



VEHICLE CLUB  
Wellington (inc)



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# July 2006

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



For non  
Members

[www.ccvc.org.nz](http://www.ccvc.org.nz)

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**PO Box 38-762, Te Puni, Wellington**  
**www.ccvc.org.nz**



VEHICLE CLUB  
Wellington (inc)

**Life Members**

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

**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 - 938 9404 (Hm) or 021 389 404**

**Gavin Holden - 025 249 1959**

**Rodney Bracefield - 234 8887 (Hm), 914 8383 (Wk) or 021 488 808**

**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

Once again time has got away from me and I am rushing about at the last minute trying to finish the Chronicle and leave Kerry enough time to get it printed and posted - so I have had to delay getting to work to put the finishing touches to it.

Well I think you will agree with me in saying that the 35th was a great success, hope everyone enjoyed it.

The issue of the mag has updated safety policy documents included - I think the safety committee would recommend that we all read them.

Alan...



*A couple of views of the Ruts track in the Akatarawas.*

## Table of Contents

P. 4	NZFWDA AGM Report
P. 5	Club Requirements
P. 6	Vehicle Inspectors
P. 6	Upcoming 4WD Events
P. 7	Where the rubber hits the road
P. 9	Club Clothing
P. 12	Club Champs Results
P. 16	Ruts & More - a Suzi view
P. 19	35th Anniversary Trip
P22	NZFWDA Radio Comms
P26	CCVC-Safety-0002
P. 33	CCVC-Safety-0003
P. 37	Trip Information Sheets
P. 39	Trip Categories
P. 45	Trip Calendar Database

## **03.06.2006 NZFWDA AGM Report - Wairakei Resort Taupo**

CCVC members attending:

Ralph Dobson, Max & Gillian George, Andrew Gee

This year we had approximately 42 delegates attend the conference, well down on last year. Unfortunately the president of the NZFWDA was conspicuous by his absence, without an apology it was not until late in the day we heard what had happened but it was not an encouraging start.

The weekend started with a talk from our Insurance provider Tom Barstow. Tom talked about what our insurance covered and ways the clubs could implement guide lines to limit event organizers exposure should an incident occur. He also covered "Family Members", Public Liability and Competitions.

Peter Vahry filled in for Andy and talked about access and legal roads before Nick Lawson (national PRO) introduced the meeting to the problem of needing to be GST registered. It seems the national association now earns too much money from subs over the year and needs to register, we will hear more on this and the best way to manage it later in the year after they get some clarification.

Ken McAdam filled in for the absent president for the AGM. The budget figures were handed out and we had a few minutes to check them over, this happened last year and in fact is a breach of the associations own constitution as was pointed out. I am not an accountant so it all looked like a dogs breakfast to me but they were approved and we moved on. As Andy had submitted all the remits to be discussed and voted on they were soon all knocked into touch and no changes to the constitution were made.

We have a new executive now with Simon Bishop (Auckland) being unopposed as President. Kathy Jaggard (Whangarei) is Secretary, Nick Lawson (Taranaki) is Public Relations Officer and Garth remains as Treasurer.

Now for the bad news, a motion was tabled that the association fee's should increase again due to the probable need for GST payment next year. As a precaution I had confirmed two proxy voters for our club to allow us maximum votes. CCVC voted against this motion on the grounds the executive had not engaged any professional assistance to confirm exactly what was expected of the association in relation to paying GST. Unfortunately even after a delegate vote was called the vote was won by 42 – 36. Fees will increase to \$28.00 including GST in 2007.

Next years AGM is to be held in the Lower North Island, hosting club yet to be confirmed. The idea is to encourage more delegates from the South Island to attend.

Ralph Dobson  
CCVC Delegate



## Equipment Required

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

1. Front and rear tow hooks, correctly fitted
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 and Equipment Inspection document. All member vehicles going on club trips must display a current club vehicle 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

Dayal Landy  
Gold Coast Mechanical  
2 Epiha St  
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  
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Ph. 04 237 7251

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

Grant Guy  
Richard Blair  
G Guy Motors  
61-63 Thorndon Quay  
Wellington  
Ph. 04 472 2020

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

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

**Jul 22-23: Rerewhakaaiti School Fund-raiser.** *New 4wd tracks around Kaingaroa Forest - pumice, scoria, hill climbs, axle twisting trails & drop off's. NZ4WDA members only, no shinies. Phne Scott on 07 366 6168 or [asplin@slingshot.co.nz](mailto:asplin@slingshot.co.nz)*

**Jul 22-23: NZ4WD Readers Two Day Trip, Woodhill Forest.** For more details contact [subs@adrenalin.co.nz](mailto:subs@adrenalin.co.nz)

**Jul 29: Easy Loans New Zealand Off-Road Championship.** 500km *enduro* at Nelson. For more details contact Mark Baker at [mark.baker@ihug.co.nz](mailto:mark.baker@ihug.co.nz) or [www.oranz.co.nz](http://www.oranz.co.nz)

**Aug 4-8: Rotorua Winch Challenge.** Kiwi winch challenge rules apply. Contact Sam Baddeley on 027 294 3601 or 07 366 6000.

**Sep 2: Easy Loans New Zealand Off-Road Championship.** North Island (Nat) short course / *enduro* (venue tbc). For more details see [www.oranz.co.nz](http://www.oranz.co.nz) or contact Mark Baker at [mark.baker@ihug.co.nz](mailto:mark.baker@ihug.co.nz)

**Sep 9-10: NZ4WD Readers Two Day Trip around Waiouru.** For more details contact [subs@adrenalin.co.nz](mailto:subs@adrenalin.co.nz)

**Sep 30-Oct 1: Easy Loans new Zealand Off-Road Short Course Championship - AORC.** For more details contact Mark Baker at [mark.baker@ihug.co.nz](mailto:mark.baker@ihug.co.nz) or [www.oranz.co.nz](http://www.oranz.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.*

## Where the Rubber hits the Road What happens when the air goes to the top...

On a trip recently I had the experience of running one tyre off the rim, staking another, and having the remaining 2 develop slow leaks due to mud forced between the wheel and tyre. This brought a number of things I'd been coinsidering to a head, and I thought I'd commit them to paper (electrons?) while fresh in my mind. These comments relate to typical "club" single-day trips, you might want to get a whole lot more serious if you're away for more than a day or two, or heading somewhere really remote.

### **1. Tyre Pressures**

It's basic knowledge that road pressures are good for the road, but you need to drop the pressure to increase (lengthen) the footprint on mud, snow, rocks or sand. It also helps cushion the ride. It's important to know the appropriate pressure however – we had a chap roll a tyre off the rim on a simple gravel track – he was running 5psi. I'd tend to think that's way too low unless you have beadlocks, although he had a very light vehicle, so could go lower than I usually do. I have a Patrol and don't like to go below 18psi. We should all know that the pressures go up by about 4psi when the tyre's hot, and that you should normally check the pressures cold. This was reinforced last weekend, when I dropped all the tyres to 18psi using deflators – they all cut out at 18psi, but this was immediately after the run in – by the time the tyres had cooled (and they do, while you're waiting for the trucks in front to clear hazards) the first one I'd let down had dropped to 14psi. That's too low, and it came off the bead (I didn't help by ramming a bank with it – driver error will always be a major factor). The tip here is – know what pressure you should run and check it with the tyre at the temperature you'll be using it – probably cold, if you're planning a lot of mud holes, hot if it's a fast beach run.

### **2. Tubes, or not**

I had been running my tyres tubeless, because I know my tyres tend to allow a bit of mud (and on occasions, twigs) between the rim and the tyre edge and this can cause sudden punctures in tubes. The downside is that it's a lot easier to get slow leaks and de-beading with tubeless. General concensus seems to be that if you air-down on a regular basis you should be running tubes – preferably heavy-duty ones. You may need to remove the tyres from the rim after heavy trips and clean the beads, otherwise the tubes can chafe through and give a blowout, but that would be necessary with tubeless anyway to avoid slow leaks.

### **3. Appropriate Tread**

On the last trip one chap had to replace a Mud Terrain with his spare, a road

*(Continued on page 8)*

*(Continued from page 7)*

tyre. As we were heading into heavy mud, a lunch-break repair had to be made to the MT. Later on the same trip, we had to reseal one of my debeaded Muds, as my spare is an A/T. This only took 5 minutes longer than putting the spare on, but that's time while the drivers behind were held up, and I had to treat that tyre with caution for the remainder of the trip. The mud remaining in the tyre upset the balance making the trip home a nightmare as well. I suspect that if the trip sheet says "Mud Tyres Essential" then the spare should be a mud as well, if the trip sheet says "Mud Tyres Preferred" you'll probably get away with an All-Terrain spare. I now have a Mud spare which on trips is strapped into the cargo area ready for quick use, in addition to the A/T which always lives on the rear door.

