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Cover Picture:

I can see a wee job for a bright yellow water blasting machine here!.



**VEHICLE CLUB
Wellington**



Editorial Ramblings

Hi there

This newsletter is slightly later than usual as the clubnight is as well.

As a matter of fact I had actually forgotten about the newsletter until I got an email from Marcel saying that the trip-sheets were ready to download and I thought "gee Marcel is early this month" but in fact it was me having a blonde moment and not being ready myself! So you see it is really convenient that the clubnight is late as it gave me a little bit of extra time.

Anyway, some interesting trip reports and some interesting trips to go along on as well.

And don't forget to start thinking about the AGM and who you'd like to be running the club on your behalf.

Alan...



Equipment Required

In accordance with club policy, the following equipment is a requirement on all Cross Country Vehicle 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 vehicle**
- 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 (available from the website or any committee member). All member vehicles going on club trips must display a current club vehicle inspection sticker.



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.

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Dave Bowler

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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

Mar 25: Rathkeale College Fundraiser.

Starting at 09:30 at the college. Cost \$60, lunch available. Contact Hugh Neil on whangaehu@ihug.co.nz

April 08: NZFWDA Rally Trials Final - South Island.

For more information see www.nzfwda.org

April 20-23: Blue Duck Safari.

Scenic adventure 4wding, jet boating, clay shooting, numbers very limited, mud tyres required. Contact Muddy on 09 360 4483.

April 28-29: NZ4WD Magazine Readers Trip.

2 day trip in the Waiouru area on army land, limited numbers. For details contact subs@adrenalin.co.nz or Hilary on 09 478 4771

April 29: Whakatane Tough Truck Challenge.

May 05: Auckland.

4x4/ARB/Come-Up Winch's Continuous Winch Day. Non competitive fun day. Contact 09 292 2825 or www.pukerau.co.nz

May 11-19: ARB Warn Outback Challenge.

Broken Hill, Australia. For details see www.outback4x4challenge.com

May 20: Middle Districts Lions Club

Annual Rally. Bulls ` Scotts Ferry area, \$60, limit of 100, Murray on 06 326 9619 or mdmills@clear.net.nz

Details in the column appear courtesy of Cathy Parker, publisher of the New Zealand 4WD and Sportvehicles magazine. Potential participants should contact the event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.

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905	Polar Fleece - Black - Blue - Green								65.25	
907	Cap Black/Brown Peak								19.75	
908	Cap Linen/Black peak								19.75	
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Trip / Convoy Rules

1. The trip leader is always in charge. Please recognise their authority, follow their instructions and give them 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 a driver in front not obeying this rule.
1. 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.

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:** Phil Lewton with Carl Furniss, Grant Purdie, John Kowalczyk & Ray Harkness
- **Trip Leaders Forum:** Carl Furniss with any trip leaders who turn up
- **Web Project:** Stefan Cook with Andrew Farmer, Grant Purdie, Jay Montilla, Jeremy Ackley & Marcel van Dorrestein
- **Radio:** Jeremy Ackley with Jim Johnson, Grant Purdie, John Kowalczyk, Phil Lewton, Ray Harkness, Rodney Bracefield & Mark Wolstenholme

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

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If you are changing your 17inch alloy rims over to steel rims pay particular attention to the front wheel studs. It has been discovered that the wheel nut is very close to bottoming out before it clamps the wheel, not a problem with the 10mm thick flanges of the alloy rims but the steel rims

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REMINDER - March Clubnight

21 March 2007
(one week later than usual)

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are only about 4mm thick.

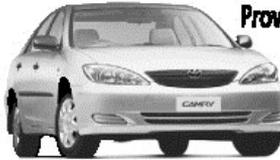
After some very careful measuring with a vernier it was determined there was only 0.5 mm to spare before the nut ran out of thread. What if the rims were only 3.5 mm thick or the countersinks were a bit deeper? The result would be loose wheels even though the wheel nuts were correctly tensioned. (Failure of studs inevitable but not immediate.)

Note: Doesn't seem to be an issue with the rear studs as they are parallel (Not necked down) and have thread all the way to the hub face.

If you have already fitted steel rims it would pay to check this out.

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 **TOYOTA**

Welfare

Our thoughts are with the following people:

- Marcus van Veen who recently married and is away on his honeymoon.
- Chris & Steve Watson of Long Gully Station as their son is in hospital with a serious unknown virus that has the doctors puzzled.

Toyota Recall

Toyota Surf & 4Runner vehicles assembled in Japan between 1988 and 1996 may be affected by a problem with the steering relay rods. About 60 - 70% of these vehicles are likely to be in the North Island. Letters have been sent out to owners & WOF checks will have picked up any major problems.

Rooting along the Ruts

The Ruts and filling in the hole - 25 November 2006

It doesn't happen too often, but it's happened today: loads of rain during the week to make it nice and slippery, but now it's Saturday, and the sun is shining for a good day out. So it's time to go back to the Ruts. The Ruts is one of those Shiny to Club 4x4 trips that Club 4x4 can mostly drive but Shiny's need the odd little tug, which is great because it makes you feel all those mods you've had done are worthwhile, right? Wrong, 'cos today has a few surprises, not least a couple of show stoppers (some more literal than others) from the Dixon clan.

First up though, it's a bit of work. Going away from Orange Hut, the Ruts ends with a very big hole. The sort that can only be winched out. This isn't really what the Ruts are about (see note above) so Ian has decided that we'll drive around to start at this end, and before we begin, we'll dig in the hole. In the event, we find that the back door quad bike route through the trees has been opened up to the point you can get a truck through it, albeit with an uncommon amount of bouncing around, bypassing the hole. But a plan's a plan. So we set about digging a way with an impressive variety of implements.



John V leads a small detachment sorting out the drains, but despite this, a lot of the infill into the hole lies on a layer of goup making our new track rather squidgy. Soon it's time to impact the spoil so Dixon I leads on down. The way in is still steep and tippy, which wouldn't be a problem, except for a 20 metre tree whose roots stick out of the bank in a non-shiny kind of way. So the tree has to go. Now, Dixon J has a pto which

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(Continued from page 10)

we're going to use to pull it over. This attracts some attention because he parks his truck approximately 15 metres away from the base of the tree and starts to pull it towards him. Just when we are thinking that this is going to be very interesting, he stops pulling and sets about amputating some of the trees limbs with his chainsaw. This may sound like rough stuff, but precision surgery has the vacant limbs fall conveniently in what is left of the hole (which is it has to be said is quite a lot) rather than on the truck. Then it's more pulling away at the stump and suddenly it's time for a bit more impacting before we head into the Ruts planning on Orange Hut for lunch.

There's the tight turn into a stream, which causes a bit of a delay but no problems, and then because all this digging has made us peckish, we take the 'easy' fork to the hut. Only this is not quite so easy because Two Way Bog is waiting to trap the unwary. Two Way Bog has, as its name suggests, three 'ways' through it. The middle way is quite firm, if you can get onto it (and stay on it), which is easier said than done because the ruts in the track leading up to it have a different idea. Still Dixon I is in front and manages with aplomb. Unfortunately, Dixon J finds himself in the left option, which is deep deep mud involving lots of wheel spinning and no pro-

(Continued on page 12)

(Continued from page 11)

gress, no matter how big a run up you have eh John? A bit of stopping then Stefen and Jack try the right option, but that is even stickier and more stopping results. Yours truly tries the middle route but slips off to the left with the inevitable result. Still a couple of vehicles manage it



this way. Most fun to watch is Phil, who abandons plans for a high speed assault on the middle line half way through in favour of an attack on the right line. This is interesting because there is a tree dividing the two lines.

At the hut, Ian tells us that we took the easy deviation, but it's the full on route for the way back. We should have paid attention to the omens. The first hole (the one after the tippy corner and the left and right options) isn't as easy to drive as last time we were this way six months ago, and most of us need a little pull out.

