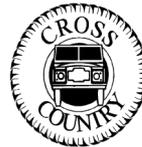




VEHICLE CLUB
Wellington (inc)



VEHICLE CLUB
Wellington (inc)



December 2004

The Official Magazine of

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

www.ccvc.org.nz

Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762, Te Puni, Wellington
www.ccvc.org.nz



CCVC Life Members

Andy Cockroft	Bob Jeffrey (Deceased)	Bruce Mulhare	George Bean
Graham Barr	Heather Jeffrey	Leith Bean	Mike Gall
Owen Farghar	Raynor Mulhare	Ron Oliver (Deceased)	Ron Wadham
Steve Lacey	Stuart Brown	Tom Adams	Tony Street
Vern Lill			

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

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 post to 34a Hine Rd Wainuiomata, fax to 04 914 8366 or email to newsletter@ccvc.org.nz

SAFETY POLICY

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:

Jim Johnson 04 938 9404 (home) or 021 389 404
Gavin Holden 04 478 4666 (hm) or 025 249 1959

***DISCLAIMER:** The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, it's executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area. The mention of products, service procedures or service organisations herein does not constitute endorsement by the Club, the Cross Country Chronicle or it's Editor.*



Editorial Ramblings

Hi there

Well I've actually been out twice in the last three months now, as I helped Sam and the NZ4WD magazine guys with their annual readers trip to the central plateau area, this year based at Waiouru. A great weekend with mainly excellent weather, some great views, excellent 4WD places to go and, as the army were providing all the food, excellent food. David Coxon was also there, so see his trip report on page 20 for more.

Still haven't got my house renovations complete, so still haven't rented it out yet - but at least I can see the light at the end of the tunnel. Better get there soon as the finances are starting to show the toll!

On behalf of all the Chronicle crew I hope everyone has a great, happy and safe Christmas and New Year. As usual the club has a whole raft of trips being run so make the most of it.

And, as usual at this time of the year we will make the trip information sheets into a separate booklet.

Alan...

Front cover photo and this one: OOPS! Has Roger broken it this time, or will it come back in some other form?

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President's Piece - December 2004

Welcome to the final club magazine for this year, it's packed with details of all the trips we're running over the holiday period - there are about 24 trips planned, covering the two months through until our next magazine in February.

This is an awesome trip coordinator effort by Marcel, thanks very much Marcel, and an equally awesome effort by our trip leaders. Could I suggest that you let trip leaders know if you're planning to go on their trips, even if bookings aren't required for some of them, so that the trip leaders know it's worthwhile for them to give up their holiday activities to turn out and run the trip.

In January and February we're running three events at the request of the Greater Wellington Regional Council, being two sunset tours at Battle Hill and a day of three tag-along trips in the Akatarawa Forest. Helping Greater Wellington with their summer programme is one of the things we do as part of our relationship, as a token of our appreciation for all the 4wd access that they give us through their forests. So as usual we're depending on some of you as volunteers to help out with these three events please (the third one will be in the February magazine).

We must acknowledge the success of the two social functions held recently; the Guy Fawkes BBQ and the Christmas Dinner. Both were excellent events and superbly organised, thanks again to our entertainment officer John Vruink and all the kind folks who helped out. Members and their families really appreciated these events, thank you.

The club's project to update our constitution and rules has got under way over the last month, with members of the sub-committee doing lots of research and coming up with ideas for improvement. The members are Philip Orchard, Wally Simmers, Michael Murphy, Andrew Farmer and Grant Purdie. There will be a progress report from the sub-committee at the December club night and some discussion asking for ideas. Also, they are expecting to run a further discussion at the February club night about clarifying the manner of running the club as part of modernising the constitution and having a more simple structure, which will tidy up the effects of past changes while also covering areas that have been missing. Please take this as formal notice of that discussion, although there will be no motions put or accepted and no voting. The constitution sub-committee want input from members, and this is a good way of doing it. Also please do get in touch with any of them personally if you prefer, with any ideas.

Other topics planned for our December club night include updates on Johnson's road and Foxton Beach; there have been developments and new issues with both.

Closing with best wishes for you all and your families over the holiday period, we hope to see you out there on lots of our trips and then at our next club night, which is on 9 February.

Here's to lots of safe off-roading...
Grant Purdie, Club President, 2 December 2004



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
8. Spare tyre and wheel changing equipment

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. Details are set out in the Club's Vehicle Safety and Equipment Inspection document. All member vehicles going on club trips must display a current club safety inspection sticker.

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.

It should also be noted that if a trip does not have a Trip Information Sheet in the Chronicle or it doesn't appear on the CCVC website, then it may not be an official club trip and the club insurance policy may not apply.



Vehicle Inspectors

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Troy Manderson
Gold Coast Mechanical
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Paraparaumu
Ph. 04 902 9244

Antony Hargreaves
Epuni Motors 1987 Ltd
2 - 6 Hawkins St
Lower Hutt
Ph. 04 569 3485

Dave Bowler
Bowler Motors Ltd
11 Raiha St
Porirua
Ph. 04 237 7251

Gary Young
VTNZ Upper Hutt
847 Fergusson Dr
Upper Hutt
Ph. 04 527 0501
or 025 686 7689

Steve Lacey
Wellington Vehicle Compliance
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Ph. 04 570 6039

Robbie Bromley
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Petone
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Grant Guy
James Oliver
G Guy Motors
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Wellington
Ph. 04 472 2020

Mike Egan
M Gall 4 Wheel Drive
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Wellington
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Carl Furniss
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Ph. 04 976 5325

Paul Adams
Fully Equipped
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Lower Hutt
Ph. 04 569 1343

Jim Johnson
Ph. 04 938 9404 or 021 389 404

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

Upcoming Events

From Jan 16, 2005: Northland Kauri Coast Safari. Starting from Dargaville, For more info contact 09 439 6014, 021 262 0098 or send an email to kauricoastsafari@hotmail.com

Feb 3-6, 2005: Motu School East Cape Safari. \$270 per vehicle. Entries have officially closed, but there may be opportunities for some latecomers - contact the school at PO Box 8, Motu or 06 863 5804 or email motu@xtra.co.nz

Feb 12-14, 2005: Waikaia/Switzerland High Country 4x4 Jamboree. Runs each day out of Waikaia, easy to extreme trips. Evening meal each day. \$300 for entrant and co-driver. Contact Lenox Allison 03 903 0202 or email lenox.a@xtra.co.nz

Feb 19-20, 2005: NZ4WD magazine readers trip, Wellington coast. Two identical one day trips with Sam Parker. Contact Mechelle on 09 478 4771 or email subs@adrenalin.co.nz

Mar 13 2005: Ramarama School Fundraising Safari. Varied land south of Auckland suitable for all 4WD's. Contact Tony Burgess on 027 479 2636, 09 298 0194 or email burgessst@ihug.co.nz

Mar 17-19 2005: Kawhia Safari. Based at Morokopa (off SH3) and run by the Rotary Club of Te Awamutu. Contact Barry O'Connor on 07 825 9858, email bj-oconnor@clear.net.nz or David Sammual on 07 871 7418 or email dsamual@goldridge.net.nz

May 1-2, 2005: NZ4WD magazine readers trip, Woodhill. Two identical one day trips with Sam Parker. Contact Mechelle on 09 478 4771 or email subs@adrenalin.co.nz

July 30-31, 2005: NZ4WD magazine readers trip, Rotorua area. Two identical one day trips with Sam Parker. Contact Mechelle on 09 478 4771 or email subs@adrenalin.co.nz

Sep 11-12, 2005: NZ4WD magazine readers trip, Woodhill. Two identical one day trips with Sam Parker. Contact Mechelle on 09 478 4771 or email subs@adrenalin.co.nz

Details in the column appear courtesy of Sam 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.

Should I keep the new truck?

As I rolled up the drive grinning from ear to ear little did I know that I was soon to have a change of address. Yip, "The Dog Box" c/o 5 The Crowsnest. Hey it's not all bad. I'm thinking of getting a second phone line installed and the dog's stopped biting me.