#### **4. Carry Spares**

And not just a spare wheel (see previous comments). On the last trip, a bodge had to be made to get around a ruined tube. If you have tubes, carry a spare. It's also a good idea to have a spare tubeless stem, as most tyres will run tubeless at a pinch (carry several if you're already tubeless). If you can, also carry a tubeless patch kit, spare valves, a spare wheel nut or two (the mud / sand eats them). Carry non-drinking water: if you're working in the mud you'll need it to wipe off the tyre bead, your hands, your tools. You might even need it for the engine, and if you haven't used it on the trip, you can clean your lights and indicators at the end. An old towel is good too. Most Important: Keep a checklist of tools and spares, and check it before you leave home.

#### **5. Carry Appropriate Tools**

Use the best tools you can – I have the standard manufacturers equipment in the truck, but that's where it stays. I use a 24" breaker bar with a tyre-fitters slimwall 6" long impact socket on the end for the wheelnuts – it fits properly and has excellent leverage – it can even remove over-tightened nuts from impact drivers. A good jack will be vital – even a slightly lifted 4WD will benefit from a high-lift jack on the trackside. Make sure you have a decent block or plate to seat it on, and know where you can safely jack from. If you can, have a means of inflating tyres after the trip – you may be miles from a service station. Hopefully, at least one person on each trip will have something with enough grunt (huff?) to reseal a tyre bead. A bead-breaker somewhere in the convoy is also useful (you can do this by driving over the side of the tyre if you're lucky, or use a high-lift jack under the front of the vehicle, but these don't work if the vehicle is already held up by the jack). If you have a bead-breaker, some tyre irons and a ratchet strap to help reseating is also a good idea. You'll also need one of those little tyre-fitters valve tools – you will need to remove valves to reseal the beads, and it's also a

*(Continued on page 11)*





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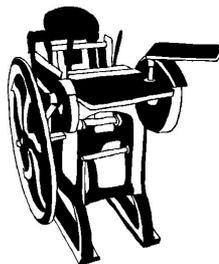
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The club has the following sub committees running currently

- 60k: Grant Purdie with Antony Royal, Bruce Mulhare, Eric Bon, John Vruink & Mark Wolstenholme
- Club Recovery: Rodney Bracefield
- Deadwood: Roger Seymour
- Police SAR: Jim Johnson and Gavin Holden
- Safety: Andrew Farmer with Carl Furniss, Grant Purdie, John Kowalczyk & Ray Harkness
- Trip Leaders Forum: Carl Furniss with any trip leaders who turn up
- Web Project: Mark Wilson with Andrew Farmer, Grant Purdie, Jay Montilla & Marcel van Dorrestein

The club also has the following external organisation liaison people

Akatarawa Recreational Access Committee: Grant Purdie & Giles Sullivan

Foxton Beach Coast Care: Grant Purdie & Bruce Mulhare

Friends of Belmont: Roger Seymour

Greater Wellington Regional Council: Grant Purdie & Ralph Dobson

Horowhenua District Council: Grant Purdie

Public Access New Zealand: Ralph Dobson

Tread Lightly!: Ralph Dobson

Wellington City Council: Grant Purdie & Barry Insull

(Continued from page 8)

good way of airing down fast, and ensuring a tube stem doesn't vanish into the rim when refitting (screw the valve tool on – it won't fit through the rim) and you can use it to pull new tubeless stems through the rim. If you're fussy about your clothes, a tarp to put on the ground to work on is also good, although I generally find it's simply the best way to transfer awesome amounts of mud from the track into the back of my truck. Most Important: Keep a checklist of tools and spares, and check it before you leave home.

## 6. Know your Equipment, Optimise it's Use

I've had to remove a wheel twice in the last 14 trips. That's not a huge amount, but when needed it's always in a rush – there are other people waiting, and watching other people work isn't very entertaining (for long). Even though I change my tyres from A/T to Mud before each trip, it's a different job if you're squatting in the mud on a narrow track in the rain using a hi-lift rather than a trolley jack. The trick here is to practise with the trackside equipment, and do all you can to make tyre changing easier when you have

to do it. The way I set up is changing all the time, but some tips I've found useful are:

- If your spare is bolted to the rear door, remove the lock (if fitted) while you're airing down – you'll drop the key in the mud if you rush it on the trail – or it'll jam or get lost. Make sure you can get to your spare easily.

- When you fit your trip tyres, don't refit locknuts unless you have to – they're a pain to remove if they're full of mud. I have a complete set of normal nuts for trips, and only lock if the truck has to park up overnight somewhere.

- Chalk it up: If you need to remove a tyre, mark the valve position before you do, so it can be replaced in the

(Continued on page 14)

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**CCVC - Overall 2005/2006 Club Champs Results (cont on P13)**

<b>Name</b>	<b>Class</b>	<b>Rnd 1</b>	<b>Rnd 2</b>	<b>Rnd 3</b>	<b>Rnd 4</b>	<b>TOTAL (Best 3)</b>
<b>Brian Howat</b>	Modified	140	20	20	1600	180
<b>Mitchell Seymour</b>	Modified	130	160	280	525	570
<b>Roger Seymour</b>	Modified	170	180	230	240	580
<b>Kane Hargreaves</b>	Standard	110	260	380	480	750
<b>Marcel van Dorrestein</b>	Modified	220	200	340	1600	760
<b>Antony Hargreaves</b>	Standard	180	260	440	960	880
<b>Andrew Farmer</b>	Modified	310	140	1520	457	907
<b>Marty Chung</b>	Standard	480	280	500	731	1260
<b>Warren Perry</b>	Standard	360	1600	390	582	1332
<b>Grant Kirby</b>	Standard	180	380	1600	1600	2160
<b>Antony Royal</b>	Modified	420	1600	250	1600	2270
<b>Neil Blackie</b>	Modified	1600	1600	280	480	2360
<b>Gary Rowden</b>	Standard	1600	520	260	1600	2380
<b>Turoa Royal</b>	Modified	500	1600	510	1600	2610
<b>Miria Royal</b>	Modified	540	1600	600	1600	2740
<b>Dudley Harris</b>	Modified	1600	620	580	1600	2800
<b>Jay Montilla</b>	Standard	680	700	1600	1600	2980
<b>Barry Carrington</b>	Standard	1600	1600	590	891	3081
<b>Bruce Wilson</b>	Standard	1600	440	1600	1074	3114
<b>Keil Behl</b>	Standard	1600	1600	630	914	3144
<b>Peter Osborne</b>	Modified	1600	0	1600	1600	3200
<b>Angela Murton</b>	Standard	620	1600	990	1600	3210
<b>James Collins</b>	Modified	1600	1600	1600	137	3337
<b>Pedro Osborne</b>	Modified	1600	1600	1600	137	3337
<b>Carey Collins</b>	Modified	1600	1600	1600	182	3382
<b>Eric Dodds</b>	Modified	230	1600	1600	1600	3430
<b>Steve Mercer</b>	Standard	1600	280	1600	1600	3480

## **CCVC - Overall 2005/2006 Club Champs Results (cont from P12)**

<b>Name</b>	<b>Class</b>	<b>Rnd 1</b>	<b>Rnd 2</b>	<b>Rnd 3</b>	<b>Rnd 4</b>	<b>TOTAL (Best 3)</b>
<b>Dave Mahoney</b>	Modified	1600	1600	290	1600	3490
<b>John Bryant</b>	Standard	1600	320	1600	1600	3520
<b>Jared Dodds</b>	Modified	1600	1600	330	1600	3530
<b>Ash Senior</b>	Modified	360	1600	1600	1600	3560
<b>Steve Mercer</b>	Modified	1600	1600	360	1600	3560
<b>Ben McLardy</b>	Modified	370	1600	1600	1600	3570
<b>Giles Sullivan</b>	Standard	1600	1600	370	1600	3570
<b>Larry Haines</b>	Modified	1600	1600	380	1600	3580
<b>Gary Muir</b>	Modified	1600	1600	400	1600	3600
<b>Phil Senior</b>	Modified	400	1600	1600	1600	3600
<b>John Hughes</b>	Modified	1600	1600	1600	457	3657
<b>Phil McConiville</b>	Standard	1600	460	1600	1600	3660
<b>Thom Botterill</b>	Standard	1600	460	1600	1600	3660
<b>Greg Crayford</b>	Standard	1600	1600	470	1600	3670
<b>Andy Rowden</b>	Modified	1600	540	1600	1600	3740
<b>Charles Odlin</b>	Standard	1600	1600	540	1600	3740
<b>Peter Murton</b>	Standard	560	1600	1600	1600	3760
<b>Ken Alexander</b>	Standard	1600	1600	580	1600	3780
<b>Paul Bretherton</b>	Standard	610	1600	1600	1600	3810
<b>Vincent Stephens</b>	Modified	1600	1600	1600	662	3862
<b>Simon Parker</b>	Modified	1600	1600	760	1600	3960
<b>Tim Jackson</b>	Modified	1600	1600	780	1600	3980
<b>John Parfitt</b>	Standard	780	1600	1600	1600	3980
<b>Paul Clarke</b>	Modified	1600	1600	1600	1005	4205
<b>Dennis O'Grady</b>	Standard	1600	1600	1600	1188	4388
<b>Gerard Kelly</b>	Standard	1250	1600	1600	1600	4450

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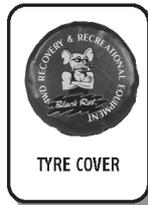
same position. You can also mark the location of punctures / sidewall stakes etc – although chalk doesn't survive in mud or sand for long. I'm still trying to find something that will permanently mark a tyre – that way if a tyre rotates on the rim you'll know where it should be, and you don't have to remember to mark each tyre every time you remove it to clean the bead (if you do it yourself).

