

**Mounting –
Option 2**

If there are no captive nuts inside the chassis rail, and the chassis is a U section, then the back of the bolts are to be mounted through an additional plate if the chassis rail is equal to or less than 3 mm thick.

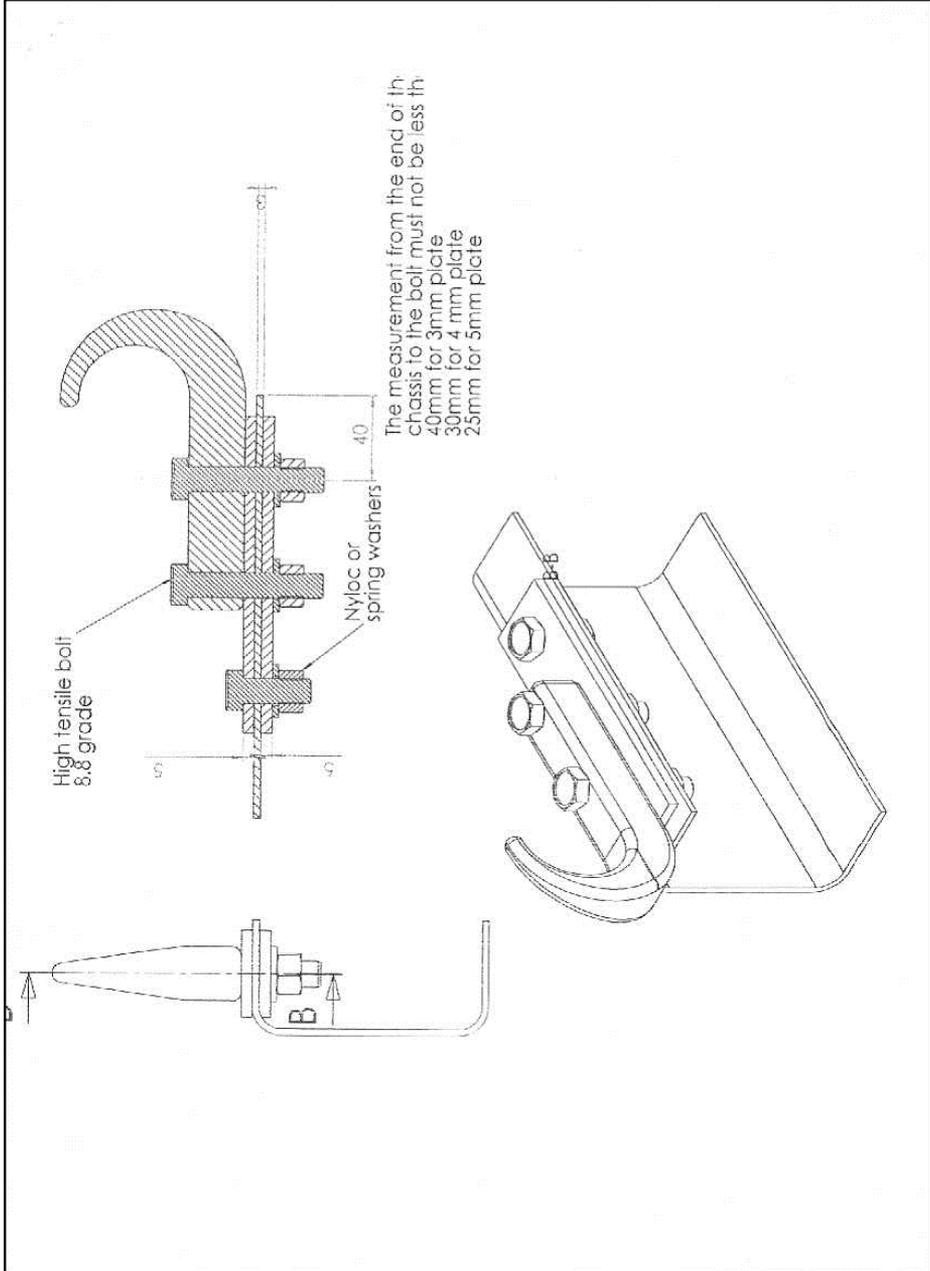
This plate is to be the width of the chassis, 5 mm thick and 120 mm long. If the chassis is equal to or less than 3 mm thick the plate must have 3 mounting holes of 12 mm diameter. One hole is to mount the plate to the chassis independent of the other 2 hook-mounting bolts. If the chassis is more than 3 mm thick, only two mounting holes are needed.

