



VEHICLE CLUB
Wellington

Cross Country Chronicle December 2015

**Merry
Christmas**

The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni 5045, Wellington

www.facebook.com/wellingtonccvc/

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

www.ccvc.org.nz

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WHEN HELP IS NEEDED

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

Anthony Reid 973 8262 or 027 273 6579 or 021 061 1831

Morris Jury 566 6197 or 021 629 600

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Vehicle Inspectors

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3 Downer Street, Lower Hutt
Ph. 04 976 5325

Shane & Carl

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34 Goodshed Road, Upper Hutt
Ph. 04 527 7274

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



MAGAZINE CONTRIBUTIONS

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

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

Upcoming National Events

Dec 26-Jan 15 2016: South Island Self Drive Tagalong

Led self-drive/catered/ accommodated expedition leaving Auckland 26 Dec, returning 15 Jan covering mainly off road tracks in North West South Island, Canterbury, Central Otago and more. Accommodation is camping and DOC huts. Stunning scenery and tracks, suited to truck type 4WD. 8 years' experience leading similar expeditions and all tracks graded for difficulty and GPS Co-ordinated. This is a "join when and where" type of safari and is self-paid (no money to me). The full 3 week trip estimated to cost you around \$2500, covering food, gas, rustic accommodation and ferry crossing included for 2 people. Come and join husband and wife team. For people whom are like minded and enjoy adventure. Limited spaces are available. For more information please contact Paul on paulberry@xtra.co.nz or 021 274 5617 - we are always willing to share information that will promote 4x4 and the outdoors.

Jan 16-17: Ongarue School Family Safari

Hosted by King Country 4WD Club raising funds for the Ongarue School education outside classroom trip. This two-day event has limited entry numbers as we are touring over farmers land surrounding this early King Country Milling Town. The Safari will start and finish each day at the Ongarue School where there will be Camping facilities and use of the School Pool. All food will be included in the entry fee for the two days. The weekend cost will be \$250.00 for the driver & passenger and \$50.00 per head for any other passenger to cover food. Go to www.kc4wd.co.nz for more details.

Jan 24: 2015/16 National Trials Series, Round 3

Hosted by Eastern Bay Twin Diff Club (Whakatane). The Rally site is close to the corner of Wainui Road and SH2 Kutarere. No Frills Rally - Scrutineering & Prizegiving will be at the same location. For more information go to www.nz4x4trials.co.nz

Jan 30-Feb 01 2016: End of Defender - Waiouru

In conjunction with Land Rover Owners Club Auckland Inc and Off Limits Charitable Trust to commiserate the ending of the Defender Production as we know it. A great chance to take in the spectacular scenery and off-road driving tracks within the NZ Army's Waiouru facility. This is the stuff of legends, so don't miss out! All surplus funds will be donated to the health & welfare of military personnel. There is a limit of 50 vehicles for the trip. This is for all models of Land Rovers only & you must be affiliated to NZ4WD Association. There are options for fully catered with Army barrack accommodation, or self-catering/camping on site. Fully catered for the entire weekend & shared Army Barrack accommodation; Vehicle & Driver \$335; Additional passenger \$195 each; Additional under 16 \$150 each. Accommodation on site for Friday, Saturday & Sunday. Catering provided in Army mess as follows: - · Friday Evening Meal · Saturday Breakfast, Packed Lunch, Evening Meal · Sunday Breakfast, Packed Lunch, Evening Meal · Monday Breakfast, Packed Lunch. Option 2. Provided camping spots & self-catering with camping in area provided by NZDF Waiouru close to Hot Shower & WC block; Vehicle & Driver \$240; Additional passenger \$40 each. A conducted tour of the Land Rover Collection @ Army Museum will be arranged in Saturday & Sunday nights. For more information and details see www.iroca.org.nz/content/end-defenders-run-waiouru where registration forms and full details can be downloaded completed forms and any queries to be sent to Bruce Gibson at bgibson@orcon.net.nz