Most Important: Keep a checklist of tools and spares, and check it before you leave home. I might have repeated this several times, but I haven't been on a trip yet when I haven't forgotten something. That might just be me – sometimes I can be a bit absent minded.

If anyone has comments or additions to this, I'd love to hear them. Most club members will already know all of this, and more – indeed, much of this comes from conversation with more experienced drivers. Anything that's simply wrong, is probably my own invention – please correct me. Please remember that this is just my collection of opinions and tips (which change after every trip), and ultimately you are responsible for your own actions, and the safety of yourself and your passengers – I hope this helps a little.

Cheers  
Terry Hughes.

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*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)
- NZFWDAdelegate@ccvc.org.nz (contact the NZ Four Wheel Drive Association delegate)
- Treasurer@ccvc.org.nz (contact the club treasurer)
- Welfare@ccvc.org.nz (contact the club welfare officer)
- David.coxon@xtra.co.nz (Club night photo submission)

Please note that if would like to receive club news announcements from [news@ccvc.org.nz](mailto:news@ccvc.org.nz) and have an e-mail account, then drop our database administrator an email on [database@ccvc.org.nz](mailto: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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## **Ruts and More - A Suzi View**

Aah mud. Shovel it. Lose gumboots in it. Lose whole trucks in it. It sounds good as we contemplate the stuff that sends hippopotamuses into a frenzy. It gets middle-aged accountants quite worked up too, so I found, myself in a convoy of 11 trucks, threading through the narrow Akatarawa tracks.

Ian primed us (or was I the only gullible one?) with tales of ruts so deep you drop in and drown in the ooze. I've had that feeling several times dealing with Inland Revenue but this time I was thinking it might be for real. That's why I deflated my tyres to float across the mud, or so I thought.

I'm new to this once again and I don't want to gain a reputation as the driver from hell but while Mark Inglis might walk past dying climbers on Mount Everest I'd bloody well drive over the top of them. I'd get caught too - forensics would show my too-flat tyre treads. This may be newcomer enthusiasm or maybe you never grow out of the excitement of driving a heaving, bucking, fume-belching, hot-metal and engine-whining beast and that's only getting the groceries. This ruts in the Aka's adventure promised a whole new level of fun, and not a little nervousness.

So Saturday came, the rain stopped at Moonshine corner (the Petrol gods must have been feeling ok) and, not for the first time, someone remarked on how low my tyre pressure looked. They said I might roll them off the rims.

*(Continued on page 17)*

**COOPER**



**TIRES**

**"Americas Most Trusted Tire"**

*(Continued from page 16)*

Yeah, yeah. I was new at this. There was no problem. The convoy rolled into the Aka's up Bullrun Road aiming at the orange hut for morning tea. It wasn't long before one of my wheels went "wubbita. wubbita," you know, the sound you hear when someone's pet cat sticks to a deep-tread tyre on asphalt. Funnily enough it's the same sound you hear when you have a flat, which was what I had. Oh shit. However, John and others got me up and running and, a cuppa at orange behind us, we ran for the ruts.

I know now why road gangs lean on their shovels, staring at the dirt. We did the same thing. It's mud, you see. It's endlessly fascinating. It's much more fascinating looking at it from above, rather than from beneath, (even though we'll all spend eternity doing the latter). We stopped a little way from the first rut as all got out of their trucks to gaze in wonder at the mud. I did ask Ian over the radio do I get a closer look? "Nope you'll drive it blind". That just added to the trepidation.

I should explain at this point that I'm stubborn enough, even on the crutches I need, to think I can go off road without getting out of the truck, The down side of this is of course is I don't always see what I'm letting myself in for. But the upside is that I'd never sink in mud below my armpits, provided I can stab the crutches onto solid ground. Hah! Ian's description called for kami-kaze-like acceleration. It worked. Then, those bloody tyres again. The other front tyre popped the beading. Of course the pressure was too bloody low. I know that now. Thanks to Vince's trusty battery operated pump we survived, a little wiser. Onward.

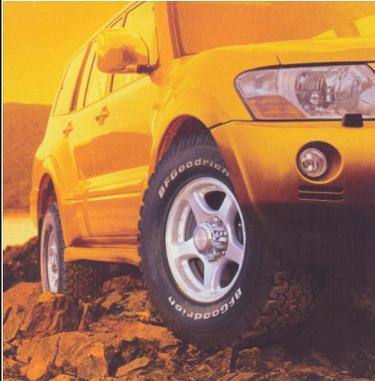
"Watch the washout on the right. There's a hidden punga log," the warning sounded over the radio. Ok, hug the left, don't want to create more hold ups...back wheels dropping, accelerate. Wow, that was close. Ooch!!! Steering wheel wrenched out of my hand - have I broken my wrist? No it still moves. Guess who hit the log. Well, bugger it, someone had to. My steering wheel centre has been wrenched 90° around from what it was.

Shortly after that we arrive at the big hole. This is what it's all about, mud soup and lots of revving. This time I could see it and immediately wished I hadn't. Hell, the water is going to be well over my bonnet (if only I'd had the Suzi raised before this I wouldn't be getting my arse wet). Ian's krusa heaved, slid, strained, farted and coughed its way across and after an hour father and son were dragging any an sod through. I was that sod but I wasn't feeling unfortunate. I enjoyed every minute. When you get to the top you have to come back down and the descent was 4x4 sledding. It was easy. Just point it and go for it.

Um, easy? Perhaps, but further down the track I'd relaxed too much - too

*(Continued on page 18)*

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*(Continued from page 17)*

much of the 'ten four, back door' inattention on the radio hand set and I swear 3 pongas leaped from the bush and stood in front of me. Of course, I hit them and had to be stopped out. This and repeated failures on the ruts had me questioning my ability. Or was it the truck's. Yeah, useless lump of Jap crap, can't you overcome gravity?

So in failing light, mud obscuring my headlights, I tailgated the trip leader, guided by his rear lights. It was good going too, until I heard Ian call, "That's a big one," and suddenly my front wheels smacked into a ditch running across the track. Ouch! But I survived. Out on the motorway the truck shook violently at any speed over 60kmh. There was either a dead climber stuck onto one of my wheels or I'd bashed a rim pear-shaped. It was neither and a trip to the car wash cleaned out the clay from the wheels and all ran smoothly again.

I'm full of praise for the trip leader and the others for the experience. Driving like this is exhilarating. I'm going back. Speed bumps at the supermarket just won't cut it any more.

Dennis O'Grady

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## CCVC 35th Anniversary Orongoronga Coast Trip

You know how it is. When it's Queen's Birthday weekend so a good day out is needed and Ron has one of his big trips planned, the rain gods have other ideas but you don't learn this from NewsTalkZB until just *after* you have got up before the crack of dawn. But now it's the following weekend and it's the Club's 35 Anniversary Trip and Ron must have appeased the gods for today Ra is in the ascendance and Wellington has thrown one of those impeccably calm sunny days that only Wellington can, and that means there's nothing for it but to get up and go four wheel driving. Because it's the day of the anniversary dinner, an easy day is planned, so 16 trucks assemble at the Catchpool valley at the crack of coffee time for a repeat of the club's very first trip: a gentle expedition around the Wainuiomata coast.

So after the briefing, we're off down the coast road, then through the gate to the start of the track up Cattle Ridge where we separate into members and new comers, so the new comers can be slotted in. Some of those who haven't yet let their pressures down do so, some of those who have let them down a bit more, while an anonymous pair at the back are overheard saying they never let their tyres down if they can avoid it. You'd have thought that this was a good moment to engage hubs as well, but some of us only remember to do this once we have all set off. No names, just a certain sense of *deja vu* from The Ruts a couple of weeks ago.