The next hole has right and left options. The left requires a bit of manoeu-

(Continued on page 13)

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 (person who administers the list servs)
- Trips@ccvc.org.nz (Trip Coordinator)
- Newsletter@ccvc.org.nz (to send stuff to the newsletter editor)
- Database@ccvc.org.nz (membership database administrator)
- Access@ccvc.org.nz (Chairman of the Land Access Management Committee)
- NZFWDAdelegate@ccvc.org.nz (NZ Four Wheel Drive Association delegate)
- Treasurer@ccvc.org.nz (club treasurer)
- Welfare@ccvc.org.nz (club welfare officer)
- David.coxon@xtra.co.nz (Club night photo submission)
- Helpdesk@ccvc.org.nz (any general questions)

Would you like to receive club news announcements from news@ccvc.org.nz and do you have an e-mail address? 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.



Tyres, Springs, Shocks and Lift Kits are now available from Firestone Direct in Petone.

Contact Phil on 568 5045

(Continued from page 12)
ving to get on to, but is perfectly drivable. The right is deeper, usually goes, and is obviously more fun. So Dixon I drops in just like he usually does, but there he stays. So Dixon J drives around left option and gives a tug. No movement, so he turns his truck around, tethers the back of it to a Suzuki and starts winch. This causes things to move a bit, but not at the right end of the winch rope. So we park John further back, tie him to a tree, and run out a longer pull through a snatch block to sort out the angles. Result: the tree anchoring the snatch block parts company with terra firma. So we find a bigger tree. Result: John's winch rope snaps. Well before now, Ian's passenger has concluded that he isn't going to go forward ever again, and so has climbed out of the window (the only way out) to seek alternative options.



(Continued on page 14)

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Brent who has been masterminding this operation (and not a few others throughout the day) concludes that if Ian isn't going forward, he'll have to go back. This isn't an attractive option – the way into the hole was definitely a drop. But eventually we rig up Stefen's pto to a 2 to 1 and Ian pops out nicely, about an hour after he first went in.

Most of the rest of the trip was quite uneventful except we decide that the hole where we did all the digging needs to dry out, so we bump through the trees, which defeats a fair few. Once through the temperature has dropped a lot, so it's time to dash off home.

Thanks to Ian for leading the trip, and thanks to Brent for doing more than his fair share of sorting things out.

Paul Clarke

Article from: [Daily Telegraph](#)

TOYOTA has issued a safety recall to more than 137,000 Land Cruiser and Lexus 4WD owners.

The recall came after the discovery, during services, of a number of cars on which retaining bolts on the front brake rotors had loosened or detached. "Under certain specific, severe circumstances the retaining bolts on the front brake rotor can loosen," Toyota's Glenn Campbell said.

"If the car continues to be driven under those conditions an extreme result would be that the bolts may displace." A total of 134,513 Toyota Land Cruiser (70 and 100 series) vehicles and 2966 Lexus (LX470) built between September 1997 and December 5, 2005, are involved in the recall, which applies only to cars sold in Australian and New Zealand.

The recall is the biggest involving a Toyota vehicle in Australia and one of the most extensive for any brand of car in Australia. The Land Cruiser and luxury Lexus LX470 are popular family cars often favoured by women, which has earned them the nickname of "Mum's Taxi". Mr Campbell said there have been 39 instances of loosened bolts found during services, but no reports of accidents attributable to the issue.

The conditions under which the retaining bolts become stressed include repetitive high "G" brake applications, which may occur when the car is driven down steep inclines, or when towing. All owners will be contacted directly by Toyota and the bolts checked and replaced free of charge if necessary. Any concerned vehicle owner can contact their nearest Toyota dealer for further advice.

<http://www.news.com.au/story/0,23599,21343492-421,00.html>

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LUCKY!!!

Look at the first picture to the right and you can see where this guy broke through the guard rail and left the road, traveling **from right to left** (where the people are on the road). He flipped across the end of the culvert and landed on the left side of it. Now



look at the second picture (next page) and you can see how lucky he was.

IMPORTANT NOTICE

MARCH CLUB NIGHT

21 March 2007

Due to circumstances beyond the clubs control the March 2007 club night will be held one week later than the regular second Wednesday of the month.

Please note this change in your diaries.



VEHICLE CLUB
Wellington



See previous page for picture details

CCVC Tramping Club

*Go along on the long challenge
06/01/2007*

2007 already and here we are again, tripping along to see how the professionals do it!

This day started with the prospect of cooler weather in the Akatarawa forest and our preparations had to include enough food and drink for the whole day including dinner so we thought it would be great to see and you all know what it is like packing for a wee fellah as well so pack horses we became.

We all met at the Hayward's / Moonshine corner with 2 other keen trampers and 2 prospects

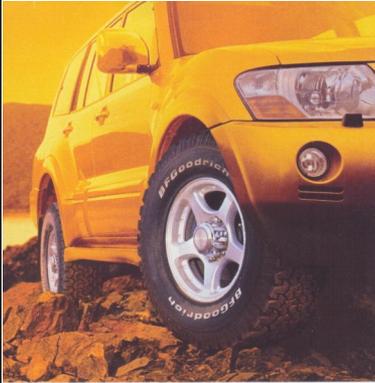
for Grant's Long Challenge.

After a short drive over very picturesque tracks up Bulls run road to the exit spot of the 24 hr track, we left 2 vehicles there to be picked up on our exit and 1 vehicle at the bottom of the road where the start of the track begins.

After outlining the rules and how things would go Grant and Steve took off up the track whilst the trampers saddled our packs and set off on foot behind the trucks. Our impressions of the track were very beautiful forestry

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Committee Meeting Highlights February 2007

Membership.

One new member this month:

Paul Gadd Nissan Safari

Club AGM 2007.

The 2007 AGM will be held on 9th May 2007, in association with the May club night. People wishing to nominate or be nominated to stand for election to the club committee should start thinking about it now, rather than later.

March Club Night

A reminder that the March club night will be held one week later than usual on the 21st March 2007

Meeting Dates:

Due to other activities at PWMC on three of our scheduled club nights, the following meetings have been rescheduled 1 week later than the regular 2nd Wednesday:

MARCH 2007	-	New date	Wednesday 21 st February 2007
JULY 2007	-	New date	Wednesday 18 th July 2007
OCTOBER 2007	-	New date	Wednesday 17 th October 2007

Haywards Meander Trip Notice

18th March 2007

**All proceeds to
The Wellington Life Flight Trust**

Organised by Malcolm Judd, and run by the Wellington Jeep Club. Malcolm is running the third “Haywards Meander”, a scenic tour down both sides of SH 58 and through some forestry blocks. He has arranged access through ten different properties in the Haywards/Moonshine Rd area, including the St Pat’s Forest, Dry Creek, Boulder Hill and the Belmont Regional Park, with expansive views of the Hutt valley, Porirua harbour and Pauatahanui along the way. (actual route may vary)

The trip is run as a tag-along, starting at the corner of River road and Moonshine road (signposted for Riverstone Terraces). We will meet at 9:30 am, finishing around 4 pm at Dry Creek, Hebden Cres.

This is an open invitation to all four-wheel drive clubs in the NZFWDA Central Zone. We’d love to see you there, and it is a good chance to bring friends out who want to take their 4wds off road without joining a club. Suitable for 4wd vehicles with low ratio.

If it is wet prior to the trip it may be cancelled or replaced by a trip through the Akatarawas from the same meeting place.

The trip fee is \$20 per vehicle, with all proceeds to the Wellington Life Flight trust. Fee payable in cash on the day. Any questions contact Andrew 04-4768 853 or wgtnjeepclub@yahoo.com

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walk interspersed with crackles from the 2 trucks making their way up the track over the PRS radio.

We thought that's great, here we are lugging our packs/ bags and those guys are away up the track. We trudged about 40 minutes up the track before we came upon both trucks quietly winching and stirring up a mud puddle for the following truck that happened to be Steve in his Suzi.