Feb 05-08 2016 Urewera Safari 2016

hosted by Mahia Hunt Club in conjunction with East Coast Bays 4WD Club over Waitangi weekend. This the 7th Urewera Safari ,will cover country between the Urewera Ranges in the West, Mahia in the East, Gisborne in the North and Napier/ Taupo Road in the South. The aim is to travel across country as far as possible, subject to weather conditions, with safety being paramount. The Safari is designed as a family affair, camping each night along the route, a chance to make new friends, see a unique and untrekked part of New Zealand and enjoy local communities wonderful hospitality. As per past events the local communities will be offering breakfasts and evening meals at reasonable prices. Entries will be done in teams of 3 vehicles (If you don't have a team enter anyway and a team will be made for you.). Cost: \$320.00 per vehicle. Deposit: \$50.00 per vehicle due 18 December 2015 (Non refundable). Limited to 115 vehicles. A good condition more aggressive tyre with at least 50% tread life left will cope with basic route. For event information contact Mark Harris on 027 577 9991. For entry forms contact Janice Redshaw, email janredshaw39@gmail.com or phone 06 974 1324, 021 217 6672.

Feb 07: Waipara Volunteer Fire Brigade Annual 4WD River Trip

Driving down Waipara River to rocks at Amberley Beach. Whether you're an experienced driver looking for a challenge or novice looking to have a great day out with the family, this is the trip for you. Registration is at 10am at the Waipara fire station. At roughly 10.30-11am we'll make our way to the Waipara river, then down to the beach. Bring your lunch and enjoy it by the ocean, then it's back up the river to the fire station for a free bbq. Expecting to be back at the station by 5pm. Entrance is \$60 per vehicle. www.facebook.com/events/1623351454609176/

Feb 14: 2015/16 National Trials Series, Round 4

Hosted by Counties 4 Wheelers Club, and to be held at Glen Massey near Ngaruawahia. Go to www.nz4x4trials.co.nz for further information.

Feb 28: 2015/16 National Trials Series, Round 5

Hosted by Windy City Offroaders Club, and to be held in Masterton. Go to www.nz4x4trials.co.nz for further information.

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

G. Guy Motors

4WD SPECIALISTS NZ



Presidents Message – Christmas 2015

Another year rolls around; we all get older, maybe wiser, and hopefully we have either knocked off a few more of the Bucket list, added some more or found new ways to scare the hell out of ourselves, all in the name of sport, recreation or just down out FUN !!!!

We have a number of GWRC trips coming up in the next couple of months, Belmont Sunset, Hukinga Redwoods, Mt Climie, and, instead of a Tag-a-long, we are running a "day with CCVC" tour with members of the public in our vehicles. This may make for a soother, more flowing day than a Tag-a-long does.

The Club has agreed to sponsor some predator traps up at Blue Duck Station down on the Wanganui River at Whakahoro where they already have around 450 traps set and maintained. This is a great project for the Club to get involved in..... Not only do we get access into some great Central Plateau hill country, but we also get to assist in ensuring our native birds are protected from the introduced pests that have been threatening their future.

You may have noticed, the Club has kicked off its Social Media plan by getting a Facebook page up and running (<https://www.facebook.com/wellingtonccvc>), with regular updates on Club activities such as meetings, trips and other events. This is intended to be a public facing page, not for internal blog postings, not for unsuitable photos or videos. Anything the Committee thinks unsuitable for the general public will be removed. Yes that is censorship, but that the reality with any of the corporate facebook pages out there, and we are no different. With some of the posting made over the past few weeks around trips, we are getting around 700 to 800 individual views by people mostly from outside of the Club. Don't be slow to "like" the page or to "Share" any posts to your own timeline. Having the contacts already in place will enable us to attract new members and also increase attendance at events such as Deadwood in the future.

I hope you are all having a great Christmas somewhere, with family or friends, intending to enjoy the summer we are all being told is going to be dry and hot. I also hope wherever you go you are safe in your driving, swimming or whatever, as we want to see you and your family back at the next Club meeting, trip or competition in one piece!! Just remember there's no January Club meeting.