*(Continued on page 20)*

*(Continued from page 19)*

Soon we're at the airstrip and a very grand view of the whole harbour, so we stop for a pause and a few piccies before heading on up. There are couple of refusals on some steeper sticky sections, but mostly the track is in fine condition and then we're on the top of the ridge, looking down into the Orongorongo Valley which is also grand, but certainly the way down is going to be steep. So it proves to to be, steep but straight forward, until we reach the descending hairpins. One of these has been well washed away on the inside, which has at least one passenger out on their feet and walking down thank you very much.

Then come the ruts. Ron has warned us about these with tales of four hour recoveries on the recce. But when it comes to it they don't look too bad - deep for sure - but well over to the outside with plenty of room to pass them on this inside. Besides, this is a family shiny and yours truly is the new proud owner of what the vendor called 'hard yakka truck' so no need to concentrate too much here, just accelerate forward gently to correct the rear sliding in the direction of the rut, but before you know it Debbie is asking are we going to roll, and yes there is the thud of the side hitting the ground, the tinkle of breaking glass, and the click of the camera. Not, you will notice, thud, tinkle, *pause*, click, because along on the trip is Ashley and Ashley is a p r o f e s s

*(Continued on page 21)*

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*(Continued from page 20)*

ional photographer, and not only that but a professional photographer with a ready outlet: New Zealand Four Wheel Drive are doing a piece on the Club's 35th, so where there's action, there's Ash. Ash has a big hat and an easy manner that quickly has yours truly posing in front of the resting truck with a grin that says "Isn't this fun" rather than disappearing off skulking into the bushes to leave members wondering where where this 'Cruiser on its side in the middle of our track suddenly came from, which was probably the more natural reaction. To be fair, Ashley has his camera in one hand and a snatch block in the other more than ready to do his share of getting the show back on the road.

Back up the track drive Greg and Carolyn. They make a good team: Greg has not one, not two, but three winches on board, so he's happy to sort out the vehicle; while Carolyn sorts out its occupants ministering first aid, though fortunately its only a couple of scratches in need of some sticking plaster. So its up the slope with the snatch block fixed to a couple of twigs, while Philip ties his Pajero with a long rope to the casualty vehicle to stop it sliding forward when it is finally righted, and just for good measure, David's Prado is tied to the Paj. We use David's chain as part of this set up which pleases David as it hasn't been used before and he was starting to worry that he had over invested in recovery gear.

So Greg starts to winch, but at first not much happens and we wonder whether the twigs are holding, but no, it just the slack of the cable through the bushes being taken up, and the 'Cruiser is soon sort of upright, well as upright as you can be when the left wheels are two feet up the bank, but easing the winch out and letting the vehicle gently forward sorts that out. So then its down to the Orongorongo flats bang it time for lunch, only bang in the wrong place because with all that we haven't yet reached Barney's Whare as planned.

After a leisurely lunch we're off around the coast to Turakirae Head and its straight forward going which is good because the views across the Cook Strait to Mt Tappy in her winter raiment are distracting. Straight forward continues to Barney's which we ritually detour pass, until we get to the boulders that have washed out of the Kotumu stream so its bump bump and up and round and down, and one particular ridge followed immediately by a right hand turn gives an excellent demonstration of the relative ability of members' axles to articulate.

Well, we are not going to have time to make it to Ocean Beach but that's okay because the weather is still perfect and Palliser Bay is looking its best, so we pull off onto a little river terrace in the last of the sun for a play up and

*(Continued on page 22)*

*(Continued from page 21)*

down the bank. Ron goes down first and comes back up in fine style. Then goes Denis, who has a refusal at first, but then puts his foot to the floor and comes flying up. 'Flying' being a term that denotes having your wheels in the air more often than not. Three or four others have a go and it's exciting because Ashley stands at the top of the slope to get his shot, jumping out the way if and when the trucks go past.

Meanwhile Greg has a problem. A pin has sheared and that means his rear axle has slid back along the leaf spring so he's going like a crab. But this is not problem because Ashley's underneath, camera in one hand, socket wrench in the other loosening off the U-bolts while Greg gets out winch number two to realign his axles and that's sorted. While all this goes on, Denis finds a small muddy patch and gets his wheels spinning. The result: Denis, who always turns up with his car looking spick span and polished is the only one who's got himself covered in mud. Must enjoy car washing eh Denis?

So finally its time to head home. No more excitements, though Ron takes a wrong turn in the boulders of the Kotumu wash out which has him scratching his head before we all shuffle shuffle back to make room for him to back up before heading on. The sun, which had gone behind the Rimutaka's emerges as we reach the Head only now the wind is up, so we get a gentle swell throwing some decent breakers with their tops blown away into the sunshine. Great stuff and all nicely back in time for dinner.

Thanks to Ron, and thanks to Greg, Ashley and all those who helped with a bit of recovery know-how when it was needed.

*Hi Alan,*

*Just a quick note to say thank you to you and the Wellington CCVC for your hospitality over the weekend.*

*It was a very good day on Saturday and I enjoyed the dinner and presentations on Saturday night.*

*Thanks very much once again to you, the committee and members of the CCVC.*

*Best wishes*

*Ashley Lucas  
Event Manager  
NZ4WD*

## **NZFWDA and Radio communications**

During the discussion about the upcoming study of radio communications

*(Continued on page 23)*

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*(Continued from page 22)*

Bruce Mulhare suggested that the club work with the 4wd association to make sure we stay interoperable with other clubs. That's a good suggestion and it could go to the Central Zone in the first instance, as they may be able to do something.

The subject was actually discussed at the last CZ meeting. It started as a discussion to see what the uptake was of the EPIRBs (emergency position indicating radio beacons) under the discount deal that Giles organised. I was also interested in what equipment was used between vehicles on trips. It then became a discussion of options for emergency communications when out of cell phone range.

None of the clubs present at the meeting seemed to have bought EPIRBs, CCVC excepted. In terms of intervehicle comms the new clubs have gone for PRS because it is easily available at Dick Smiths and has cheap hand helds, others used AM CB and the VHF sets. For emergency communications the discussion was on the option of EPIRBs vs. HF radios vs sat phones. It all spun out of control at this point when a few people were pushing for HF radios, one per trip and supporting a 4wd radio watch network.

Andrew Gee

## Shiny Team Challenge - 28 May 2006

Team	1	2	3	4	5	Total	Place
Team Woodstock	21.23	22.44	60.00	26.16	45.31	175.14	1
Team Zuk	100.00	35.19	60.00	32.00	37.00	264.19	2
Team Missan	60.00	40.00	100.00	35.00	100.00	335.00	3
Team DNF	100.00	100.00	100.00	22.03	60.00	382.03	4
Team Club *	12.05	11.36	36.04	2.45	53.55	115.45	-

\*Team Club disqualified for competing in a Shiny 4x4 challenge with three Club 4x4 trucks each with a winch & highly modified with diff locks, fiddle brakes etc. Sad but true. Judges decision is final, no correspondence will be entered into and no appeals considered.

**Scoring:** Did Not Finish = 60.00, Not Attempted = 100.00

Team DNF: Giles Sullivan (Nissan), Noel Cook (Nissan), Peter Campion (Toyota)

Team Club: Marcel van Dorrestein (Suzuki), Mitchell Seymour (Suzuki), Paul Clarke (Toyota)

Team Woodstock: Kane Hargreaves (Suzuki), Antony Hargreaves (Toyota), Leon Zwetsloot (Land Rover)

Team Missan: Phil McConville (Mitsubishi), Marty Chung (Nissan), Wayne Mulder (Nissan)

Team Zuk: Steve Mercer (Suzuki), Denis O'Grady (Suzuki), Gary Siddells (Suzuki)

If you enjoy the more challenging trips and haven't tried a team event yet then I encourage you to do so. Ask anyone who's done one and they'll all say the same – they're a great event! Different to Club Champs as you don't have to attempt to successfully drive the hazard, it's all about planned recovery. This challenge event was no different – a few days of wet weather prior but only a light rain on and off during the day to keep things slippery, four teams of three vehicles and five hazards kept things interesting. It was designed as a shiny event which meant every hazard could be completed without damage or even scratches to vehicles, it just needed good planning, teamwork, efficiency and patience. Unfortunately when the clock starts it seems inevitable that at least two of these factors go missing! So we ended the day with a couple of windows out, a dented guard, dented rear sill, bumper corner off plus a couple of other similar "minor" issues. Could've always just stayed at home I guess, wouldn't have been as much fun though.

The event was at the Totara Park Deadwood site and each team needed at least one winch – every hazard needed winching at some point. Some needed the winches going the whole time. One winch performed so poorly it got thrown onto the grass and driven over – Noel didn't appear to realise that bump was Steve's winch. Survived uninjured I believe – Noel that is. Luckily the serious rain only came in the last

*(Continued on page 25)*

*(Continued from page 24)*

hour or we might've needed winches to get off the site – it poured down.