From a spectator's point of view it was amazing to see just the effort that is required to get vehicles making forward progress over such rutted and boggy conditions, this was after several days of no rain and these tracks were comparatively "dry", would have been far worse had there been rain. Grant stated the track was far worse rutted than he had recalled, vehicles with larger Hp, tyres and bikes all adding to the challenge at hand altering the tracks making ascent choices very limited.



We tracked forward recce the track ahead moving our bags forward and returning to watch and assist where we could, there are some great pics that do the track no justice as to steepness and how deep some ruts were or how boggy the mud holes were, we needed good boots or gummys to get through some sections and it is amazing to see how much punishment a vehicle will take!



Hearing the trucks getting through the mud bogs you could have mistaken them for boats bubbling away under the water/ sludge like a pot on the boil, our son Zac decided that these trucks were cool and had to have a ride so into Grant's truck he go for a quick 10 foot hop into the next mud hole! He thought that was cool and uncool at the same time as the smell

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from the bottom of the mud was stagnant!

The other amazing thing with this sort of trip is because you are so involved in what the trucks are doing the time simply fades away, we really didn't notice the day moving on, we had a scheduled lunch break at a mud hole around 12.30ish and made slower progress after that with Steve's truck getting stranded on islands requiring to be dragged across to get the tyres back in touch with terra firma, between a short in Grants winch and Steve's battery running low our progress slowed dramatically. Overheating was another factor due top mud clogged radiators so vehicles had to be rested to allow them to cool before setting off again.

It was not too long after Grants winch was fixed that he lost all drive (no Clutch!) so after some more winching and getting the vehicle accessible, Brent dove under to see what could be done, we got the vehicle moving again but only up one section with Grant giving it death! (Did not know those motors could rev like that!) after which the old clutch gave up and we resorted to winching, cooling and winching.

Steve gained enough drive from his clutch to be able to keep up and winch behind Grant's truck but he inevitable battery failure due to winching meant an exchange, this was carried out and further winching until the overheating thing reoccurred, we needed a plan of recovery so we had a meal break for tea round 7.30pm to discuss the options and get something concrete happening.

After recce the widow makers route as



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(Continued from page 20)

an escape and numerous phone calls it was decided that there needed to be more trucks to recover these 2 and that the trampers could stay or go, we decided to go leaving some equipment that might help and by this stage it was nearing 8.30pm where we tramped out to the road for a ride to our truck.

The other trampers stayed to view and assist the eventual recovery that was to continue with everyone getting out around 2.00am.

This experience is but a few words of the actual experience of being involved as a spectator / helper but the actual experience can only be truly felt by getting involved. We have a better understanding of the full facet of stopping and winching an all that entails. We would encourage those that have not had this chance to consider getting involved in something like this as we left with far more knowledge of learning over the day that I can put here, it was a blast from start to finish, we are only sorry we could not see the final recoveries, next time!



CCVC Meeting Dates - 2007

** Note: March, July & October meetings are NOT on the regular second Wednesday of the month.

14 February	08 August
21 March **	12 September
11 April	17 October **
09 May	14 November
13 June	12 December
18 July **	

CROSS COUNTRY VEHICLE CLUB

2006 CLUB CHAMPS - ROUND 3

Ken McAdam's

11/02/2007



VEHICLE CLUB
Wellington (inc)

<u>Name</u>	<u>Vehicle</u>	<u>Std/Mod</u>	<u>Round 3</u>	<u>Place</u>
Pedro Osborne	Jeep	Modified	350	1
Mitch Seymour	Suzuki	Modified	590	2
Terry Hughes	Nissan	Standard	740	3
Lawrence Muir	Isuzu	Standard	910	4
Phil McConville	Pajero	Standard	960	5
John Hughes	Trials Car	Standard	1000	6
Paul Clarke	Toyota	Modified	1130	7
Warren Perry	Toyota	Modified	1300	8

February 2007 Central Zone Meeting

Notes of interest from the last Central Zone meeting held in Palmerston North recently:

1. Neil Brown from the Tararua Club has taken back the duties of secretary as the incumbent found life to busy.
2. NZFWDA has joined CORANZ (Council of Outdoor Recreations Association of New Zealand).
3. A number of fund raising trips are being arranged by Central Zone clubs, these will appear in our magazines trip planning spreadsheet.
4. The Zone has agreed to give \$500.00 to Valley Club to help cover costs associated with running the fun trial late last year.
5. Central Zone AGM
April 14th at Palmerston North RSA at 1330. Positions up for election, President, Vice President, Treasurer, Secretary, PRO.
6. TV 3 4x4 Documentary was discussed briefly. What a lot of one sided media sensationalized crap, no further time should be wasted on it
7. National affiliation fees this year will be going up to \$28.00, this is due to the gst being added (to be confirmed by AGM)

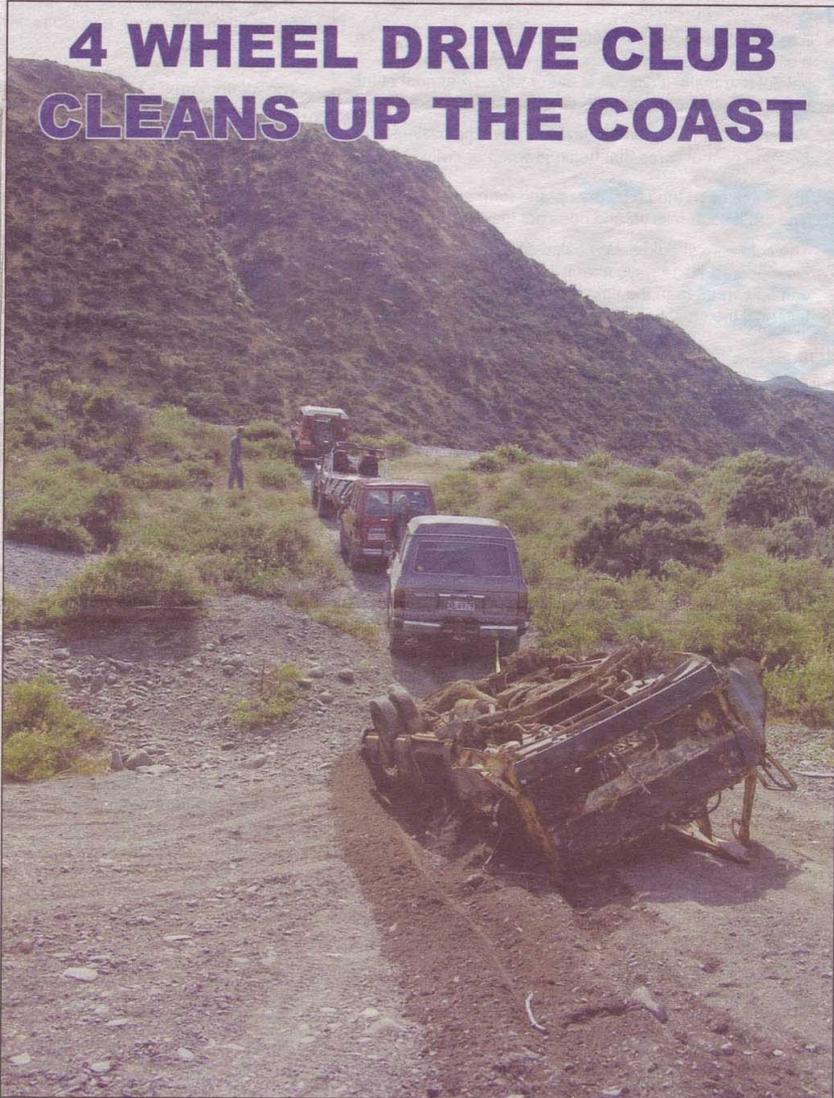
Next Meeting 14th April, immediately after AGM

01/01/2007

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4 WHEEL DRIVE CLUB CLEANS UP THE COAST