Whenever or wherever it is, I'll see you there!!

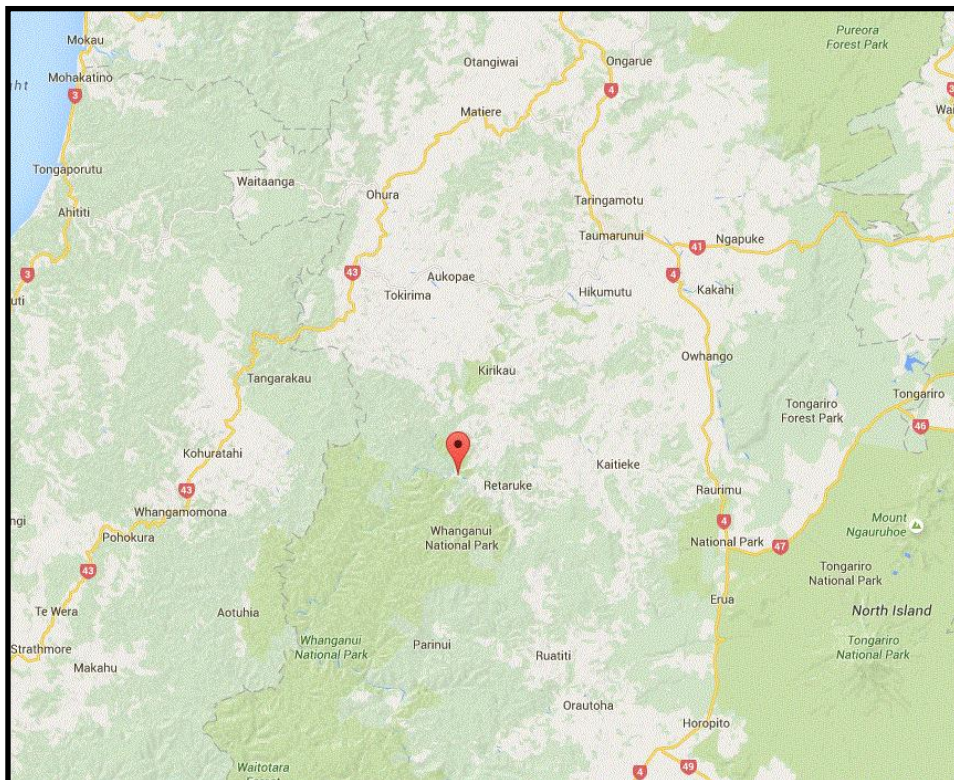
President Charles

Blue Duck Station

Readers will recall a trip report for a trip to Blue Duck Station from last months magazine - here is some background on the station's conservation policy:

Blue Duck Station is located some 42 km west of Ohwango on the banks of the Whanganui and Retaruke Rivers. Conservation is a very prominent feature of Blue Duck and its mission statement (yes they have one) is:

"The station's core values are to conserve its endangered wildlife, increase the health of native bush and rivers, and preserve the history of the area, while educating visitors about the endangered New Zealand blue duck, other native species and local history"



<http://www.blueduckstation.co.nz/>

As part of this effort the station has a very intensive trapping system run in conjunction with "Kia Wharite" which is a partnership between DOC, Horizons Regional Council, Iwi and Landowners.

<http://www.blueduckstation.co.nz/conservation/wildlife>

They have approximately 450 traps around the station for stoats, weasels, ferrets, rats, mice and hedgehogs; all enemies of the blue duck as well as other native species. In partnership with Kia Wharite they maintain and reset the traps approximately every two weeks; this is undertaken mainly by volunteers.

Many of the traps are "Sponsored" by individuals or organisations and each "sponsored" trap has a wooden plaque attached with the name of the sponsor. These names and plaques are very prominent and visible to anyone viewing them.

In addition they run a very comprehensive trap reporting system based on Google Earth where you are able to view the location of all 450 traps and those "sponsored" traps are highlighted and can be located on Google earth. In many cases clicking on the trap icon will produce a photograph of the trap in its current location. Full details of the sponsor are also displayed.