The results are shown in the table. What's not shown is that just after lunch Team DNF trooped off to the river to rescue Eric Bon who'd managed to get stuck while trying to visit us. However once rescued Eric left without coming up – probably had just run out of time by then. Team DNF probably did deserve some extra points but as you can see the Judge was being pretty harsh on the day.

Neil B

Last month we joined trip leader Paul Adams and several others on the Life Flight Trust and the Wellington Free Ambulance Donation Derby. Funds had been raised at Deadwood. A donation was given to these two organisations and we got to see some interesting behind the scenes action.

Little did we know that only a week later a member of our family would have need of such emergency services. Our grand-daughter Emma is a keen horse woman and was out with the local Hunt Club in rural Manawatu. Her horse clipped the fence while attempting a jump and horse and rider fell heavily to the ground. Emma was knocked unconscious for 15 minutes and the local air ambulance was called in to air lift her to hospital. Luckily no bones were broken but a bad knock to the head with losing consciousness is very serious and can have a slow recovery. There will be no more horse riding for her for several months.

Although the air rescue service called in was from another area, we are proud and grateful that this club supports such worthy causes.

Robin and Jenny Benton

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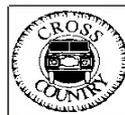
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## **CCVC-SAFETY-0002**

# **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 came into effect in 2004 for all new and existing installations.

### **Version history:**

#### Version 2.0

- Addition of pintle hook mounting and receiver hitch pin requirements.
- New recommendations for bolt standards.



### 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:

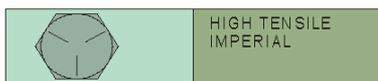
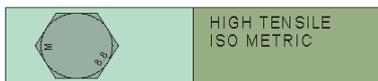
- Hooks are to be bolted not welded and must comply with *Specification CCVC-SAFETY-0003 Recovery Hook Requirements*.

### Chassis:

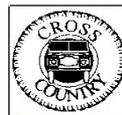
- If the chassis rail is equal to or less than 3mm thick, then three bolts are to be used when bolting hooks to the chassis. This includes box section and U section chassis rails with captive nuts.
- If the chassis rail is more than 3 mm thick, two bolts through the hook are sufficient.

### Bolts:

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



- 12mm diameter      Grade 8.8 or 10.9.
- 1/2 inch              Grade 5 or 8.
- It is recommended that bolts be upgraded to 10.9 or Grade 8.
- 10.9 or Grade 8 are strongly recommended for all new installations.
- Must have nyloc nuts or spring washers under the nuts.
- NO cap screws (these can have problems with the heads breaking off under severe loads. Also many cap screws have no grading marks, or are of too high a tensile material)



- 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

### **Torque Figures**

- When installing hooks it is recommended that new nuts and bolts be used. Nuts and bolts must be torqued to the following specifications:

<b>Size</b>	<b>Coarse</b>	<b>Fine</b>
12mm 8.8	60t lbs	65ft lbs
12mm 10.9	77t lbs	86ft lbs
½ inch G5	80t lbs	90ft lbs
½ inch G8	98t lbs	110ft lbs



### **Tow Hook 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.

### **Tow Hook 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.
- C section chassis rails are required to be boxed as per the diagram on page four of these specifications to prevent them from opening or twisting. The hooks are to be mounted as per Mounting Option 3.

### **Tow Hook 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.



## **Tow Hook Mounting – Note 1:**

- Bumper / Bull Bar mounted hooks only acceptable on a case by case basis.
- ARB (and TJM) state "No snatching from bumpers".
- Bumper mounted hooks will only be considered for acceptance when the mounting bolts attach directly to the chassis or to a suitable structure directly linked to the chassis.

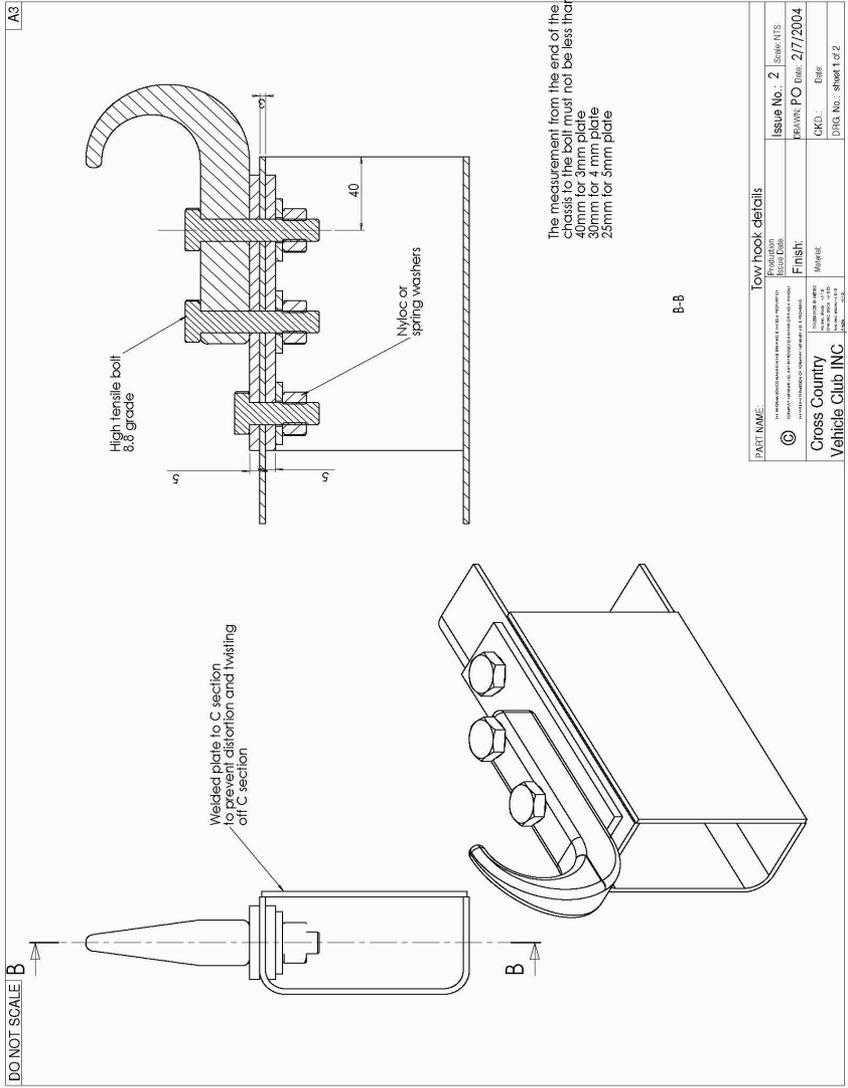
## **Pintle Hooks:**

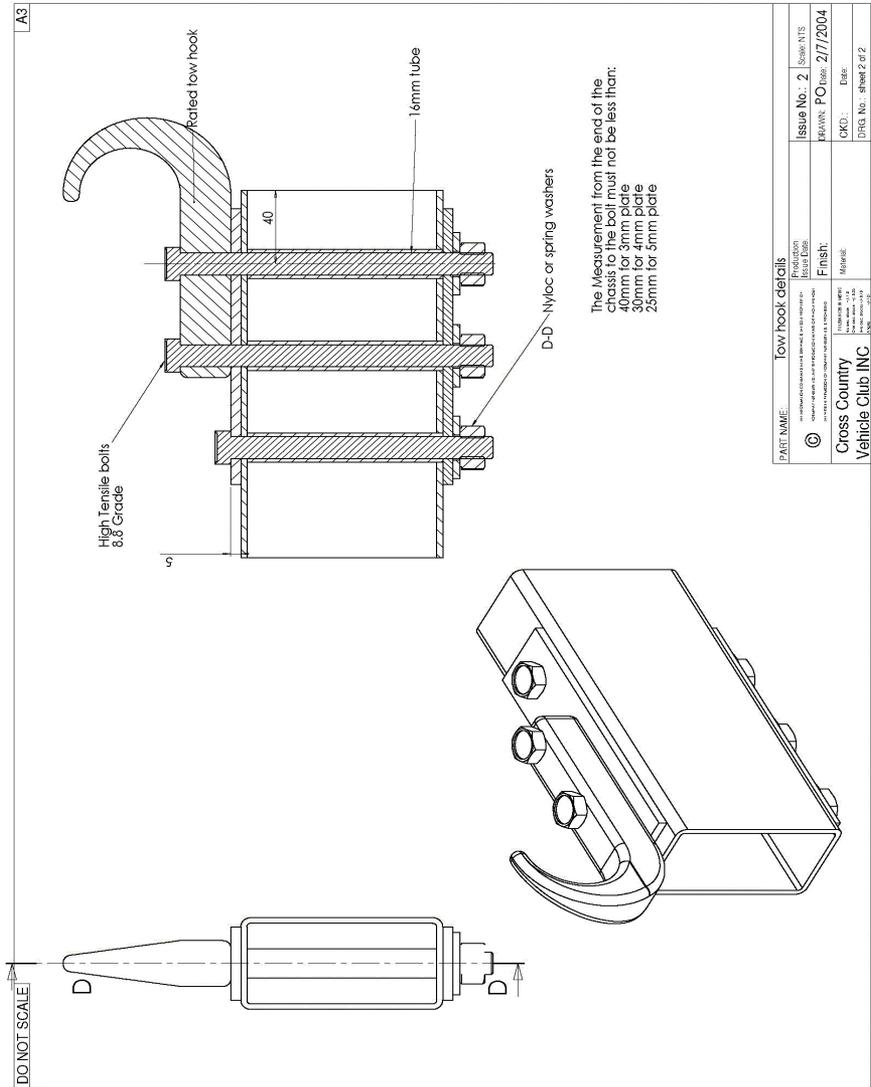
- Pintle hooks must be mounted with 4 bolts meeting the standards outlined in the 'bolts' section earlier in this document. All bolts are to have high tensile nuts fitted – the captive nuts in the chassis are not sufficient. Note nyloc nuts are not high tensile.
- If the chassis is of less than 3mm thick, additional plates must be fitted, of at least 3mm thickness. Each plate must 'capture' at least two of the mounting bolts, and be a minimum of 40mm wide, and extend at least 40mm beyond each bolt. Other equivalent solutions are permitted.
- Note this section also applies to any tow hook mounting that is fitted to the '4 hole' mount in the rear crossmember.