The Wellington Cross Country Vehicle Club (CCVC) held a volunteer work party with help from the Hutt City Council and the Greater Wellington Regional Council on Sunday to remove abandoned vehicles and rubbish off Wainuiomata Coast beach. CCVC is Wellington's largest four wheel drive club and one of the biggest and nearly the oldest in

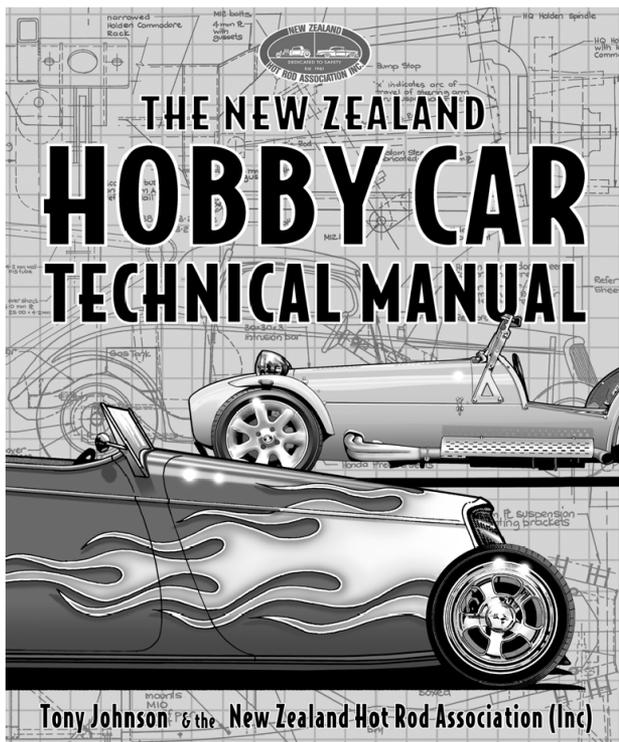
NZ. Local Wainuiomata and Hutt members were involved in the work party which was a follow up trip of the Keep NZ Beautiful clean up day held late last year at the Wainuiomata Coast. In total, 5 car wrecks were extracted, some of which had been there for years, along with several trailer loads of rubbish.



NEW ZEALAND HOT ROD ASSOCIATION'S NEW HOBBY CAR TECHNICAL MANUAL NOW ON SALE

After 6 years in the making, the New Zealand Hot Rod Association's new 'NZ Hobby Car Technical Manual' is now completed, printed, and on sale.

The new manual replaces NZHRA's old Code of Construction Manual that was produced by NZHRA and became available in 1992. Rather than focusing on just hot rod design and construction like the old Code of Construction Manual, the new manual has been written in such a way as to cover a much broader spectrum of hobby cars. With input from the Sports Car Club of New Zealand, Constructors Car Club, and the New Zealand Four Wheel Drive Club, this document covers design and construction details for everything from performance imports, off-roaders, lightweight sports cars, kit cars, and even vintage specials. At around 550 pages, spread throughout 19 chapters, there's a wealth of specialised technical information that will make the manual 'the bible' for anyone building a hobby car or modifying a production vehicle, whether professionally, or in the home garage.



Like the original 1992 Code of Construction Manual, this one has been authored by Tony Johnson, with the technical content coming from the NZHRA Technical Advisory Committee members, all of whom are vastly experienced hands-on guys, who have a life-time of building top quality cars behind them.

The new manuals can be obtained by contacting the NZHRA Secretary, Jo Uttinger, on (07) 575-7606, or emailing her at nzhra@hotmail.org.nz. There is a scale of discounts available to those in the motor industry, those who are LVV Certifiers and members of LVVTA-member associations and clubs, and NZHRA members.

SUPPLY OF NEW HOBBY CAR TECHNICAL MANUAL TO LVV CERTIFIERS

As the principle source document for scratch-built and extensively modified vehicles in New Zealand, it is a requirement of 2.1(1)(d) of the LVVTA Operating Requirements Schedule that each Certifier holds a copy of the new Hobby Car Technical Manual, just as holding a copy of the Code of Construction Manual was required.

All LVV Certifiers will be automatically sent a copy of the new Hobby Car Manual by NZHRA during February, together with an invoice, which must be paid directly to NZHRA. NZHRA have been kind enough to provide a substantial discount on the sale price of the new manual for all LVV Certifiers, even including non-members.

Low Volume Vehicle Technical Association (Inc) Office & courier: 214 Great South Rd, Takapuna, Auckland
E-mail: adminlvvta@xtra.co.nz Phone: (09)299-2990 Fax: (09)299-2992 Postal: P.O. Box 202-104, Southgate, Auckland

PLATE PRODUCTION OPERATIONS TRANSFER

The transfer of LVV certification plate production operations took place between Friday October 20 and Tuesday October 24.

Graham's desk at LTNZ was closed down for the Friday, and the relocation and set up of the new office took place over that weekend, including the Monday which was a public holiday. Linda went to Wellington to assist with the new office set-up and transfer, and Graham was back in action processing plates on Tuesday morning. It was a very smooth and seamless transition that most didn't even notice, other than for the change of address. Catching up in plate production as a result of the transfer meant slightly slower turnaround than usual, but Graham still managed to meet the three-working day turnaround time. Awesome effort Graham - well done!

Our thanks to Blaise Hotop, Charlie Hutton, Laura Tumata from LTNZ's VCU, and Graham's wife Jo and son Phillip for the helping hands on Friday. Thanks very much to all of you!

PLATE PRODUCTION BACK-UP

With the LVV certification plate transfer completed late last year, with all of the required legal contracts between LTNZ and LVVTA completed and signed, and the set-up of the Wellington office and transfer across of the plate production operations, LVVTA's next priority in relation to plate production has been to put in place a plate production back-up person.

In order to remove the vulnerability that we have experienced in the past, it is essential that we appoint and train a second LVVTA person to operate out of the Wellington office, who can fill in for Graham at a moment's notice. The person will need strong general automotive knowledge, strong hobby car knowledge, good computer skills, and have the type of make-up that can give a very high level of attention to detail.

After a lot of discussion between LVVTA staff and the LVVTA Management Committee, and weighing up several options, the decision has been made to relocate LVVTA Technical Officer Kendall Bradley to Wellington to work out of the Wellington office. Kendall spent a trial week with Graham during November, which went well. This shift fits in well with Kendall's personal situation, in that it positions him closer to his Nelson hometown.

Kendall will become fully conversant with the plate production operations so that he can fill in for Graham without any disruption to LVV Certifiers whenever Graham wants a holiday or a day off, or is sick, or should Graham decide that he doesn't love us all anymore and jump ship for a better offer. Kendall's normal technical support role will remain unchanged, except that he will be doing it from the Wellington office rather than the

Auckland office. Kendall starts in Wellington on February 19. Kendall's new phone number will be (04) 477-4372, however the normal LVVTA office number of (09) 299-2990 will continue to reach him also.

PLATE TURN-AROUND TIME

On the subject of plate turn-around time, a few LVV Certifiers need to be reminded that the agreed turn-around time for plate production is three working days. Graham generally works within two working days, and often maintains same-day turnaround.

Graham's service has in fact become so good, that some LVV Certifiers have recently complained when their plates have not been turned around the same day that Graham received them. Guys, this is totally unreasonable - you've never had it so good.

Because you usually receive a one-day turnaround from Graham, you must not count on it, and must not plan your plate-fitting work on that basis. There will always be the odd day when plates go to a two-day or three day turn-around, because of scheduled or unscheduled interruptions.

WELLINGTON OFFICE DETAILS

The contact details for the Wellington office (plate production) are:

- Street address for courier delivery: LVVTA, Unit 5, 17 Johnsonville Road, Johnsonville, Wellington.
- Postal address for other than courier: P. O. Box 13-797, Johnsonville, Wellington.
- Phone number: (04) 477-4373.
- Fax number: (04) 477-4374.
- E-mail address: graham@lvvta.org.nz.