Some time back we bought "the perfect house" it needed window sills replaced, and painting. But I was told to see the potential, it's "inner beauty".

But when I arrived with a hard yakka 4x4 on a trailer, does she see the "inner beauty"? (the twin ARB lockers, custom running gear, 35" tyres, and alloy V8) NOOO she immediately notices that it doesn't have a rear set for the kids. Does she recognise "trophies" and scares from adventures won? No she sees dents and a panel in primer! AND you can't drive it on the road!

After it's first shake down trip, Pedro was helping cure teething problems and witnessed the table scrapes, in a bowl with a knife n' fork, and bottle of tomato sauce, being placed beside the truck, and me being told that dinner was served. He assured me that she wasn't REALLY pissed because she'd still given me the tomato sauce. Thanks for the technical assistance AND the moral support Pedro.

For those that imply that as trip co-ordinator I'd now be planning significantly more hard yakka trips – I'm not that shallow, nothing will change in the trip planning (least not until I've learnt to drive the beast).

I'm told driving hard yakka is better than sex.... well it better be! I'm hoping to have sex again once she returns from Europe in 2005!

Truly though she's an awesome lady (she must be to put up with me for 20+ years) and my best friend. Now I've just gotta get her in the co-drivers seat cause the 4x4 is here to stay.

Marcel.

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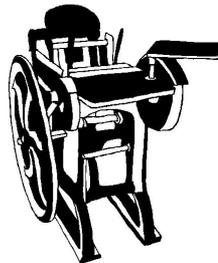
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Alan Donaldson

Membership type:

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| Twiggs | Products |
| King Toyota | Trade prices on parts & accessories |
| Diesel & Turbo | Products and Services |
| Taranaki Street Tyres | Tyres, Tubes and Alighments |
| Gold Coast Mechanical | Parts and Servicing |
| DE McMillan | Private Panel & Paint |

Please show your membership card to obtain all discounts.



NZFWDA Central Zone Report

Minutes of Central Zone meeting

At the RSA, Palmerston North, Saturday 30th October 2004

Present: Neil Brown; Tararua, Secretary CZ, Michelle Thompson; Manawatu, Treasurer CZ, Geoff Inglis; Levin, Brian Bootten; Wanganui, Gail Osman; Wanganui, Shona Stone; Mt Egmont, John Brock; Wairarapa, Myles North; Fielding, John Eades; Off Road Wairarapa, Phil Foothead; Offroad Wairarapa, Ross Van Waas; Tararua, Pres CZ, Andrew Gee; Valley, Wgtn Jeep, Max Wheatley; Manawatu, Andy Cockroft; National Pres Apologies - Steve Donovan, Mark Stockler, Philip Orchard, Twin City Club

Previous minutes were taken as read. Valley report in twice, Passed with change

Matters Arising

42nd Traverse

Gentle reminder that the 42nd traverse is only open from 1 December to 30 April. Support TFAG, contact Peter Morse (Taupo club) for info about 42nd or Pureora Forest

President Report

Why do you belong to the NZFWDA? Hopefully it is to get the most out of 4 wheel driving, rather than an excuse for land access. Contrast this with being a member of Tread Lightly, the only time I hear people saying they belong to Tread Lightly is when they are trying to get into someone's property. If you look at Tread Lightly it is suffering because only a few truly dedicated people will work to keep it in the public eye.

The association should be the next level beyond your club providing things for the betterment of the sport and bringing more people into the fold. If I look at how I became involved myself you start as a club member, do all the different types of events your club runs until you find out what you like. You become more active in your own club, join the committee, lead trips, or organise events. As you met more keen people in other clubs the local zone becomes the forum for working with these other clubs.

Currently the Central Zone meetings are the way we get together and give each other inspiration to visit new areas or help to put on large events, like National Trials. Attendance at the meeting is always a problem; some clubs never show their faces so maybe it is time for a new forum? We have tried to have the meeting with a trip or event like the Teams Recovery and are yet to find the right ingredient that can drag people off their arses. However 4 Wheel driving is still very popular, Valley club just ran a National and amazing number of people came to watch on a horrible wet day, and it received extensive press coverage in local papers. I still believe the CZ meeting is the best way of getting inter-club communication going because it needs to be in person, and not via email. We need people to actually do things and "get it" about the concepts and issues we are trying to solve. Become a useful club member, get active and stop being a freeloader.

PRO Report

Land Access

42nd Traverse dates 30th April to 1st December, if in doubt or as a courtesy contact Peter Morse, Taupo club.

DOC Reform Bill is at draft stage, with a meeting this month, good that Fish and Game is now on board.

Birchwood Station has been taken over by DOC, they have banned 4x4 access and have

gone ahead and put in a new road.

There is some reaction to Council plans at Opotoki station by South Wairarapa. Any planned road closures that you hear of advise Andy Cockcroft

Treasurers Report

Opening Balance \$2423.19, with deposits and withdrawals closing balance \$2263.98
Term deposit \$10355.73, with deposits and withdrawals amount to be re-invested \$13183.59 (@ 5.1% x 3 months)

\$20 for RSA rooms for meeting approved for payment.

Moved Treasurers report be accepted Michelle, seconded Neil

New Clubs

New clubs to our region that we know of are: Wellington Cruiser Club, King Toyota 4x4 Club, Isuzu Club, none of these clubs are interested in joining the Association at this stage.

Off Road Wairarapa - John Eades made a presentation to the meeting. ORW. are a group of people that wanted a different direction to existing Wairarapa clubs. 25 interested people in joining. Have constitution formatted from association and this has been forwarded to Andrew Gee and Andy Cockcroft with copies of rules etc. Have had several trips to date. John Brock voiced concerns re membership / number of Wairarapa Clubs, also felt that they were not advised of the new club and did not want the new club using land that they historically had access too. Phil Foothead advised that some of the members of ORW had resigned from other Wairarapa clubs, that they were not out poaching members and that other clubs were advised of the new club. A vote was taken on accepting Off Road Wairarapa to the association, and was passed by a unanimous show of hands.

Club Reports

Cross Country Vehicle Club

No report

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Valley 4wd Club

Central focus of the last 6 months was running round one of the nationals over Labour weekend. The Deadwood Safari was run with success considering the wet weather the day began with. There was a record entry of 68 vehicles, vs the normal 50. Rollovers were abundant from 9 am and crowd pleaser was changed when it was a bit much for Joe Public, it was intended that public who fancied themselves could try and drive through a bog. Carters sponsored the crowd pleaser and Tararua club did the recovery. Upcoming events will be the spending of Deadwood proceeds with Xmas barby and Mangatipopo campout.

Wellington Jeep Club

28 financial members from Wanganui, Palmy, Wairarapa and Wellington. Have run well supported trips over the Orongorongos and Sutherlands track. Having a "Camp Jeep" at Rallywoods to windup our first year. Next year starts with the Daimler Chrysler Jeep Jam-boree in Rotorua and possible combined trip with Auckland based NZ Jeep club. Club is entirely run over an internet forum with hardly any meetings.

Off Road Wairarapa

First up the name we have agreed on is Off Road Wairarapa, At our Inaugural Meeting Phil Foothead was elected President, John Eades was elected Secretary/Treasurer. Now about the club, An organisation established to promote Conservation, Safety and expertise in Four Wheel Driving within New Zealand. Also to foster good fellowship within the motoring codes, Along with the objects of the club as per the Constitution, And become affiliated to the NZ4WDA. We have adopted the Associations Constitution and rules with some amendements as we felt were required.

Feilding

We have not been very busy the last few months. We have had a few weekends of communal vehicle repairs - seems to be a good excuse for a social gathering. Trips - We have made various trips:

- One to Tukino Ski field and surrounding roads
- 3 trips to Beach and forest areas
- One to Takapari Road with some visitors - on this one we obtained the Farmers permission to go through his land - because of the lambing in progress - he was 'over the moon' we actually asked him! He told us where to avoid and where we were welcome - good bit of PR there. No firm planned upcoming trips, but we will have our annual run to Terawhiti Station to come and we also plan a 42 traverse (during the summer this time) and we plan to camp somewhere in the middle. We also want to look at something in the Wanganui area and something in the Taihape area. We are still a fairly small club, but this suits us because we tend to make our 4x4 trips family oriented: the old picnic etc and often stay overnight at some places (much easier with fewer people).