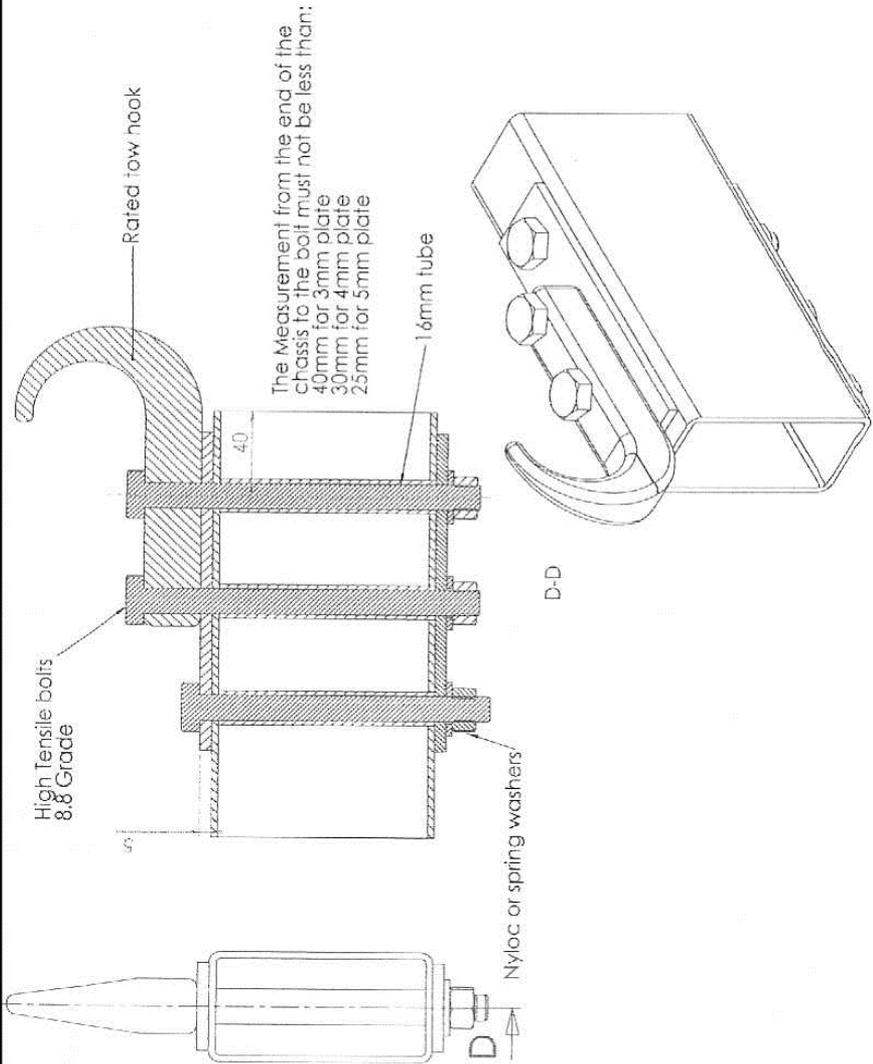
**Mounting -
Option 3**

If there are no captive nuts inside the chassis rail, and the chassis is a box section, it will need to be tubed and plated.

Tubes through the chassis should be 16 mm outer diameter, with a 12 mm bore, with plates on both sides of the chassis. If the chassis rail is equal to or less than 3 mm thick, the three bolt arrangement should be used.

The plates must be at least the width of the chassis, 5 mm thick and 120 mm long, with 3 mounting holes of 12 mm diameter. One hole is to mount the plates to the chassis independent of the other 2 hook-mounting bolts.







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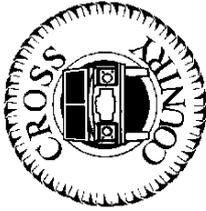
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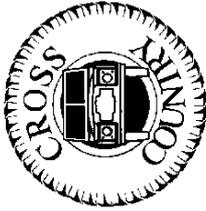
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