NEW AUCKLAND OFFICE DETAILS

The contact details for the new Auckland office (administration, policy, and technical) are:

- Street address for visiting or courier delivery: LVVTA, 214 Great South Rd, Takalani, South Auckland.
- Postal address for other than courier: LVVTA, P.O. Box 202-104, Southgate, Takalani, South Auckland.
- Phone number: (09) 299-2990.
- Fax number: (09) 299-2992.
- E-mail address Linda: adminlvvta@xtra.co.nz.
- E-mail address Kendall: kendalllvvta@xtra.co.nz.
- E-mail address Tony: tonylvvta@xtra.co.nz.

Low Volume Vehicle Technical Association (Inc) Office & courier: 214 Great South Rd, Takalani, Auckland
E-mail: adminlvvta@xtra.co.nz Phone: (09)299-2990 Fax: (09)299-2992 Postal: P.O. Box 202-104, Southgate, Auckland

PLATE PRODUCTION POINTS TO REMEMBER

Lastly on the subject of LVV certification plate production, don't forget:

- all cheques for LVV certification plates must be made out to LVVTA, not LTNZ.
- that the new LVV certification plate fee as from 1 October 2006 is \$97-80 inc GST.

OBJECTIVE NOISE-TESTING

The objective noise-testing regime continues to be a non-event. Not a single test was carried out anywhere in New Zealand during the month of December. We continue to sympathise with those of you who are frustrated at the outcome after putting in considerable effort and time to become part of the system.

There appears to be a ridiculous situation where the Police have two options, both of which are virtually useless in terms of providing a meaningful and enforceable noise-fixing process.

Option 1, under Traffic Regulation 29(4), allows the Police to issue a fine to the owner of an excessively noisy vehicle, who pays it, and then continues to drive the vehicle un-certified because no process has been put in place to ensure that the vehicle has been tested or silenced.

Option 2, under section 115 of the Land Transport act 1998, allows the Police to refer the owner to a WoF issuer for the removal of a green sticker, who can assess whether or not the vehicle is OK by using their old 'subjective test', without any compulsion to refer a vehicle for an objective noise test at all.

So, on one hand the government has asked LVVTA to devise and set up an effective objective noise testing regime with all of the necessary systems, documentation, training, and support - and on the other hand no mechanisms have been put in place by the government to direct the offending vehicles for the test. In short, we've been sold a pup with three legs that can't bark.

Currently, the Ministry of Transport and Land Transport New Zealand are working on the long-term noise emission solution which will surely see these problems resolved one way or another. We understand that the first draft of the new Rule will be out for consultation within the next couple of months.

LOW VOLUME VEHICLE CODE AMENDMENTS

The Low Volume Vehicle Code, amended in September, has now been signed off by both the LTNZ and the LVVTA Council, and will be distributed to LVV Certifiers in a mail-out during February.

STRETCHED LIMOUSINES

The on-going problem with stretched limousines, that, because of the additional weight of the modifications, and the extra passengers, exceed the manufacturer's GVW, or more importantly, exceed one or more of the manufacturer's axle ratings, mentioned in the June-July 2006 Newsletter, has now been partially resolved.

LTNZ and LVVTA have reached an agreement where increases can be approved by LVV Certifiers for small increases in axle loadings. For larger increases, LVVTA also needs to approve the increase, and for vehicles needing an especially high axle load increase the LVV Certifier, LVVTA, and LTNZ will need to approve the increase. These very high axle-loading increases will be considered on an individual basis.

The specific information on the percentage of increase will be included in an upcoming LVV Information sheet due out in February.

H-FRAME vs H-POINT TEMPLATE

In the April-May 2006 newsletter it was reported that a conflict had been discovered between the permitted area allowed for an upper seatbelt anchorage by the LVV H-Frame (issued to LVV certifiers) and the H-point template shown in the Seatbelt Anchorage Standard.

LVVTA has, during December 2006, completed the research into the conflicting figures. From this, it has become clear that the H-Frame is correct, based on the fact that it lines up very well with all of the many modern mass-produced vehicles that were tested, but the measurements from the H-point are incorrect, indicating a permitted area that is about 100 mm lower than it should be. The correct measurements are 560 mm (was 460 mm) and 710 mm (was 600 mm). The LVV Seatbelt Anchorage Standard will be amended to these measurements in the near future.

Until this has happened, LVV Certifiers should continue to accept any upper anchorage that falls within the permitted area specified by either method, and notify anyone building a car that they are working with and who is using the H-point template, that they should work on around 100 mm higher than the permitted area provided by the H-point template.

LAP & DIAGONAL SEATBELTS IN OPEN CARS

Scratch-built LVV Certifiers, don't forget that all scratch-built vehicles built from October 2003-on must have lap and diagonal seatbelts for all outboard seating positions, front and rear. This includes open vehicles such as Cobras, sports kits and specials, T-buckets and Roadsters. Open cars can no longer get away with lap-belts. This has been covered at previous Certifier training sessions, and its required by Table 7-5-3 of the VIRM.

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E-mail: adminlvvta@xtra.co.nz Phone: (09)299-2990 Fax: (09)299-2992 Postal: P.O. Box 202-104, Southgate, Auckland

FROM GRAHAM AT THE WELLINGTON LVVTA PLATE PRODUCTION OFFICE

New Wellington Office Assistant

Firstly I wish to thank you all for your patience and assistance while we were getting the Wellington Office up and running.

I would like to introduce Jo to you, who is handling the office administration processes including finance and plate despatching. She is getting a handle on who you all are and some of the idiosyncrasies of your hand writing!

Form-sets

We would ask that all certifiers please ensure that all forms are filled in both correctly and completely. To date there have been instances where parts of the F001 and F002 have had to be guessed or held up until all the details have been provided. As there will now be other people processing your form-sets, accuracy is essential.

In future incorrect formsets may be returned to the LVV Certifier and the plating process delayed. Please take an extra minute to ensure that all parts are completed.

We will try and maintain a prompt service for you but ask you also to remember that we are allowed three days in our contract and there will be times when delays will happen.

Delegation Forms

If you are sending a delegation form with a form-set please ensure that it includes the business name (e.g. Ashburton VTNZ), and the name and the ID of the delegated fitter where this is not a LVV Certifier.

This to ensure that the plate is going both to the correct place, and a person who holds the correct classification for the vehicle involved. You can not just send it, for example, to VNTZ Ashburton.

If it is going to a LVV certifier, just the certifier's name is required.

NEW LAND TRANSPORT NZ VIRM

Land Transport NZ's VCU have been giving the Vehicle Inspection Requirements Manual (In-Service Certification) a freshen up, with a few changes recently.

Every LVV Certifier will be issued with a new VIRM by Land Transport NZ sometime during late January or early February. It may be that you have already received it by the time you read this.

If you have not received a new VIRM from Land Transport NZ by the end of February contact Linda at LVVTA to get it sorted out.

Finance

As the Wellington office is now operating under a new finance system, there have been some difficulties experienced with cheques made out incorrectly. Please ensure that your cheques are made out to LVVTA and are for the correct amount.

We also ask you to consider two options that would make the process easier for the LVVTA Wellington office:

Firstly our finance package allows us to email your receipts to you, saving us both time and paper, and we would appreciate as many as possible of you allowing us to send them to you by this method.

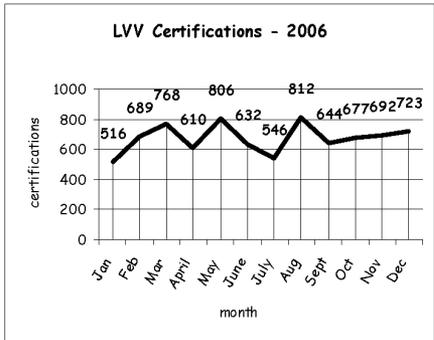
Secondly I have been asked by a number of certifiers if we are able to handle Internet transactions. The answer to this is now Yes and for us it is the preferred method of payment as we gain savings on the cost of cheque clearance fees and the time taken to process cheques and the banking process.