Twin City

Our club report is; We have nothing of note planned for summer as yet perhaps just a few

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Contact Phil on 568 5045

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)

Access@ccvc.org.nz (contact the Chairman of the Land Access Management Committee)

NZ4WDAdelegate@ccvc.org.nz (contact the NZ Four Wheel Drive Association delegate)

Treasurer@ccvc.org.nz (contact the club treasurer)

Please note that if would like to receive club news announcements from news@ccvc.org.nz and have an e-mail account, then drop our database administrator an email on database@ccvc.org.nz and you will be included on the news list. Note that this is not an automatic thing, you need to ask.

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camp outs with farm 4x4ing. One thing of note is that the two Hawkes Bay clubs are slowly but surely having closer contact which has to be a good thing.

Manawatu

The club has been very busy over the last couple of months with 2-3 runs each month, and have just had a video night. Wide variety of interest in the club, shineys to hard yakka. Training day planned for November as well as 1st round of club champs, org. of Xmas run well under way. Club manages numbers on trips depending on the type of run. Recently did Burtons, which highlighted more numbers is not always best, 36 vehicles with a clearing team of 6 up front clearing the track from the Feb. storm damage. Club running well with 128 approx members and a good strong committee.

Egmont

60 members approx. Invited by Rodney club to Kaipara Heads in Sept, 3 trucks went. 2 shiney runs to Taranaki Tunnels and Taranaki Lakes. No winch night challenge on Whanga Rd with 2 teams of 3 trucks. Labour Weekend hosted Rodney and Featherston Clubs did Te Wera and Whanga over the 2 days. Hawkes Bay did Whanga during October. Xmas BBQ. Rally on 4th Dec. Club going well and getting dirty.

Wanganui

50 members, prepping for champs, Xmas run coming up, new committee on board.

Wairarapa

70 members, with a lot of new, planning Xmas BBQ. Getting land access is difficult with bad weather.

Tararua

30 plus members, hard yakka. Participated in NZ Clean Up Day. Well into planning of Zone Team Recovery event on 22/23 April 05, Limit of 8 teams doing 8 hazards, flier coming out.

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Levin

25 members getting 10-15 per run, hard yakka, enjoy competing against each other in club events.

Hawkes Bay

No report

General Business

Some CCVC members questioned our motives for assisting with the rebuild of the Ernie Mathews house that was destroyed by fire, when considering the status of the stock and animals (dogs/cats). After much discussion the general consensus was that Ernie has not farmed the property for several years and that the sheep are now feral, it was suggested that rather than complaining to other authorities our best approach would be to offer assistance to treat dog with mange and either drench some stock or slaughter distressed animals. Club members with a farming background would be asked to assist where possible. Let's be constructive and not destructive.

Land Access Workshop

When clearing tracks etc the question of whether a ticketed chainsaw operator is required is dependant on the occasion, to be clarified by Andy Cockroft. If the day was a club 4wd run rather than a track maintenance day and there is minor use of a chainsaw there is no issue.

Further points from the Rotorua conference were:

- Media Statements, best to offer no comments and refer to club president
- OSH, Phillip Orchard (CCVC) to prepare a general document for use by all Association clubs

Black Track list, suggested by Max Wheatley, which are tracks that you have access to but don't want others to abuse, possibly provide a contact number to manage access by a local club or person and to protect future access.

Events

Whanga Rd Jamboree 14-17 Jan

Ernie Mathews house rebuild, late Jan, contact Gail Osman

23/24 April 2005, Team recovery inter-club event, Tararua hosting at Pekerua Bay, flier to come.

Tread Lightly

Getting Incorporated Society status up and running. DOC now keen to be involved. Newsletter out by Xmas

National

Should the NZFWDA be open to commercial operators who want to piggyback on association insurance? Resounding NO. Zone felt that association is for the affiliated club members and had concerns that commercial operators could increase our insurance costs.

FOR SALE

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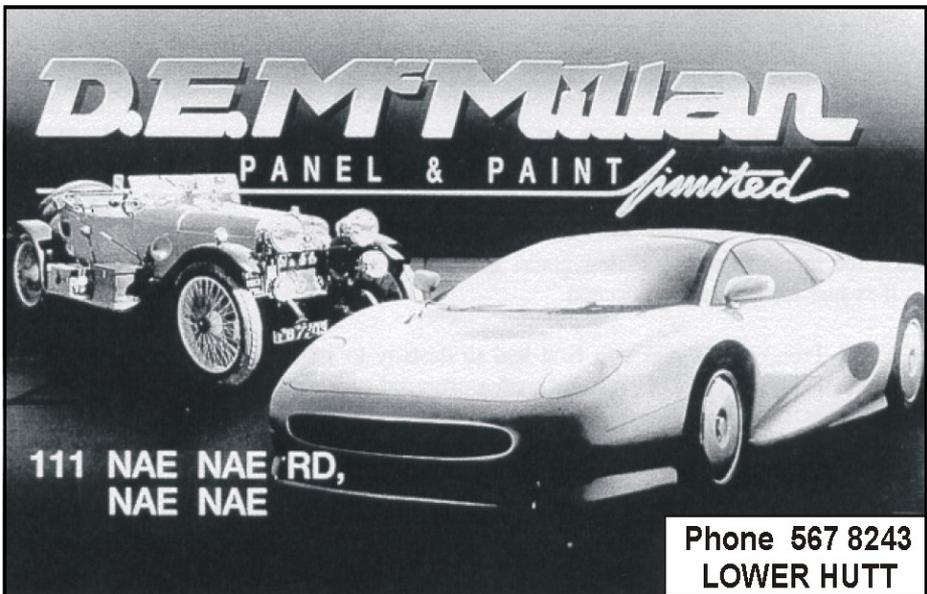
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Over a Week of It - Denny's Winch Challenge

Wednesday 10th

Left Wellywood 13:10 hrs & up SH 1 - bought Latte & a couple of Beef Rolls at BP in Otaki, hung a right onto SH 57 & then a right onto SH 56 & then a left at Tiakitahunu then a few twists & turns & a straight drive from Kairanga to Bunnythorpe 2 hrs later - departed Bunnythorpe much later & stopped at Peppertree Motel in Taupo for over-night at about 20:45 hrs

Thursday 11th

Left Taupo about 09:30 hrs & hung a right at Tirau onto SH 27. Stopped at Patetonga for some grub & thick shake + some diesel. A wee way up the road - car off road in ditch - did a uey - pulled car out backwards very gently at engine idle speed with tree hugger and shackle attached to tie down loop - quite a bit of warning chatter on CB Ch 11. Hit top of Bombay Hills to be greeted by rain - 3/4 of an hour later reached the end of the motorway near Riverhead. Called up *555 while on Motorway to report a hunk of 6 x 6 on the Motorway near some turnout - I could only just straddle it - bugger - they already knew about it! Arrived at Muriwai to find Larrykins sunbathing in his singlet, drinking beer & getting sunburnt.- hey don't get excited - he had his bottom covered by Jean's & his toes were in thongs! Ron Johnstone also had a bit of a glow about himself as well. Pitched my 2 x 2 metre tent & blew up LiLo with Endlessair. Gave my Jaffa mate (who supports Canterbury) Art a ring, as one does - a social occasion followed & Art found a new friend - a builder chappie from ChCh, John Wilson with a series 1 Landie with Running gear off a Bunderra. There was a big Cock Pheasant making a lot of noise around his patch - oh for shotgun & some game tucker!! Much later went to bed & then knocked bung out of LiLo - so a quick blow job with lips & off to sleep of sorts - Larrykin's snoring was echoing all around the camping ground.