## **Receiver hitches:**

Many vehicles are fitted with 2" receiver hitches. These may be used as a recovery point under the following conditions.

- The pin must be a high tensile bolt (min 8.8 or Grade 5) of at least 16mm. Alternatively, factory pins (of at least 16mm), without markings, are acceptable.







## **CCVC-SAFETY-0003**

# **Minimum Requirements for Recovery Hooks**

### **Introduction:**

This document details the minimum requirement for a vehicle recovery hook as specified in *CCVC-SAFETY-0002 Minimum Standards for Tow Hook Mounting*. It is written in "lay terms" so that everyone may understand it.

### **General:**

The purpose of the recovery hook is to provide a safe and secure point from which to recover a stuck vehicle. The hook should be strong enough to enable the recovery of a stuck vehicle, but more importantly must be designed so that if recovery forces exceed the design forces, it fails in a safe manner. To do so the hook must bend and release the rope. If the hook fails by breaking, the loose metal becomes a potentially lethal missile.

### **Considerations:**

The forces that can be exerted during recovery have little to do with the size of the vehicle being recovered, and more to do with the nature of how the vehicle is stuck, and the "enthusiasm" of the recovery vehicle. For example, a Suzuki wedged into a submerged log, is effectively an immovable object and a snatch recovery will not free it, regardless of the force applied. In this case, unless commonsense is used and a different recovery technique employed, something will fail.

The potential failure points are:

1. The tow rope/strap
2. The hook
3. The bolts
4. The hook mounting
5. The vehicle chassis

The tow strap is the only "soft" part of the recovery, so this is the most desirable component to fail. It should be noted however, that experience has shown a failed snatch strap has sufficient energy to smash a window or dent a panel.

Typically, snatch recovery straps have a minimum-breaking load of 8000kg. This is an enormous force and nearly twice the rated load of a typical 4wd recovery hook. 4wd recovery gear does not have to comply with any specific standard, and as such manufacturers devise their own. The hook rating cannot be directly compared to strap rating.



**To ensure a safe situation always exist, CCVC have decided that:**

- 1. All hooks must be securely mounted to the vehicle in accordance with CCVC-SAFETY-0002 Minimum Standards for Tow Hook Mounting.**
- 2. All hooks must be of forged construction and rated to 10,000lb. This value has been chosen because it is the industry standard for aftermarket hooks, and the most readily available type of hook. These hooks are stamped "10,000lb". Note hooks marked "4500kg" (only 'Supercheap' brand to date) are NOT acceptable (these have broken during testing).**
- 3. Pintle hooks are an accepted alternative. They must be securely mounted to the vehicle in accordance with CCVC-SAFETY-0002 Minimum Standards for Tow Hook Mounting.**

### **Recovery Hook Manufacture:**

A combination of the type of material and the manufacturing method will determine the failure mode of a hook. Unfortunately, it is usually very difficult to determine how a hook was manufactured or what it is made of.

### **Material:**

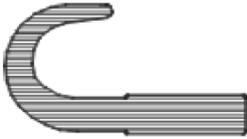
Mild steel is the household name for low-grade steel. It is relatively soft and can be easily bent or beaten into many shapes. It has high impact resistance, and knocked, it will bend rather than shatter. Unfortunately it is also relatively weak, so a hook would need to be made very heavy to take the loads required of it.

As steel becomes "stronger", it also becomes less malleable, or willing to bend. An example of higher-grade steel is the bolts securing the hook to the chassis. The club specifies ISO grade 8.8 because this is a good compromise between high strength and impact resistance. A grade 4.6 (mild steel) bolt will fail at half the load of a grade 8.8 bolt.



**Manufacturing Method:**

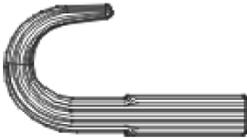
All steels are made up of microscopic grains linked together. The way these grains are joined partly determines the strength of the material.



When steel sections or plates, are made at the steel works, they are rolled into their shape. As such, the grains tend to line up along the length of the section. If a hook was machined from a solid plate as shown in the picture at left, the grains would be disjointed, and the hook could crack along one of the lines shown. This becomes more of a problem with "stronger" grades of steel.



When an object is cast, the metal flows into a mould in no particular order, so the grains tend to be somewhat disjointed. This can make the material brittle. Though it is strong enough for normal applications, in an overload situation, the end of the hook is likely to break off.



A forged hook has the grains in line similar to the machined hook, but the grains follow the shape of the hook. Rather than acting as "crack here" lines, the lines in the forged hook make the material more malleable and can be described as "bend along here" lines. In an overload situation, the hook will bend without breaking.



### **Commercial Hooks:**

It is very difficult to determine the material or manufacture method for a recovery hook. CCVC does not expect a vehicle inspector to have to decide if a hook is suitable based on a detailed examination. The most convenient way to ensure that a hook complies with this specification is to specify commercially available hooks stamped as rated to 10,000lbs. By doing this, the onus is on the manufacturer, rather than the vehicle owner or CCVC, to guarantee the load limit and failure mode.

Testing by CCVC has shown that aftermarket recovery hooks available from reputable 4wd accessories dealers fail in a safe manner at, or above, their rated load of 10,000lb. At the time of publication, these hooks complied:

Bush Ranger  
Cokes  
Black Rat (chrome hooks only)  
ARB

This list will be updated regularly. If in doubt, see your CCVC vehicle inspector.

These hooks can be recognised by the 10,000lb rating stamped into them.

### **Other Hooks:**

It is acknowledged that other hooks not stamped may also fail safely, but there is no way to be sure without destructive testing, therefore the club does not allow the use of these hooks.

It is also acknowledged that there is potential for hooks to be falsely stamped. This document has been written for the benefit of the members. It relies on the integrity of the members to comply with it.

### **Version History:**

Version 2.0 – addition of pintle hook as accepted, update black rat as only chrome hooks approved, supercheap hooks not approved.

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

Get Lost = The Aka's with Maps and GPS

Sun 16/07/2006

Organiser: Peter Osborne

**Description:**

**Category:** Family Shiny

**Trip location(s):**

Akatarawa Forest

**Trip leader:** -tba-

Home phone Cellphone

Assistant trip leader - Ray Harkness

Bookings are required.

**Trip fee** \$15.00

**Meeting point(s):**

Totara park bridge

**Finishing point(s):**

Where we started...

**Dates:**

Meeting time Sun 16/07/2006 09:30

Drivers briefing Sun 16/07/2006 09:40

Finish Sun 16/07/2006 16:00

**Fuel required for:** 120 kms.

**Weather Restrictions:**

Light rain/wind OK

Subject to landowners discretion

Listen to radio cancellation service

on NewstalkZB 1035AM from 08:00

**Possible vehicle damage expected on trip:**

No damage likely

Some bush marks possible

**Trip suitable for:**

Dry Wet

Novice drivers

Average drivers

Experienced Drivers

**Pets:** No

**Food:** BYO Food

BYO Drinks

**Vehicle Requirements:**

Tow hooks front and rear

Recovery strop, shovel

First aid kit, fire extinguisher

Roll bar/cage for all soft/open tops

Low ratio gearbox

Club radio preferred

PRS radio preferred

Any tyres suitable

**Track type:**

**Mostly Some Optional**

Dirt roads and tracks

Clay or mud

Average ascents/descents

Creeks, small rivers

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

**Notes:**

**Cross Country Vehicle Club (Wellington) Inc.**  
 Trip Information Sheet



McKenzie trail by spotlight - Fri 21/07/2006  
 Organiser: Grant Purdie

VEHICLE CLUB  
 Wellington (inc)

**Description:** Category: Club 4X4

**Trip location(s):** Foxton Beach - McKenzie Trail

**Trip leader:** Grant Purdie  
 Home phone (04) 233 - 1192 Cellphone 021612216

**Trip fee** \$0.00

Bookings are required.