The payments must be made prior to the receipt of the form-sets by us, and the transaction details showing on our account must include your certifier name.

Please advise Jo if you wish to use either or both of these options, and she will provide you with the LVVTA Plating Division banking account number.

LVV CERTIFICATION NUMBERS

Total monthly LVV certification figures since the last newsletter have been very stable, at 677 for October, 692 for November, and 723 for December. This is a particularly high number of certifications for a December month, which may result in a lower than usual figure for January.



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LVV CERTIFIER ADVERTISING

A number of LVV Certifiers have out of date logos incorporated within their magazine and newspaper advertising. If you advertise your services publicly, and you are using the names or logos of other organisations, please make sure you use only those logos that are appropriate and correct.

Please ensure that your ad:

- does not contain any reference to 'Motorsafe'. Motorsafe has been gone for about five years; and
- if referring to LVVTA, uses the correct LVV logo, which can be provided by LVVTA; and
- if referring to Land Transport New Zealand, does in fact state 'Land Transport New Zealand', and
- not 'Land Transport Safety Authority' or 'LTSA'. LTSA has ceased to exist for over a year; and
- if referring to Land Transport New Zealand, does not abbreviate it down to 'LTNZ'. You must refer only to 'Land Transport New Zealand', or 'Land Transport NZ'; and
- if using the Land Transport New Zealand logo, uses the correct (globe) logo.

As LVV Certifiers you are effectively agents of Land Transport NZ, so you are obliged to comply with this rule on the use of their name.

Please ensure that you make arrangements to fix any incorrect advertising at your earliest opportunity.

AUCKLAND AUTOSALON

LVVTA and Land Transport NZ had a trade stand at the Auckland Autosalon in November. LTNZ handle the site logistics, and LVVTA provide the vehicles, and the team to work the stand, comprising Tony, Kendall, and Auckland area LVV Certifiers.

This is the third Autosalon that LTNZ and LVVTA have had a trade stand during 2006 (Christchurch, Wellington, and Auckland). A reasonable amount of interest in the stand was shown by the target audience - predominantly younger males with modified performance imports - however LVVTA's view is that there was insufficient exposure for LVVTA and LTNZ, and insufficient assistance able to be given and information provided, to justify the significant cost and effort in having a site.

Christchurch might have been an exception, where more interest was shown than at the other two venues.

NEXT LVV CERTIFIER TRAINING SESSIONS

The exact dates for the next round of LVV Certifier training sessions have not been set yet, however they will be held sometime during the April/May 2007 period, possibly immediately after the V8 Supercars at Pukekohe on April 20-22.

The LVVTA will, as usual, set some provisional dates for the next round of training sessions, and circulate them to the LVV Certifiers for comment during February. Motorsport events are mostly over by April, so there shouldn't be too many excuses for not being able to make it!

TARARUA 4WD CLUB

Central Zone Inter Club Teams Recovery Challenge.

Where: Johnson Farm, Hennesey Road, Shannon
Will be Signposted to site (some distance to site)
4wd vehicle access only

Saturday 28th April 2007

Drivers Briefing: 11.30am

Start time: 12.00pm

Sunday 29th April 2007

Start time: 10.00am

Entry Fee: \$60.00 per team (3 vehicles pre team)

Camp out on site Saturday night & Sunday

Maximum 8 teams can enter so enter your team A.S.A.P!

Port-A-Loos on site!

No pets!!

Contact Phil Barnard

Ph: 04 2970740

Mob: 0274 533055

e-mail: phil.barnard@xtra.co.nz

TARARUA 4WD CLUB

Central Zone Inter Club Teams Recovery Challenge

28th & 29th April 2007
Johnson Farm, Shannon - Hennesey Rd

This event has been arranged for the enjoyment of all. It will be competitive and is designed as a Club event. There may be marshals on each hazard to help time each section and to keep score.

The hazards can be extremely challenging if not approached correctly. Safety is paramount at all times. Please watch for spectators and observe the marshals directions.

- Teams must consist of three, the vehicles can be of any design.
- This is a timed event. The stopwatch will start as the first vehicle crosses the start line and stopped when the last vehicle crosses the finish line. If all vehicles don't complete the course in the allocated time, a DNF will be entered in to the scorecard.
- The winners will be found by adding the total time of all completed hazards together. The faster time will be the winners.
- Competition rules apply with pegs. Start at the blue pegs, finish at the blue pegs. Red pegs are to be kept on the right and yellow on the left.
- It is allowable to exit the course as long as the vehicle re-enters at the same place or back towards the start pegs.
- Teams may not lay out gear before the start but may walk to hazards to plan recovery techniques. 15 minutes per hazard is allowed for planning.
- There is 60 minute cut off time for completing the hazard. At the 60 minute mark, please put a DNF on the scorecard plus include the number of vehicles that have completed the course, if any. This may help in a count back situation.
- It is preferable for at least one vehicle to have a mechanical winch but not mandatory. Please ensure all safety measures are taken when winching.
- All recovery gear used during the hazard must be back in the vehicles before the clock stops with drivers and navigators in the seats with belts on.
- Not all recovery gear has to be used for each hazard, but what you start with you must finish with.
- Any form of recovery can be used as long as it is done in a safe manner.

- More than one vehicle can be in the hazard at one time but each vehicle must complete the hazard in the order they started.
- Penalty points will be given for unsafe practices, i.e.: one minute penalty for standing in a unsafe position, unsafe joining of ropes, not wearing winch gloves, not using tree truck protectors etc.
- Drivers and navigators must start with seat belts on and the clock stops when all gear and passengers are back in the vehicle with seat belts on.
- Helmets must be worn by drivers at all times when timing is in place, navigators wearing of helmets is optional.
- Each hazard will have its own directions and number on the start pegs.
- Starting hazards will be done by random draw. At the completion of each hazard the team will have there scorecard marked by the marshal. Then move on to the next consecutive number. If this hazard is in use and looks like there may be a long wait, you may jump on to the next one not in use.
- You may watch another team complete a hazard as long as you do not interfere.
- You may replace a vehicle with another similar vehicle during the event as long as the replaced vehicle has been incapacitated. This means broken! This can only be done at end of a hazard and not during. The additional vehicle must also be registered as part of the team at the beginning of the event and must have had signed off from scrutineering.
- If you do not replace a vehicle with another one, you may choose to put one of your team members' vehicle through twice to make up the three vehicles having to complete the course.
- Each team should be on hazard site ready to start Saturday by 12.00pm.
- The hope is that each team completes four hazards on the Saturday with the remainder on the Sunday. Start time for Sunday is expected to be 10.00am at camp site.
- At the end of each day please return your scorecard to Phil Barnard.
- If you have any questions throughout the day please contact Phil Barnard on club radio.

Please remember that this is a working farm and it is only with the generosity of the landowner that we are able to enjoy our sport. If you open a gate, please close it after you.

Anybody found to be causing a nuisance of themselves may fine that they will be asked to leave with their team forfeiting their score.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Back to the Bowl - Sat 17/03/2007

Organiser: Marcel Van Dorrestein

Description: half day of fun in the Foxton Bowl

Category: Family Shiny

Trip location(s):

Foxton Beach - Bowl

Trip leader: Marcel Van Dorrestein

Home phone 042348054 Cellphone 0272434243

Trip fee \$0.00

Bookings are required.

Meeting point(s):

Bird Sanctuary Bollards, 50m past Foxton Beach Motor Camp gate.

Finishing point(s):

Where we started...

Dates:

Book by... Wed 14/03/2007 00:00

Meeting time Sat 17/03/2007 09:30

Drivers briefing Sat 17/03/2007 09:35

Finish Sat 17/03/2007 12:30

Fuel required for: 50 kms.