Friday 12th

Up at 05:30 hrs & after breakfast, disappeared off to Puhoi by a circuitous route. I was Stage Manager of 1st Stage which was a parallel race between two trucks across a swamp - intended to be a compulsory winch. The first vehicle went out the gate hung a left & down to the access road & then to the finish gate. What a furore - the Track Markers had not marked the left hand side boundary :<) - Protests were lodged by the Officials !!! what a hoot :<)) Massive carnage that day on other stages. Just before I left the base a big burly guy came up & asked if anyone had a highlift. So off I trot & there was this flash series 100 with a back wheel off & a flat spot on the bottom of the tyre & a toppled over bottle jack. So up on high lift & cruiser swung on high lift & we only just caught it. Anyway got spare on & I noticed all the Camera gear in the back.

Saturday 13th

Up at 05:30 hrs & after breakfast, off to Waitoke. I was an ordinary Marshall that day & staked my claim at the top of the hill on Stage 1. I was at a point above where everyone had to winch - interesting day watching various techniques & styles & winch points, including one person, Sam Baddeley's co-driver using a ground anchor - he actually lay on it with his body weight trying to make it take, which it did not do, & then when Sam's vehicle got to the top of the hill, lifted his weight off and ground anchor popped out like a cork!!! Heaps more carnage that day on other stages in-

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cluding John Wilson with a blown front Crown & Pinion. He could not source any new bits so had to retire. Met up with another Jaffa mate who was going to Marshalling on Stage 1 the next day & I told him which Marshalling Point to claim :<)) Back at camp Virginia & Peter Clemis had arrived to help out as Marshals for the remainder of the competition.

Sunday 14th

Up at 05:30 hrs & after breakfast, had a quiet time, 'cause it was rest day for me before I Stage Managed the Night Stage at Waitoke. Another Jaffa mate, Suttly arrived out at Muriwai & we had a bit of a chat - then Suttly couldn't find his cell phone - so I gave it a ring & he then found it hiding in a secret place that he didn't know about in the Big White. Suttly is a real guru with Chevy engines. He had tuned Larrykins engine the previous Thursday & had had a massive procession of Winch Challenge trucks arrive at his front door in Riverhead. He had been at Muriwai Camp late the previous night & had seriously considered retuning Larrykin's truck to rev limit at 1500 rpm :<)) Got to Waitoke just before start time. I wandered off down to the end of Stage 1 / Start of Stage 2 just in time to observe Roger McKay from Winton cursing over a puckerooed Nissan PTO Winch. After a while I suggested that the Marshal at the end of Stage 3 had a PTO on the front of his Nissan - maybe strike a deal :<) Like Wellwooders need to help Southlanders. So I called Larrykin on PRS & off went Roger. I wandered off past Stage 2 & 3 to observe the winch-napping progress. Sat with Larrykins who was getting bored as no trucks had come up his track that day & only 3 the previous day!! Quite a while later I watched Roger rip off into Stage 2 & get to a very long bog - just about to pop out the end & there was an almighty bang - the winch that Larrykin had sold him was a dud & the pinion had blown clean through the casing :<(Larrykin refused warrantee replacement :<(Another day of absolute Carnage!! That Night on Night Stage could see heepza lightening from over River-

head way. We had the odd spot of rain until the Heavens opened just as the 3rd to last truck was to drive the night stage. Roger had rebuilt a replacement winch out of the two puckerod winches & was racing again - unfortunately the left over bits from the two winches were unintentionally in a box on the back of his truck & they got scattered all over the Stage - never to be seen again - poor poor Larrykin :<((Heepza rain on the way back to camp & arrived back just after 23:15 hrs to a welcome ale or 3. Sat chatting with a couple of Marshals & some of the drivers. Seems the reason the PTO winch exploded was that Roger was giving it too much noise while winching & driving:<((

Monday 15th

To bed at 01:30 hrs & still peeing down. Got up about 02:30 hrs to tighten tent ropes. Up at 05:30 for breakfast & to pack up tent. Poor Roger had had his tent destroyed by the storm & went to sleep in the Camp Kitchen :<((My tent was nice & dry & was just about to pull ropes when it peed again. After a while packed up & off to Puhoi again to a greatly revised course. Heepza carnage again!! A couple of Cameramen hitched a ride to Miranda with me & they were talking to someone called Joe over cell phone - blooming Joe Morgan!!! Did a deviate to show one of the Cameramen Waiwera Hot Springs as he lives in a similar sounding place out of ChCh & NZ Post gets the mail wrong!! Hit the Motorway at Orewa just on 17:00 hrs & got Bombay at 17:45 hrs - so much for traffic jams!!!! Arrived at Miranda just in time to claim the last free cabin :<) (I shared this with Ron J & a Jaffa who owned a series 80). It turned out a bit later that there was another spare one - this was quickly reserved for some person with very loud snoring. (very unofficially) Roger & his co-driver ended up in there as well - just punishment for blowing up a winch that was not covered by warrantee :<) Larrykin did not have any stick-on sponsorship signs with him!!

Tuesday 16th & Wednesday 17th

Up at 05:30 hrs & off to Neaseville. Larrykin & I both used our trucks as Marshal transport into & out of Neaseville. Limited # of vehicles allowed in over a very knarly track - would make a good Andy C Family Shiny trip. I was cunning & claimed the Start box of Stage 1 both days as I had very swollen feet & could not walk very well. Plenty of action there. Almost got hypothermia at the end of Tuesday though. Again heepza carnage both days. Joe Mogan got me uttering a beauty one liner at the end of Wednesday!!! Got back to camp about 21:30 hrs on Tuesday & about 22:30 hrs on Wednesday.

Thursday 18th

Up for breakfast at 07:30 hrs - yeha - & then off back to Wellywood a couple of hrs later

That's it Folks
Gordy & Ariadne K237

Waiouru 20-21 November 2004

I needed a break from work and the Desert Road area has always appealed to me, so I jumped at the chance to go on the 4WD Mag Readers' trip for two days based near Waiouru. I also decided to take the opportunity to do a few trips out of Andy's books while I was at it, so I took the Friday and Monday off for travelling.

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After a few discussions with various people I decided to do two tracks between Hunterville and Waiouru, Watershed Rd and Ridge Road North (tracks 77 and 78 in Andy's "91 Back Country Adventures"), on the way up to Ohakune where I was staying. These were both easy but windy drives, mainly on good gravel roads. Compared to the bustle of the main highway they were very peaceful with superb views over the king country. Lunch was taken sitting on a hillside overlooking the King Country farmland, with Ruapehu in the background. It was so peaceful I could hear the butterflies flapping their wings.

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I rejoined the main highway between Taihape and Waiouru and headed for Ohakune. Once I had settled in to my motel I went up to Turoa ski field for a look-see. This was a sealed or good gravel road the whole way, climbing steeply to about 1600m. There was no snow at this level, but some old drifts not far above. As it was over 20°C back in town, and that is what I was dressed for, I decided not to explore for too long. The views coming back down were amazing even if it was quite hazy. Back at the motel I found that there were a largish number of off-road bikers settling in. Apparently there was a 2-day enduro touring event on in some of the Army land over the weekend.

The Saturday morning dawned fine and cool so it was off to the Tangiwai memorial for an 8:45 meeting. By 10:15 we had done the paperwork, had our briefing and joined into one of

the convoys ready to go. We were told that we had to stay with the same group for both days or risk doing the same trip twice. The trips were well organised with each venue (Army land and farm property) having two groups going in opposite directions and meeting for lunch.

My first day was in the Army land. The terrain was a combination of Foxton Beach, Red Rocks and the Orongorongo coast (sandy and rocky with short sharp steps) making for safe driving with some placement challenges, which a few people didn't quite meet. Lunch was at the top of a large sand bowl which made a great play area with some challenging climbs. I took the easy way down then managed to pick the right track up to get back out first time. I didn't like the look of going down the way I went up, so took the easy way down again to try another track. This time I didn't make it and had to back down what I didn't want to go down frontwards! After lunch we climbed up to about 1300m for a great view then wound our way back towards SH1 for a final play before airing up and heading for home to clean up for dinner.