**Meeting point(s):** -tba-      **Finishing point(s):** Foxton Beach general area

**Dates:**  
 Meeting time Fri 21/07/2006 16:30  
 Drivers briefing Fri 21/07/2006 16:35  
 Finish Fri 21/07/2006 22:30

**Fuel required for:** 80 kms.

**Weather Restrictions:** Light rain/wind OK  
 Subject to landowners discretion

**Possible vehicle damage expected on trip:**  
 No damage likely  
 Some bush marks possible

**Trip suitable for:**

	Dry	Wet
Novice drivers	<input type="checkbox"/>	<input type="checkbox"/>
Average drivers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Experienced Drivers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

**Pets:** No  
**Food:** BYO Food  
 BYO Drinks

**Vehicle Requirements:**  
 Tow hooks front and rear  
 Recovery strop, shovel  
 First aid kit, fire extinguisher  
 Roll bar/cage for all soft/open tops  
 Low ratio gearbox  
 Club radio or PRS required  
 Any tyres suitable

**Track type:** **Mostly Some Optional**

Beach or sand	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Average ascents/descents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steep ascents/descents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

**Notes:**

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

Terawhiti Station and up the river

Sat 22/07/2006

Organiser: Ron Wadham

**Description:**

**Category:** Shiny 4X4

**Trip location(s):**

Terawhiti Station

**Trip leader:** Ron Wadham

Home phone (04) 563 - 7907 Cellphone 0252106455

**Trip fee** \$20.00

**Bookings** are not required.

**Meeting point(s):**

Old Makara Garage - Makara Village

**Finishing point(s):**

Terawhiti Station gate

**Dates:**

Meeting time Sat 22/07/2006 09:30

Drivers briefing Sat 22/07/2006 09:50

Finish Sat 22/07/2006 16:30

**Fuel required for:** 70 kms.

**Weather Restrictions:**

Light rain/wind OK

Subject to landowners discretion

Listen to radio cancellation service

on NewstalkZB 1035AM from 08:00

**Possible vehicle damage expected on trip:**

No damage likely

Some bush marks possible

**Trip suitable for:**

Dry Wet

Novice drivers

Average drivers

Experienced Drivers

**Pets:** No

**Food:** BYO Food

BYO Drinks

**Vehicle Requirements:**

Tow hooks front and rear

Recovery strop, shovel

First aid kit, fire extinguisher

Roll bar/cage for all soft/open tops

Low ratio gearbox

Club radio preferred

PRS radio preferred

Mud tyres preferable

**Track type:**

**Mostly Some Optional**

Dirt roads and tracks

Average ascents/descents

Gravel

Clay or mud

Creeks, small rivers

Steep ascents/descents

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

**Notes:**

**Cross Country Vehicle Club (Wellington) Inc.**  
 Trip Information Sheet



VEHICLE CLUB  
 Wellington (inc)

Rally woods with Steve - Sun 23/07/2006

Organiser: Steve O'Callaghan

**Description:**

**Category:** Club 4X4

**Trip location(s):**

Rally woods - Green Hut

**Trip leader:** Steve O'Callaghan

Home phone (04) 235 - 9849 Cellphone 0211310647

**Trip fee** \$20.00

**Bookings** are required.

**Meeting point(s):**

Moonshine/Haywards corner

**Finishing point(s):**

Bulls Run Road - Moonshine

**Dates:**

Meeting time Sun 23/07/2006 09:30

Drivers briefing Sun 23/07/2006 09:40

Finish Sun 23/07/2006 15:00

**Fuel required for:** 100 kms.

**Weather Restrictions:**

Light rain/wind OK

Subject to landowners discretion

Listen to radio cancellation service

on NewstalkZB 1035AM from 08:00

**Possible vehicle damage expected on trip:**

Heavy bush marks & scratches expected

Some damage to sills & corners possible

**Trip suitable for:**

Dry Wet

Novice drivers

Average drivers

Experienced Drivers

**Pets:** No

**Food:** BYO Food

BYO Drinks

**Vehicle Requirements:**

Tow hooks front and rear

Recovery strop, shovel

First aid kit, fire extinguisher

Roll bar/cage for all soft/open tops

Low ratio gearbox

Club radio or PRS required

Good mud tyres essential

Extra recovery gear an advantage

**Track type:**

**Mostly Some Optional**

Creeks, small rivers

Clay or mud

Average ascents/descents

Deep mud holes

Steep ascents/descents

Dirt roads and tracks

Rocky or river boulders

Deep rivers, water holes

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

**Notes:**

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

Host the shiny's to a NEW track

Sun 30/07/2006

Organiser: Grant Purdie

**Description:**

**Category:** Shiny 4X4 to Club 4X4

**Trip location(s):**

Akatarawa Forest

**Trip leader:** Grant Purdie

Home phone (04) 233 - 1192 Cellphone 021612216

**Trip fee** \$15.00

**Bookings** are required.

**Meeting point(s):**

Moonshine/Haywards corner

**Finishing point(s):**

Where we started...

**Dates:**

Meeting time Sun 30/07/2006 09:00

Drivers briefing Sun 30/07/2006 09:05

Finish Sun 30/07/2006 16:00

**Fuel required for:** 80 kms.

**Weather Restrictions:**

Rain, hail or snow "We go"

Subject to landowners discretion

**Possible vehicle damage expected on trip:**

Some bush marks possible

**Trip suitable for:**

Novice drivers

Dry

Wet

Average drivers

Experienced Drivers

**Pets:** No

**Food:** BYO Food

BYO Drinks

**Vehicle Requirements:**

Tow hooks front and rear

Recovery strop, shovel

First aid kit, fire extinguisher

Roll bar/cage for all soft/open tops

Low ratio gearbox

Good mud tyres essential

Extra recovery gear an advantage

**Track type:**

**Mostly Some Optional**

Dirt roads and tracks

Clay or mud

Average ascents/descents

Rocky or river boulders

Creeks, small rivers

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

**Notes:** Club and Shiny trip

**Cross Country Vehicle Club (Wellington) Inc.**  
 Trip Information Sheet



VEHICLE CLUB  
 Wellington (inc)

Out to White Rock and Tora - Sun 06/08/2006

Organiser: Ron Wadham

**Description:**

**Category:** Shiny 4X4

**Trip location(s):**

White Rock

**Trip leader:** Ron Wadham

Home phone (04) 563 - 7907 Cellphone 0252106455

**Trip fee** \$25.00

**Bookings** are not required.

**Meeting point(s):**

Revan Street - Mobil Featherston

**Finishing point(s):**

Tora

**Dates:**

Meeting time Sun 06/08/2006 09:30

Drivers briefing Sun 06/08/2006 09:50

Finish Sun 06/08/2006 16:00

**Fuel required for:** 170 kms.

**Weather Restrictions:**

Light rain/wind OK

Subject to landowners discretion

Listen to radio cancellation service

on NewstalkZB 1035AM from 07:00

**Possible vehicle damage expected on trip:**

No damage likely

Some bush marks possible

**Trip suitable for:**

Dry Wet

Novice drivers

Average drivers

Experienced Drivers

**Pets:** No

**Food:** BYO Food

BYO Drinks

**Vehicle Requirements:**

Tow hooks front and rear

Recovery strop, shovel

First aid kit, fire extinguisher

Roll bar/cage for all soft/open tops

Low ratio gearbox

Club radio preferred

PRS radio preferred

Mud tyres preferable

Extra recovery gear an advantage

**Track type:**

Creeks, small rivers

Average ascents/descents

Gravel

Beach or sand

Dirt roads and tracks

Clay or mud

Rocky or river boulders

**Mostly Some Optional**

The Trip Leader is required by the Club Committee to turn away vehicles or drivers that do not comply with Trip Categories, or any special conditions indicated on this form.

Access to land is a privilege, not a right. Please comply with instructions from Trip Leaders and at all times respect the properties we drive on. Remember: "Abuse it and we'll lose it"

**Notes:** Please listen to Cancellations the weather can be different on the coast. The river at White Rock is soft and we may need to be winched across (according to the farmer)so proper tow hooks are essential!



# Trip Categories

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## **Family Shiny:**

*Description:* Family trip. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary.