Weather Restrictions:

Light rain/wind OK

Subject to landowners discretion

Possible vehicle damage expected on trip:

No damage likely

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

Any tyres suitable

Track type:

Mostly Some Optional

Beach or sand

Average ascents/descents

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: play morning in the bowl, good chance to practise driving in sand

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Short trip in the McKenzie trail

Sat 17/03/2007

Organiser: Marcel Van Dorrestein

Description: afternoon drive

Category: Club 4X4

Trip location(s):

Foxton Beach - McKenzie Trail

Trip leader: Marcel Van Dorrestein

Home phone 042348054 Cellphone 0272434243

Bookings are required.

Trip fee \$0.00

Meeting point(s):

Bird Sanctuary Bollards, 50m past Foxton Beach Motor Camp gate.

Finishing point(s):

Where we started...

Dates:

Book by... Wed 14/03/2007 00:00

Meeting time Sat 17/03/2007 13:00

Drivers briefing Sat 17/03/2007 13:00

Finish Sat 17/03/2007 17:30

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 type="checkbox"/>	<input 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 preferred

PRS radio preferred

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: afternoon trip

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Haywards Meander - JEEP Club - Sun 18/03/2007

Organiser: Andrew Gee

VEHICLE CLUB
Wellington (inc)

Description: Open invitation

Category: Family Shiny

Trip location(s):
Haywards Farms

Trip leader: Andrew Gee
Home phone (04) 476 - 8853 Cellphone 025511599

Bookings are not required.

Trip fee \$30.00

Meeting point(s):
see notes section

Finishing point(s):

Dates:

Meeting time Sun 18/03/2007 09:30
Drivers briefing Sun 18/03/2007 09:30
Finish Sun 18/03/2007 16:00

Fuel required for: 60 kms.

Weather Restrictions:

Subject to landowners discretion

Possible vehicle damage expected on trip:

No damage likely

Trip suitable for:	Dry	Wet
Novice drivers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Average drivers	<input type="checkbox"/>	<input type="checkbox"/>
Experienced Drivers	<input type="checkbox"/>	<input 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
Any tyres suitable

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

Gravel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dirt roads and tracks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Clay or mud	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Creeks, small rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average 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: Scenic trip along both sides of SH58 through numerous properties and forestry blocks. All Proceeds to Wgtn Life Flight Trust. Meet at Corner of River Road and Riverston Tce (upper Hutt) finish at Hebden Cres.
Organiser is Andrew Gee ph 0274 511-599

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

deadwood ridge recce - Sat 24/03/2007

Organiser: Charles Odlin

Description: Recce only

Category: Club 4X4 to Hard Yakka

Trip location(s):

Akatarawa Forest - Deadwood Ridge

Trip leader: Leon Zwetsloot

Home phone (04) 528 - 3388 Cellphone 0272560442

Trip fee \$15.00

Bookings are required.

Meeting point(s):

Finishing point(s):

Dates:

Book by... Sun 18/03/2007 00:00

Meeting time Sat 24/03/2007 09:30

Drivers briefing Sat 24/03/2007 09:30

Finish Sat 24/03/2007 16:30

Fuel required for: 100 kms.

Weather Restrictions:

Light rain/wind OK

Subject to landowners discretion

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

Clay or mud

Dirt roads and tracks

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: limited to 4 vehicles as this is a recce only - organised by Charles Odlin ph 021 372-990, or ph 562-8657 - further details at booking time.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Stone Hinge - Sat 24/03/2007

Organiser: Paul Adams

Description:

Category: Family Shiny

Trip location(s):
South Wairarapa

Trip leader: Paul Adams
Home phone 042346997 Cellphone 0275941343

Bookings are required.

Trip fee \$15.00

Meeting point(s):
-tba-

Finishing point(s):
Where we started...

Dates:

Book by... Tue 20/03/2007 00:00

Meeting time Sat 24/03/2007 09:30

Drivers briefing Sat 24/03/2007 09:30

Finish Sat 24/03/2007 16:30

Fuel required for: 120 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:

Novice drivers

Average drivers

Experienced Drivers

Dry Wet

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

Any tyres suitable

Track type: Mostly Some Optional

Dirt roads and tracks

Clay or mud

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: still to be confirmed at time of publishing

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Club Champs Round 4 - Sun 25/03/2007
 Organiser: Neil Blackie

VEHICLE CLUB
 Wellington (inc)

Description:

Category: Shiny 4X4 to Club 4X4

Trip location(s):

Deadwood Site Totara Park, Upper Hutt

Trip leader: Neil Blackie

Home phone 045870456 Cellphone 0275109801

Trip fee \$15.00

Bookings are not required.

Meeting point(s):

Totara park bridge

Finishing point(s):

Where we started...

Dates:

Meeting time Sun 25/03/2007 09:30

Drivers briefing Sun 25/03/2007 09:40

Finish Sun 25/03/2007 16:00

Fuel required for: 80 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

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

Track type:

Clay or mud

Mostly Some Optional

Average ascents/descents

Gravel

Dirt roads and tracks

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: Help needed for set-up on the 24th would be appreciated, 9:30 to approx 12:00. Note: there is NO access after the meeting time as the gate is normally locked

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Tamakai - below the A Frame Hut

Sat 31/03/2007

Organiser: Jim Johnson

Description: away trip - 12 huts trip.

Category: Club 4X4 to Hard Yakka

Trip location(s):

Trip leader: Jim Johnson

Home phone 049389404 Cellphone 021389404

Assistant trip leader - Eric Bon

Bookings are required.

Trip fee \$15.00

Meeting point(s):

see notes section

Finishing point(s):

Dates:

Book by... Tue 27/03/2007 00:00

Meeting time Sat 31/03/2007 09:30

Drivers briefing Sat 31/03/2007 09:30

Finish Sun 01/04/2007 16:00

Fuel required for: 250 kms.

Weather Restrictions:

Rain, hail or snow "We go"

Subject to landowners discretion

Possible vehicle damage expected on trip:

Heavy bush marks & scratches expected

Some damage to sills & corners 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

Club radio or PRS required

Good mud tyres essential

Extra recovery gear an advantage

Track type:

Mostly Some Optional

Clay or mud

Average ascents/descents

Gravel

Dirt roads and tracks

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: meeting at Plimmerton W/station, details on accomodation contract trip leaders

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Up Cattle Ridge and round the ridges

Sat 31/03/2007

Organiser: Ron Wadham

Description:

Category: Family Shiny

Trip location(s):

Orongorongo Coast

Trip leader: Marcel Van Dorrestein

Home phone 042348054 Cellphone 0272434243

Assistant trip leader - Ron Wadham

Bookings are not required.

Trip fee \$15.00

Meeting point(s):

Rimutaka Forest Park - Wainuiomata

Finishing point(s):

Wainuiomata Coast Road

Dates:

Meeting time Sat 31/03/2007 09:30

Drivers briefing Sat 31/03/2007 09:30

Finish Sat 31/03/2007 16:30

Fuel required for: 150 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

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

Mud tyres preferable

Track type:

Mostly Some Optional

Beach or sand

Average ascents/descents

Gravel

Dirt roads and tracks

Clay or mud

Rocky or river boulders

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: Should have Mud tyres if it's wet please.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Good Friday in the Aka's - Fri 06/04/2007

Organiser: Ron Wadham

Description: Family trip

Category: Family Shiny

Trip location(s):

Akatarawa Forest

Trip leader: Ron Wadham

Home phone (04) 563 - 7907 Cellphone 027 210-6455

Assistant trip leader - David Coxon

Bookings are not required.