Dinner was hosted by the Army – what a spread! A relaxing way to finish off the day, with a few people planning to walk rather than drive the next day to work off their dinner excesses!

Sunday dawned wet and windy. The motocross crowd were up at the same time as me, and I noticed quite a few walking wounded limping around the motel rather than doing the second day of trips. I heard later that the rescue helicopter had been called out NINE times on Saturday to rescue injured riders! I think I will stick with 4 wheels.

At the briefing, our group was quite keen to go back into the Army land rather than do the farm trip and have to abandon most of the tracks as being too wet and slippery, but local advice was that the rain would clear and everything would dry out. Our first trip was to a property just south of Waiouru for an easy climb up to a hilltop for some fantastic views of the Army land with Ruapehu in the background. We could also see the motocross riders in the distance. We returned the way we came up, missing the steep alternative that was still too slippery after the rain.

Then it was across SH1 to another property for a quick play in a bog before lunch on top of a hill. The cool breeze and overcast sky meant that I didn't realise how sun-burnt I was getting until that evening. Ouch! After lunch more easy farm touring gave us yet more fantastic scenery. A slippery corner on the way down was so much fun that we went back and did it again in reverse. A few people, including Sam Parker in the "Prado Files" Toyota had some problems here, needing a quick stop. Sam was quick to blame the worn road tyres not the vehicle (or the driver). A final steep downhill section that had been discussed all day turned out to be no drama at all – no worse than some of the easy tracks in the Akas after some rain. It consisted of about 10m of steep slippery track with a good rut to guide you down, followed by a gentle, but very slippery section of about 30m running onto good grippy track before the next corner. This would have been a bit much for some of the vehicles if it had been wetter, with slowing down for the corner a challenge, but after half a day of sun it was only a minor thrill.

That was the end of the Readers' Trip, and on reflection, although I enjoyed it, I would have preferred to do the farm on day 1 and the Army land on day 2 to get the interesting driving at the end. As we finished quite early, I went back to Ohakune via

Ratamarie Rd and a loop round Ohakuni Lakes (tracks 41 and 42 in Andy's "102 Off Road Adventures"). Ratamarie Rd started with a gravel track and turned into a grassy farm track. Apart from the farm track having a deep rut in one area, making the safe driving area rather narrow, this was easy, although probably harder than most of the Reader's trip that day.

There was so much lunch food left over that I didn't need to go out for tea that night – I reheated the chicken pies from lunch and filled up on all the left-over fruit and snack food – as did quite a few others!

Rather than dashing home on Sunday night I decided to stay over and come home via Turakina Valley Road from Ohakune to Bulls (track 75 in "91 Back Country Adventures"). This was a very pleasant 100km of back roads that still showed the extensive damage done during the flooding earlier this year. A bridge 10m above a small stream had obviously been under water, and many of the streams had 2-3m high banks of silt covering what used to be the banks. There were also so many slips on the hillsides that finding an un-scarred hillside was nearly impossible. I must admit I was rather nervous about meeting traffic coming the other way on the narrow roads, but I had superb timing. The only time I saw other traffic was on a particularly narrow gravel section where I stopped for a coffee just before a convoy of Army trucks came through.

I was home by 2:30 with plenty of time to clean up the truck, change tyres and get ready for work the next day. Anyone interested in getting a group together for one of next years Readers Trips?

David Coxon

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Canberra Couple Saved by Distress Beacon

16 February 2004 (South Australia)

A last minute emergency beacon purchase averted a potential disaster in remote South Australia. A Canberra couple in their early 60s had purchased the beacon just before setting off on a four-wheel driving expedition in the Australian outback.

Less than a week into the trip disaster struck when their vehicle rolled on a dirt track, destroying their HF radio and satellite phone.

The couple, who had suffered a number of injuries, activated their beacon and were rescued within four hours. The 121.5 MHz beacon can be seen in these photos resting on the front wheel.





Agony Aunt - Ask a question.

I need some advice on what could be a life changing decision. Thanks in advance, guys.

I've suspected for some time now that my girlfriend has been having an affair. The usual signs. Phone rings, I answer, someone hangs up. She started going out 'with the girls' a lot recently, although when I ask which girls it is always, "Just some friends from work, you don't know them."

I always look out for her taxi coming home but she always walks down the drive although I can hear a car setting off. As if she has got out of the car round the corner. Why? Is it not a taxi?

I once picked her mobile up just to see what time it was and she went berserk and screamed that I should never touch her phone again and why was I checking up on her.

Anyway, I have never approached the subject with my g/f. I think deep down I just didn't want to know the truth but last night she went out again and I decided to check on her. I decided I was going to hide behind my car which would give me a view of the whole street so I could see which car she gets out of. It was whilst crouched behind my car that I noticed rust around my rear wheel arch.

So - should I take it into a body repair shop, or should I buy some stuff from the local auto shop and try to repair it myself?

LOL Lisa

Trip: White Rock: Palliser to Tora Saturday 20 November

Q. When is a 4- wheel drive like a softball game?

A. Three strikes and you're out!

We turned up at Featherston for what we thought was a 9.30 reporting time only to find that Ron was just finishing his briefing and we were half an hour out. We hadn't checked the starting time just assuming obviously that it was the same as last week when Ron led a trip. STRIKE 1! We made a mental

note to always CHECK EACH START TIME!

We were allowed to join the convoy of 11 vehicles and quickly paid our money and started off. We drove on road to Lake Ferry and had a blast along the sand between Lake Ferry and the next bay, then it was time for most people to re-engage hubs for the on road section around the coast past Ngawi to the Palliser Lighthouse. The banter on the radio conveyed that most would have a cup of tea while others walked up the 264 (?) steps to the lighthouse so I don't know whether anyone actually did.

One hundred metres through the gate on the off road part there were two mud puddles. Ron chose one side and as he went through we noted how deep it seemed. Even Ron faltered in the middle. Anyway we just followed the leader and we were the third truck in the convoy. Well we bottomed out on the ruts and got ourselves stuck! We were stropped out backwards. STRIKE 2! Our immediate reaction was "Oh well Looks like we're doing the trip report so might as well start taking notes now!" We then went through the lesser of the two puddles.

We started on the narrow track that takes you between the rocks and before we reached the stone wall and waterfall ABOUT 2 KMS OFF ROAD we noticed a clicking in the driver's side wheel. We got to the stone wall and quite a few people walked up to the waterfall and swimming hole to take photos of the very beautiful spot while Bob and I clambered under our truck to check out the clicking. It was a broken CV joint and boot as someone predicted. STRIKE 3 YOU'RE OUT! Bob escorted us back to the road gate and as we didn't want to do further damage to the vehicle we went out in 2-wheel drive and Bob stropped us over one section of rocks. So we don't know how the rest of the trip went as we only went 2kms off road!

The trip home was leisurely with lunch at the Pinnacles out of the wind and we then put cable ties around the drive shaft to prevent it falling down as it wasn't attached to anything at one end. A cup of coffee at Featherston and a slow trip over the hill. After all we had planned to have a day out although we did anticipate going more than 2 kms off road. That was a very expensive 2kms! Thank you Ron, Bob (shame about the cow terd on your clothes) and Euan for helping us and your phone calls to check that we got home alright.

Graeme Millard K170

How's this for scenery? One of the tracks in the Moab region of the United States.



The Longest Recce - 2nd October 2004

Marcel van Dorrestein

There are some things you should learn on your progression through life. Like by three you've learned that you can't trust a dog to look after your lunch.

You'd think that by the time the age 40 was in your rear vision mirror you'd have learned when Andy uses phrases like "it shouldn't take us long", "you're truck probably won't get dirty" and "put your mud tyres on JUST IN CASE" your brain should be ringing the warning bells. But NO.. The thought of joining Andy on a recce for his "Family, Shiny, Hard Yakka" made me cast caution to wind and a make a few rash statements of my own, like "yes dear we will be home for tea".