*Drivers:* Particularly suited to family outings and drivers new to off-road driving, this category is also open to anybody who enjoys this style of trip.

*Members:* Anybody is welcome, especially prospective new members.

*Vehicles:* An important objective is minimal challenge and minimal risk to vehicles. Club safety equipment is mandatory for club members; it is not mandatory for non-members although it is recommended for vehicles once their drivers have participated in one or two trips. All open or soft-top vehicles must have a roll bar or roll cage.

## **Shiny 4x4:**

*Description:* More difficult family trips, for shiny wagons and drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles.

*Drivers:* Must have some experience, preferably from the driver training provided by the club. Particularly important are experience in stopping, failed hill climbs, steep descents and sidings.

*Members:* These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

*Vehicles:* Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle & Equipment Inspections". This applies to all vehicles on the trip. All open or soft-top vehicles must have a roll bar or roll cage.

## **Club 4x4:**

*Description:* Challenging trips, for experienced drivers. There will be steep and challenging terrain, modestly deep water and mud, likelihood of bush marks.

*Drivers:* Must have experience beyond that required for Shiny 4x4 trips, including water crossings and vehicle recovery.

*Members:* These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

*Vehicles:* Must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle & Equipment Inspections". This applies to all vehicles on the trip. Accessories such as high-lift jacks, externally mounted spare tyre, bush bars and multiple jacking points are of advantage. Winches are often particularly useful. Generally a short wheelbase vehicle is better suited for the tight tracks. All open or soft-top vehicles must have a roll bar or roll cage.

## **Hard Yakka:**

*Description:* Difficult trips with very challenging terrain and surfaces, where winching, digging, and vehicle damage are all a possibility!

*Drivers:* Experienced drivers only.

*Members:* These trips are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

*Vehicles:* As per the Club 4x4 category. In addition, a roll-bar or roll-cage is recommended for all vehicles on Hard Yakka trips. All open or soft-top vehicles must have a roll bar or roll cage. Often a winch is mandatory on a Hard Yakka trip; this will be specified on the Trip Information Sheet.

***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.***



Date	Name	Organiser	Category	Place	Status	Notes
<b>July 2006</b>						
Saturday 8th	Advanced Driver Training	Andrew Farmer	Shiny 4X4	Patterson's Farm	Confirmed	
Saturday 8th	Another evening adventure	Roger Seymour	Club 4X4	Akatarawa Forest	Tentative	
Sunday 9th	Orongorongo Station to Lake Onoke	Ron Wadham	Family Shiny	Orongorongo Coast	Confirmed	
Monday 10th	Belmont Regional Park	Roger Seymour	Meeting - 19:30			
Wednesday 12th	Club Night	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Sunday 16th	Get Lost = The Aka's with Maps and GPS	Peter Osborne	Family Shiny	Akatarawa Forest	Confirmed	Navigation trip
Thursday 20th	FBCC Committee	-tba-	Meeting - 19:00	Foxton Beach - PALS Building		
Friday 21st	McKenzie trail by spotlight	Grant Purdie	Club 4X4	Foxton Beach - McKenzie Trail	Tentative	MUST BOOK !!!
Saturday 22nd	Terawhiti Station and up the river	Ron Wadham	Shiny 4X4	Terawhiti Station	Confirmed	
Sunday 23rd	Rally woods with Steve	Steve O'Callaghan	Club 4X4	Rally woods - Green Hut	Confirmed	
Wednesday 26th	Committee	-tba-	Meeting - 19:30			
Sunday 30th	Host the shiny's to a NEW track	Grant Purdie	Shiny 4X4 / Club 4X4	Akatarawa Forest	Confirmed	NEW track just opened up

Date	Name	Organiser	Category	Place	Status	Notes
<b>August 2006</b>						
Sunday 6th	Out to White Rock and Tora	Ron Wadham	Shiny 4X4	White Rock	Confirmed	
Wednesday 9th	Club Night	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 12th	4WD Driver training	-tba-	Training (Driver Practical)			
			Family Shiny		Confirmed	
Sunday 13th	Teams Challenge event	Neil Blackie	Club 4X4			
Monday 14th	Belmont Regional Park	Roger Seymour	Meeting - 19:30			
Monday 14th	Safety Sub-Committee	-tba-	Meeting - 19:30			
Saturday 19th		-tba-				
Saturday 19th	Bout time we visited Colin James (if we're allowed) ?	-tba-	Shiny 4X4	Colin James' property, Whiteman's Valley	Tentative	
Sunday 20th	Akatarawa Trip Leader Training	Roger Seymour	Family Shiny / Shiny 4X4	Akatarawa Forest	Planned	For CCVC Trip Leaders and those in the Trip Leaders training programme.
Monday 21st	ARAC Committee	-tba-	Meeting - 19:00			
Saturday 26th	A quiet day in the Akas... Yeh Right	-tba-	Club 4X4			
Sunday 27th	Pencarrow Coast to Wainui	-tba-	Family Shiny / Shiny 4X4	Pencarrow Station		
Wednesday 30th	Committee	-tba-	Meeting - 19:30			

Hi the CCVC Members,

On behalf of the club, I'd like to express my thanks to all the folks who went out of their way to help out with a couple of events over a long weekend a while ago. On Sunday lots of members turned up to ferry the Regional Council's visitors into three sites in the Akatarawa Forest. The

Date	Name	Organiser	Category	Place	Status	Notes
<b>September 2006</b>						
Sunday 3rd	Around the Akas to Deadwood Ridge	-tba-	Family Shiny	Akatarawa Forest - Cannon Point		
Sunday 3rd	Odlin's Road	-tba-	Club 4X4	Odlin's Road		
Monday 4th	Trip Leaders' Forum	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 9th	Advance Driver Training	-tba-	Shiny 4X4 / Club 4X4			
Monday 11th	Belmont Regional Park	Roger Seymour	Meeting - 19:30			
Wednesday 13th	Club Night	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 16th	The Akas - Hosted with the Club 4x4 trucks	-tba-	Family Shiny / Club 4X4			
Thursday 21st	FBCC Committee	-tba-	Meeting - 19:00	Foxton Beach - PALS Building		
Saturday 23rd	Foxton Beach Bowl	-tba-	Family Shiny			
Saturday 23rd	McKenzie trail	-tba-	Shiny 4X4 / Club 4X4			
Wednesday 27th	Committee	-tba-	Meeting - 19:30			

*(Continued from page 45)*

visitors had been attending the NZ Institute of Forestry conference over the previous few days. See conference details at <http://nzif.eventmergers.co.nz/> if you're interested.

Many thanks to all the members who came along. As it happened there were fewer visitors that originally expected so we had some spare seats - on the positive side that allowed a couple of our drivers to go back home as they had other things to do. Nonetheless you had seen my call for helpers earlier in the week, when we were short of seats, and you responded overwhelmingly well. Thank you!

I was impressed to observe the warm relationships our drivers had established with their passengers by the end of the day. Not only was this a courtesy to our visitors, it was also a valuable lesson to them that we are nice people with responsible attitudes. This is exactly what we need as part of developing friendly, positive relationships with land owners and land managers.

The upshot is that I was approached after the trip by a couple of the senior people from the organisation who told me that there are lots of forest tracks that we should be able to use - they could see no problem in this and would like to help facilitate our access. Needless to say, I'll be following up with them!

This is what land access is all about.

Then on Monday we had a trip and track-clearing work party into the Dick's Yard area. Being a work day, which I had selfishly wanted to make into part of a four-day long weekend, I'd thought there might be 3 or 4 other members who would come along. When I arrived to find there were 10 vehicles, I was amazed. It seemed we've hit on a good idea, lets go on 4wd trips instead of going to work! Perhaps they hadn't realised it was a work party? But no, they were all prepared to pitch in and clear away gorse and branches off the track, dig away a slip, and generally slave away to succeed in re-opening a track that has been closed for about 4 years. And we did a bit of driving too - it wasn't all work.

So thanks to this crew too, track clearing is also part of what land access is all about. We can only have 4wd trips on tracks if they are available to us and passable. So now we've extended our network again and lots of other members will be able to enjoy it.

Thanks again, to all our wonderful volunteers. Your willingness to help and the time and effort you contributed are really appreciated.

Regards - Grant.



[www.wgtn4wd.co.nz](http://www.wgtn4wd.co.nz)



Repairs and maintenance of all  
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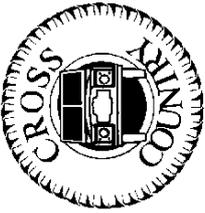
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**Wellington 4WD Specialists Ltd**  
**26 Hawkins Street**  
**Lower Hutt**

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**or 027 201 2529**



VEHICLE CLUB  
Wellington (inc)



*If undeliverable, please return to PO Box 38-762, Te Puni, Wellington*