Trip fee \$15.00

Meeting point(s):

Totara park bridge

Finishing point(s):

Bulls Run Road - Moonshine

Dates:

Meeting time Fri 06/04/2007 09:30

Drivers briefing Fri 06/04/2007 09:45

Finish Fri 06/04/2007 16:00

Fuel required for: 120 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Average drivers	<input type="checkbox"/>	<input type="checkbox"/>
Experienced Drivers	<input type="checkbox"/>	<input 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

Any tyres suitable

Track type:

Dirt roads and tracks

Clay or mud

Average ascents/descents

Gravel

Creeks, small rivers

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:

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Ohinewairua Station - Gentle Annie

Fri 06/04/2007

Organiser: John Vruink

Description: away trip

Category: Shiny 4X4 to Shiny 4X4

Trip location(s):

Ohinewairua Station, Taihape

Trip leader: John Vruink

Home phone 04-567 1142 Cellphone 027-443 9981

Trip fee \$20.00

Bookings are required.

Meeting point(s):

see notes section

Finishing point(s):

Where we started...

Dates:

Book by... Mon 02/04/2007 00:00

Meeting time Fri 06/04/2007 13:00

Drivers briefing Fri 06/04/2007 13:15

Finish Mon 09/04/2007 15:00

Fuel required for: 500 kms.

Weather Restrictions:

Rain, hail or snow "We go"

Subject to landowners discretion

Possible vehicle damage expected on trip:

Some bush marks possible

Some damage to sills & corners 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

Track type:

Dirt roads and tracks

Steep ascents/descents

Clay or mud

Rocky or river boulders

Creeks, small rivers

Average ascents/descents

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: some accomodation available in shearer's quarters. Meeting point is the Farm. Showers and Tiolet provided. Camping fee \$5 per person/ night

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Terawhiti tracks and the mine - Sat 07/04/2007
Organiser: Ray Harkness

Description:

Category: Family Shiny

Trip location(s):
Terawhiti Station

Trip leader: Ray Harkness
Home phone 049705348 Cellphone

Trip fee \$20.00

Bookings are not required.

Meeting point(s):
Old Makara Garage - Makara Village

Finishing point(s):
Where we started...

Dates:

Meeting time Sat 07/04/2007 09:30
Drivers briefing Sat 07/04/2007 09:35
Finish Sat 07/04/2007 16:30

Fuel required for: 100 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:	Dry	Wet
Novice drivers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Average drivers	<input type="checkbox"/>	<input type="checkbox"/>
Experienced Drivers	<input type="checkbox"/>	<input 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**

Dirt roads and tracks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Average ascents/descents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gravel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Steep ascents/descents	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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: Family shiny trip

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Rallywoods with Steve - Sun 08/04/2007
Organiser: Steve O'Callaghan

Description:

Category: Club 4X4

Trip location(s):
Rallywoods

Trip leader: Steve O'Callaghan
Home phone (04) 235 - 9849 Cellphone 0211310647

Bookings are required.

Trip fee \$15.00

Meeting point(s):
Moonshine/Haywards corner

Finishing point(s):
Where we started...

Dates:

Book by... Sat 07/04/2007 00:00
Meeting time Sun 08/04/2007 09:30
Drivers briefing Sun 08/04/2007 09:40
Finish Sun 08/04/2007 15:30

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:
Some bush marks possible
Some damage to sills & corners 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 preferred
Good mud tyres essential
Extra recovery gear an advantage

Track type:	Mostly	Some	Optional
Clay or mud	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Average ascents/descents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gravel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dirt roads and tracks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Steep ascents/descents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Deep mud holes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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:



Trip Categories

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 sidlings.

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.



More Trip Details

Skills & Experience Pre-Requisites:

Family Shiny

All Participants No pre-requisites

Shiny 4x4

Non Members Cannot participate
Members CCVC Driver Training and participated in at least 2 Family Shiny trips after becoming a member.
Members of other 4WD Club Visitors are welcome if they can demonstrate to the Trip Leader they are members of another 4WD club and have adequate experience.

Club 4x4

Non Members Cannot participate
Members CCVC Driver Training and participated in at least 2 Shiny 4x4 trips after becoming a member.
Members of other 4WD Club Visitors are welcome if they can demonstrate to the Trip Leader they are members of another 4WD club and have adequate experience.

Hard Yakka

Non Members Cannot participate
Members CCVC Driver Training and participated in at least 3 Club 4x4 trips after becoming a member.
Members of other 4WD Club Visitors are welcome if they can demonstrate to the Trip Leader they are members of another 4WD club and have adequate experience.

Cancellation Service.

We have a cancellation service for trips. What! Cancel a trip! It hardly ever happens, in reality sometimes the conditions are just too unpleasant or factors beyond our control that take out the property or the organisers.

So we have registered with Newstalk ZB (1035 AM, and used to be known as 2ZB) who will broadcast any cancellations on the hour every hour from 6:00am. We will endeavour to show on the Trip Information Sheet which times to listen.

Trip Departure Times.

To avoid people arriving at the last minute for a trip, missing the drivers briefing, delaying the trip and generally causing confusion, we'd like to clarify the meaning of the times shown on the Trip Information Sheets.

Meeting Date & Time: The time you are requested to be at the trip meeting point, to give you a chance to get into position, let your tyres down, and to give the Trip Leader time to collect your details before the Drivers Briefing.

Drivers Briefing Date & Time: The time that the Trip Leader will explain the trip to drivers, including any special instructions, safety briefing and points of interest.

Departure Date & Time: The time that the trip will actually drive away.

Date	Name	Organiser	Category	Place	Status	Notes
April 2007						
Friday 6th	Easter	-tba-	Event		Confirmed	
Friday 6th	Good Friday in the Aka's	Ron Wadham	Family Shiny	Akatarawa Forest	Confirmed	
Friday 6th	Ohinewairua Station - Gentle Annie	John Vruink	Shiny 4X4 / Shiny 4X4	Ohinewairua Station, Taihape	Confirmed	
Sunday 8th	Nelson - Final National trial	NZ4WD Association	Event		Confirmed	
Sunday 8th	Rallywoods with Steve	Steve O'Callaghan	Club 4X4	Rallywoods	Confirmed	
Wednesday 11th	Club Night	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 14th	NZ4WDA Central Zone AGM	Ralph Dobson	Meeting - 13:30			
Saturday 14th	Red Rocks rides	Marcel Van Dorrestein	Family Shiny	Wellington South Coast/Red Rocks	Confirmed	
Sunday 15th	Odlins Road	Steve O'Callaghan	Club 4X4 / Club 4X4	Odlin's Road	Confirmed	
Saturday 21st	Aka's with the tuff trucks	-tba-	Family Shiny	Akatarawa Forest		
Saturday 21st	see whats happened after logging	-tba-	Club 4X4	Akatarawa Forest - Dick's Yard & other tracks		
Saturday 21st	The Green Hut	Jim Johnson	Club 4X4 / Hard Yakka	Rally woods - Green Hut		
Sunday 29th	Colin Farm	Roger Seymour	Shiny 4X4 / Club 4X4	Colin James' property, Whiteman's Valley	Confirmed	
May 2007						
Saturday 5th	Aka's challenge - Slippery forest	-tba-	Family Shiny / Shiny 4X4	Akatarawa Forest - Slippery Forest		
Wednesday 9th	Club Night	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 12th	Central Regional Teams Challenge - Shannon	Roger Seymour	Club 4X4 / Hard Yakka	see notes section		teams bookings to Roger
Saturday 12th	White Rock -	Ron Wadham	Family Shiny	White Rock	Planned	
Saturday 19th	NZ4WD Association AGM	Ralph Dobson	Meeting - 09:00			
Saturday 19th	The Ruts	Ian Dixon	Shiny 4X4 / Club 4X4	Akatarawa Forest - Ruts	Confirmed	
Sunday 20th	rides for NZ4WD Association Delegates	Ralph Dobson	Family Shiny	Akatarawa Forest	Confirmed	
Saturday 26th	Mt Egmont	Jim Johnson	Shiny 4X4	Taranaki	Confirmed	
Saturday 26th	Our Teams Challenge	-tba-	Shiny 4X4 / Club 4X4			
June 2007						
Wednesday 13th	Club Night	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 23rd	Thompson Track - Otaki Forks	Jim Johnson	Club 4X4	Otaki gorge		