Visions of dinner at home faded with the light and were extinguished when I looked at the "push-me-pull-you" arrangement we'd built. My WELL bogged Terrano joined front bumper to front bumper (yip head to head) with Andy's stalled (with a dead starter) V8 Range Rover. The winch was bolted to the rear of the Range Rover and pulling on a tree in the distance, but being powered by long leads back to the Terrano as the Rovers batteries were both flat by this stage.

Once freed from that bog, a solid push backward up the track had the Rover running again but loosing life blood (oil) all over the ground, the time it had spent with the engine submerged had taken it's toll.

The next section of the Ruts Track proved to be equally challenging as the Rover continued to loose oil pressure and die if left idling. Recoveries were becoming more extreme, with extensive gardening being carried out to ease our progress.

Urgency to get the ailing Rover out while still running saw us cross the 2 wash-outs at a running pace (quite impressive for a little Diesel Terrano and a dieing V8 Rover).

But the haul out of the last bog and up the hill to the clearing saw the Rover engine die with no hope of restarting, both batteries flattened from winching before the truck was out, and no hope of the little Terrano on it's short legs (750 x16 SATs) making it up to that point to add power to the recovery.

The Turfer came out and successfully pulled a significant pile of lumber closer to the track but failed to move the truck up the last of the track.

At this point even the torch batteries were dead, the 2 teenagers travelling with me had hibernated in the truck under a bunch of rugs and we called for assistance (a ¼ mile walk in pitch black to cell reception). It was a big call asking for others to give up a Saturday night but Grant and Roger assured me they'd sort something out.

I returned to the trucks and Andy introduced me to his 40 metre rope! This enabled us to forage further a field in the dark for a winch point.

You know how we all hate seeing a clear felled area.. well let me tell you they are depressing when your looking for a winch point. We tried a few stumps but they had tapers on them. The rope popped off once the tension came on. Finally we found one that let the rope crush into it just enough to hold the load (honestly the rope was only an inch from the top!) and "turfing" began with all sorts of mats and junk on top of the rope to act as parachutes, should it release again under more tension. Hours later the truck had made it to the road and we were no longer cold!

The Terrano made it up the hill with the assistance of the 40 metre rope and the Rover rolling down the hill. But fatigue had taken its toll on the thinking, and a badly constructed plan saw the Terrano arrive at the top of the hill with a tyre off the rim.

A check of the cell-phone at this point informed us that 3 Toyotas were on there way. Although we were out of the track the Rovers death rattle was now clearly audible through out the forest so it was a relief to hear that others were coming to assist.

By the time we meet up with the Dixons and Kerry Duncan the Rover had expired and was under tow with no lights – not a good trick in a pitch black forest. The Toyotas put an amazing amount of light on the track but I still managed to put Andy (on the end of a tow rope) up the bank a few times and into the odd ditch at the road edge. We arrived back at the Mangatukutuku gate just on 1:00 am, very muddy and knackered!

I'd like to say a huge thanks to Ian and John Dixon, and Kerry Duncan plus their families for coming out to assist. Believe me it was great to see you guys, it was awesome that you came out giving up your night.

Thanks also to Grant and Roger who's nights were also interrupted as they made arrangements for us and kept my partner informed. To me this was a real example of why we are in a club. CCVC were there to support us – yes this wasn't life threatening but I've now seen first hand that tired minds don't always make smart decision, and accidents and damage can easily happen.

Lastly thanks heaps Andy, guess you're up for a big bill and heaps of urgent work too as you get the truck ready for the excursion up the East Coast next week. I've learnt a lot more about recoveries, and got the blisters to prove it! It WAS an adventure.

Cheers Marcel.

PS: Hey Andy the truck did get dirty!

Odlins Road - November 21 November 2004

4 vehicles turned up at the Akatarawa Saddle for this Club 4x4 trip into Odlins Road. Leader Steve in his SWB Surf, Mark, his son and friend Ken, in a Toyota Blizzard, Neil in Leroy and my Escudo.

After the briefing we headed up onto Odlins Road to the first of the side-tracks Steve had selected for our enjoyment. I had been down the first side-track earlier in the year so felt reasonably confident. We all got down OK – a couple of deep rutty bits but nothing worse than a few diff scrapes. We regrouped at the clearing where we had turned around last time and were told by Steve that we were going further down - despite problems he had on the recce.

Down a steep rutted clay track we went winding down the ridge towards the forest gate at the end. Part way down Steve warned us we would need to carry momentum though a deep rutted puddle. On my first attempt I belied trying to get out the step at the far end. I backed off and had another go with a bit more welly and simply managed to belly my Escudo totally. A quick tow from Steve and I was out – hence this report. Mark was up next and he also came to a stop. After a couple of attempts the Escudo assisted him out of the mire. We then all watched Leroy wade through successfully. On to the end of the track, turned and back up with no more drama.

The next track was relatively short and is criss-crossed by an old wire cable – a remnant from the logging operations. We continued down this track until it got steeper and more rutted and ultimately blocked by a fallen tree. At this point we decided that discretion was called for and reversed up, did 15 point turns and returned the way we had come.

The final track (scene of the work party a couple of years back) looks like it needs some more work. The first couple of hundred metres were very narrow and overgrown (definitely scratchy), This track also ended in a long muddy puddle which caused Mark some more problems. After this the track alternated between steep rutted and narrow drops and easier sections. We got to another long deep muddy puddle with a step which caused Mark some more problems. After the puddle the track went down steeply and we chose to turn rather than go further.

On the way back up there was a narrow section with a rut that pushed you towards a tree stump on the left. We all took hunks out of the stump as we passed but it had the last laugh, snapping the valve off Leroy's left rear wheel. After changing the wheel we continued back up to Odlins Road and on to the summit car park for lunch.

The trip down to the hut was uneventful although there are a number of areas that appear worse for the recent bad weather. We continued past the hut and on to Nissan bend. A quick recce and then we all went round it and on

to the river. We finally stopped at the third river crossing. Several LARGE boulders were blocking the usual crossing. After much thought Steve and Neil did cross (two different routes) and then did some 'road building' and 'log pulling' to clear the way for others. However due to the late time we chose to turn around at this point and head back out.

We travelled steadily and got back to the Akatarawa Road at about 6pm after a very enjoyable and challenging day. Thanks Steve

Graeme Campbell



Invitation to members of other clubs:

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THE POWER OF A Kid's MIND AND IMAGINATION - NEVER UNDER-ESTIMATE A KID

A first-grade teacher, Ms Brooks was having trouble with one of her students. The teacher asked, "Harry what is your problem?" Harry answered, "I'm too smart for the first grade. My sister is in the third grade and I'm smarter than she is! I think I should be in the third grade too!"

Ms Brooks had enough. She took Harry to the principal's office. While Harry waited in the outer office, the teacher explained to the principal what the situation was. The principal told Ms Brooks he would give the boy a test and if he failed to answer any of his questions he was to go back to the first grade and behave.

She agreed. Harry was brought in and the conditions were explained to him and he agreed to take the test. Principal: "What is 3×3 ?" Harry: "9". Principal: "What is 6×6 ?" Harry: "36". And so it went with every question the principal thought a third grade should know. The principal looks at Ms Brooks and tells her, "I think Harry can go to the third grade."

Ms Brooks says to the principal, "Let me ask him some questions?" The principal and Harry both agree. Ms Brooks asks, "What does a cow have four of that I have only two of?" Harry, after a moment "Legs." Ms Brooks: "What is in your pants that you have but I do not have?" Harry: "Pockets." Ms Brooks: "What does a dog do that a man steps into?" Harry: "Pants" Ms Brooks: What starts with a C and ends with a T, is hairy, oval, delicious and contains thin whitish liquid? Harry: Coconut. Ms Brooks: What goes in hard and pink then comes out soft and sticky? The principal's eyes open really wide and before he could stop the answer, Harry was taking charge. Harry: Bubblegum.

Ms Brooks: What does a man do standing up, a woman do sitting down and a dog do on three legs? The principal's eyes open really wide and before he could stop the answer. Harry: Shake hands. Ms Brooks: Now I will ask some "Who am I" sort of questions, okay? Harry: Yep.

Ms Brooks: You stick your poles inside me. You tie me down to get me up. I get wet before you do. Harry: Tent. Ms Brooks: A finger goes in me. You fiddle with me when you're bored. The best man always has me first. The Principal was looking restless and a bit tense. Harry: Wedding Ring. Ms Brooks: I come in many sizes. When I'm not well, I drip. When you blow me, you feel good. Harry: Nose. Ms Brooks: I have a stiff shaft. My tip penetrates. I come with a quiver. Harry: Arrow. Ms Brooks: What word starts with an 'F' and ends in 'K' that means a lot of heat and excitement? Harry: Firetruck.

The principal breathed a sigh of relief and said to the teacher, "Send Harry to university, I got the last ten questions wrong myself!"

November Committee Meeting Highlights

Club Constitution - a new Sub Committee has been formed and is currently in the process of reviewing and updating the club's constitution.

Johnstons Rd - Grant is to give a presentation on Johnsons Road at the December club night.

Foxton Beach - Signs are to be erected by the local authority.

Sutherlands Track - ARAC Wairarapa have had a digger working on the track which is now open. CCVC is to run a track work party mid to late January 2005.

Trip numbers down a bit on planned, but will probably catch up over Christmas holiday period

Only three outstanding subs

Chronicle advertising payments slowly coming in

John Stockwell moved from the area so has resigned

Safety cage for supawinch being investigated

Marquee use guidelines tabled and very close to being adopted

Winch training day being planned

December Club Night - It is intended to have the bar open for the December club night, it being the last meeting for the year.

Next Committee Meeting - 26th January 2005

Orongoronga Coast - David Coxon

I was debating going on this trip, after all I had done the trip a few times before, but with the promise of a fine day, and my partner in house-cleaning mood it seemed too good to miss. Then Ray rang asking if he could come with me since he had vehicle problems. That settled it, I was going. Early Saturday morning (well 9:30 IS early on Saturday) about 20 trucks gathered at Catchpool for the trip.

The first part of the trip was up to the airfield on Cattle Ridge for the view. With a dry track there was no evident drama and for once it was calm enough to stand up. Next section was a run over Cattle ridge and down to the Orongoronga River for morning tea. While it was dry and the track was easy it was getting a little over-grown. Ron stopped a couple of times to do some pruning, but something was missed because when we stopped for morning tea, there were a lot of vehicles, including mine, with matching scores down the LHS. Never mind, I thought, a bit of polishing will take it out.

A man has tickets for the Rugby World Cup Final. As he sits down, another man comes and asks if anyone is sitting in the seat next to him. He replies "The seat is empty." "This is incredible" said the man. "Who in their right mind would have a seat like this for the World Cup Final, the biggest sporting event in the world, and not use it?" He says "Well, actually, the seat belongs to me. I was supposed to come with my wife, but she passed away. This is the first Rugby Final we haven't been together since we got married in 1987" "Oh... I'm sorry to hear that. That's terrible. But could- n't you find someone else - a friend or relative, or even a neighbour to take the seat?" The man shakes his head. "No. They're all at the funeral."

The river was fairly low, so crossing was no trouble, but finding a way up onto some of the shingle shelves was a bit more of a challenge. We then headed up to the Orongaronga Ridge for some spectacular views and a look at the old radar station. Climbing up to the fork where you “turn right at the dead tree” was a doddle after last time when most trucks couldn’t even reach the dead tree. Half way round the loop was lunchtime by popular vote. Ron picked a great lunch spot with good views and not much wind. It wasn’t until half way through my lunch that I realised that there was a very fresh deer head in the middle of our clearing. Good job I was upwind of it! After lunch we continued round the loop, with some rather interesting descents then back down to the river.

As it was still quite early we headed round the coast towards the Wairarapa. There was some interesting driving with the track snaking across shingle fans, I could see four trucks in front of me going in four different directions, all on the track! At one point I dropped back a bit and could hear people talking about the left and right path through a bog. When I got there everyone was on the track on the far side of the bog, some having gone round and some through. I started to try the right hand track but it seemed a bit deep so I backed out and went left for my play in the mud. If I had seen Leroy going through the RHS I might have tried that but I didn’t want to sink out of sight!. Carrying on round to Ocean beach, the track was much improved over my last two trips, with track across the long sand slope now safely drivable, and all the storm damage on the smaller shingle fans repaired. When we got to where the track headed inland a few trucks bailed out to head home via the Rimatukas while the rest of us stayed on the beach and headed out onto the spit opposite Lake Ferry. This was quite soft but easily drivable sand, with a welcome coffee break at the end.

As it was now about 4:30, there was some discussion about the shortest way back to Wellington, with more trucks heading out to the main highway on the way back to Ocean Beach. By the time we were ready to head back round the coast to home, we had lost about half the trip and I was running as tail-end Charlie.

The trip back was a bit brisker than the trip out until we came to a halt in one of the large shingle fans where getting up the bank at one point was a bit of a challenge. I was getting tired of sitting at the back waiting and watching the cloud of dust so I got out to have a look. When it was obvious that there was going to be a bit of a delay, I reached in through the window and turned the engine off.

At this point things did not go as planned! The truck promptly started rolling back down the slope towards the sea, while I was trying to run along side to get in and Ray was somehow connected to the rear door! A very l-o-n-g few seconds later the truck came to an abrupt halt against a large rock, denting the rear bash plate over the tank and denting the tank a little. I love that rock! It was the only one that would have stopped the truck before it reached the sea! What had happened is that I had been sitting in D with only the torque converter holding the truck against the slope. A quick stop from Neil and I was back on the track with visions of a swimming truck and the insurance company's reaction floating in front of my eyes. Doing the trip report seemed a small price to pay – and I get to tell the true story.

I now have two VERY STRICT rules for myself. Firstly to avoid leaving the gear in D for too long (and forgetting I have done so) I always put the gear in N or P when I am waiting, as a short pause can become a longer wait. Secondly I NEVER touch the ignition key if I am not sitting in the driver's seat.

After that drama the rest of the trip home was uneventful except for the radio traffic trying to find out what had happened. Now you know.

A man walked into the produce section of a supermarket in Sydney and asked to buy half a head of lettuce. The New Zealand lad working in that department told him that they only sold whole heads of lettuce. The man was insistent that the boy ask his manager about the matter. Walking into the back room, the boy said to his manager, "Some arsehole wants to buy a half a head of lettuce." As he finished his sentence, he turned to find the man standing right behind him, so he added, "and this gentleman kindly offered to buy the other half." The manager approved the deal and the man went on his way. Later, the manager sought out the boy and said, "I was impressed with the way you got yourself out of that situation earlier. We like people who think on their feet here. Where are you from, son?" "Wellington, New Zealand, sir," the boy replied. "Why did you leave New Zealand?" the manager asked. The boy said, "Sir, because there's nothing over there but whores and rugby players." "Really?" the manager said brusquely. "My wife is a Kiwi!" The boy replied ... "No shutt! Who did she play for?"

“We’re Going On A Bear Hunt”

Orongorongo Station trip as seen through the eyes of Jayden aged 2 years 9 months. His first ever 4-wheel drive trip!

We picked up a very excited little boy at the start of the day. His mum had packed his backpack with his lunch and his cuddly rug affectionately known as “bear”, as well as a couple of toys. We’d included a bag of toys, just in case so he wouldn’t get bored. His parents had told Jayden that he was going in Grampa’s truck and we were going on a “bear hunt” (That is the name of a children’s book in which the family go to find a bear on a beautiful day. They repeat, “We’re going on a bear hunt. We’re going to catch a big one! It’s a beautiful day! We’re not scared” Then each time they come to an obstacle they say e.g. Uh-uh a river. We can’t go over it; we can’t go under it we’ll have to go through it”.) We were told we had to tell the story on the way over to Wainuiomata and then throughout the day. No problem!

Before Ron’s briefing Jayden met up with a little boy about his age, Alex, a very seasoned traveller and Alex took Jayden by the hand and they went off to explore.

As we approached the first gate to take us off road we launched into the story. “We’re going on a bear hunt.....Uh-uh a gate! We can’t go over it, we can’t go under it, we’ve got to go...?” “Through the gate” came a little voice from his car seat in the back. This little exchange happened each time we came to a gate, the Orongorongo river, mud, grass and the “forest” with Jayden always finishing with the words “through the....” (Whatever it was). We shut the first gate and Jayden said “Grampa shut the gate”. As we went up the hill Jayden said “We can’t get out now. Where we going Grampa?” Was that a bit of apprehension? We explained how we were going to go up and over the hill, through the river to a gate on the other side. The next time Jayden said that we couldn’t get out we knew it was a matter-of-fact statement not worry.

As we climbed up the first hill to the summit Jayden said “We go up, up, up, up the hill” and further on he observed, “We go up hill SLOOOOWLY” At the top where there was an awesome view of Wellington and the Heads we pointed out various things and asked Jayden if he could see them. “I can” he said. It was really a beautiful day, very little wind and clear skies all around. As we came down the hill on the other side there was a “forest” and some grass as per the actual Bear Hunt story so we quoted the words “uh-uh a forest! (And grass) We can’t go over it....” etc and our little echo in the back seat finished the story with “through the forest (grass).

We stopped for morning tea just before crossing the river. Jayden mirrored his Grampa’s actions, when Grampa sat down in the grass so did Jayden, when Grampa had a sip of his drink so did Jayden and he stood up again when Grampa did. Jayden asked to go and see Alex but when we got to Alex’s truck he found out that Alex was asleep. Jayden watched the river crossing very closely and said “Grampa’s truck go through river”

The convoy went up the hill on the other side of the river and around in a big loop before coming down. We stopped at an old radar station and Jayden declared he would “walk by ‘self”, and he did finding his best route between the bushes. We stopped for lunch somewhere near the top. We had told Jayden that the next time we stopped it would be lunch time. He asked “We go back to Nana and Grampa’s house for lunch. We explained that we were a long way from Nana and Grampa’s house

and that we were going to have a picnic. Lunch time was for Jayden a time to sample new tastes. He ate his own packed lunch and then dipped his pear stalk into our butter and licked it off. He wanted to try our salmon so in the absence of plates we put some on his pear. He licked that off and continued with his pear. Then he asked "Go see Alex now?" And he walked down the line of trucks to see his new pal. Jayden talked about Alex's truck a lot during the day and he pointed it out to us, at gates and going up/down the hill.

The convoy went down the hill through numerous gates and at one point we heard this voice in the back saying "Hey man don't you fall out" as he was playing with his toy car and we went around a bumpy corner. We then went along the beach front towards Ocean Beach settlement. Jayden fell asleep near the bottom of the hill and woke up again as we went over the shingle scree washout and said "What's that?" as a boulder hit the bottom of the car. Jayden thoroughly enjoyed his trip as there was always something to talk about, look at or people to meet. The whole day, except when he was asleep, he chatted asking questions or making observations.

The next day Jayden was making "coffee" for his teddies using a thermos. He also pointed out "Alex's car" to his parents (Kent or Cambridge Terrace? Described to us it sounded possible). He was driving his toy car up and down the couch and said "Man go wrong way up hill". I wonder which incident he was talking about, the vehicle in front demonstrating a failed ascent for his children or the exchange over the radio about a "Y" intersection and one car going along the hill and another going down to find which way the convoy had gone. Jayden would have seen that as well. He also told his parents "Daddy's car can't go on grass like Grampa's can!"

Linda Millard K170

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Our Triple Trip – Kumeti, Whariti and Takapari

A total of eight trucks met at the rail yards car park in Woodville, five from CCVC, two from Wanganui and one from the Twin City Club, Hawkes Bay. Andy Cockroft couldn't lead this trip so the last minute leader was Max George with tremendous support from Vaughan Heberley and Mark Little.

While Gillian drove Max navigated and yet we still managed to miss the Kumeti Road turnoff on the long straight Top Grass Road. But no one else did anything silly so I'm the trip reporter.

In Kumeti Road we soon hit the gravel. Good. After driving through a lovely bit of bush containing a picnic area we continued on over the mostly dry bed of the Kumeti Stream rocking our way up to the Kumeti Hut where we stopped for a play. Kids with the water, of course. Steve from Hastings challenged a large log across the stream with his truck but it prevented his progress further upstream. Turning the group around meant that the last vehicle in was the first out. With the unappealing thought of having lunch at the top of windswept Whariti and midday showing on our watches we pulled in at the grassy area and made use of the three picnic tables provided.

For those who hadn't been up Wharite they were most impressed with the 360 degree views and admired the majestic windmills of the wind farms. Later we all stopped at the Saddle Road viewing site parking directly under one massive wind turbine. What size and power.

The next leg of our trip took us up some distance up the really beautiful Pohangina Valley as far as Takapari Road where we right turned to start another 4WD adventure. We headed for the hills, in fact, the Ruahine Ranges, climbing up the attractive farmland through several gates and entering the State Forest Park. Then the road became a little rougher and the vegetation changed to low scrub. We carried on in this quite rugged area until we reached the red A frame Travers Hut. In adverse weather it would be welcome shelter from the elements. A couple of trucks ventured on a little further and met two large deer on the road which they photographed and left for future hunters. The mist surrounded us for the first part of our descent but eventually it cleared and we viewed the green valley below again. For the young boys in one truck they said the best part of the trip was being up in the clouds.

At the Takapari turnoff we all stopped to say goodbye and some of us entered the old Post Office building to have a look around. We were having fun exploring the place with its old paintings, furniture, kitchen stuff and newspapers etc when Vaughan spotted a live possum and the rest of us retreated hastily.

General opinion was that this small group of four wheel drivers had all enjoyed a great day out together.

Gillian George

And finally, no Christmas would be complete without a Christmas cake, so see over for the recipe!

Vodka & Red Bull Christmas Cake

Ingredients:

- | | |
|--------------------|----------------------|
| 1 cup water | 1 cup of brown sugar |
| 1 tsp baking soda | 1 cup of sugar |
| 1 tsp salt | Lemon Juice |
| 4 large eggs | Nuts |
| 1 bottle of Vodka | 6 cans of Red Bull |
| 2 cups dried fruit | |



Method:

1. Sample the vodka to check the quality.
2. Take a large bowl, check the vodka again.
3. To be sure it is of the highest quality, pour one level cup and mix with a little red bull and drink.
4. Repeat.
5. Turn on the electric mixer, beat one cup of butter in a large fluffy bowl.
6. Add one teaspoon of sugar. Beat again.
7. At this point its is best to make sure the vodka is still ok.
8. Flavour with red bull to taste.
9. Try another cup - just in case turn off the mixerer.
10. Break two leggs and add to the bowl and chuck in the cup of dried fruit.
11. Pick fruit off floor
12. Mix on the turner.
13. If the dried fruit gets stuck in the beaterers, pry it loose with a drewscriver.
14. Shample the vodka to check for tonsisticity, flavour with a little Bed Rull.
15. Next ssiffft two cups of salt. Or something ... Who giveshz a shi**
16. Throw a pinch of Bed Rull over your shoulder
17. Pick up the can, mop the floor
18. Checkthe vodka
19. Now shift the lemon juice and strain your nuts.
20. Add one table.
21. Add a shpoon of shugar, or somefink. Whatever you can find.
22. Turn the cake tin 360 degrees and try not to fall over..
23. Don't forget to beat off the turner
24. Finally, throw the bowl through the window, finish the vodka and kick the dog.
25. Fall into bed.



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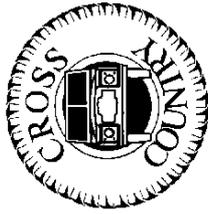
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