By clicking on any trap you can also view the traps success rate and the type and number of predators captured by trap.

Have a look at the attached link (Google Earth required) and check out some of the traps.

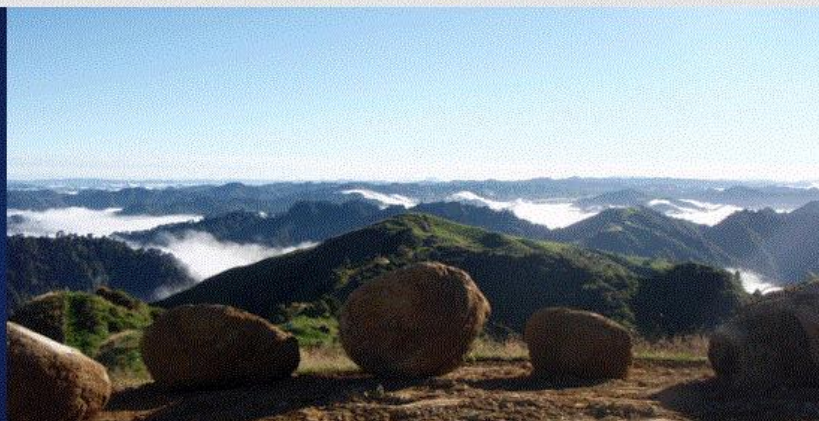
Click on the link to "Whakahoro Trap System"

The trip participants were very taken by this conservation effort and thought it was something that CCVC could become involved in by sponsoring one (or more) traps.

The committee have voted to sponsor two of the traps - these are \$100 per year and were considered to be an excellent way to promote the conservation cause - the station is also a great place to visit and some more club trips here are definitely on the cards.

Welcome to Blue Duck Station

Located in the Ruapehu District on the banks of the Whanganui and Retaruke Rivers, and surrounded by Whanganui National Park, Blue Duck Station is an outdoor enthusiast's playground.



Our Mission Statement

The station's core values are to conserve its endangered wildlife, increase the health of native bush and rivers, and preserve the history of the area, while educating visitors about the endangered New Zealand blue duck, other native species and local history.



ACCOMMODATION



ACTIVITIES



CONSERVATION

Latest news

Dan & Sandy's Wild West Wed...
Life & Leisure Magazine
Look out rats!
New sponsorship program
Conservation Field Day

Newsletter

Email address

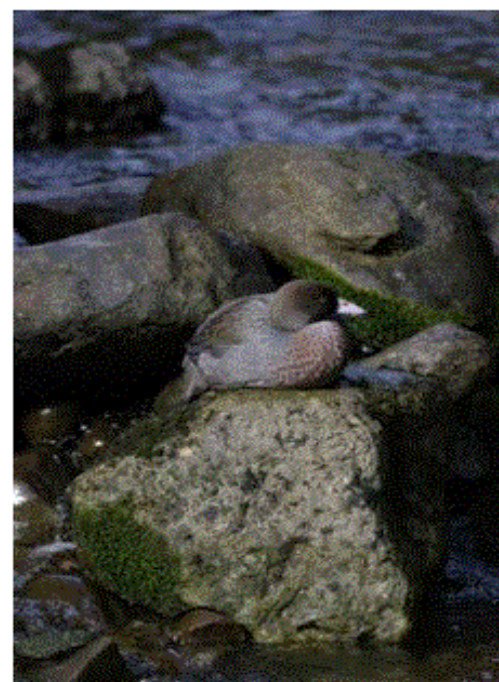
Wildlife

Blue Duck Station has one of the highest concentrations of whio and kiwi in New Zealand not to mention wetas, native bats and fish. To help increase numbers of these and other native species we are improving their habitat by encouraging bush to regenerate, enhancing water quality and trapping predators. It is as recognition of this work that Blue Duck Station has been granted three [Ballance Farm Environment Awards](#) and a [Department of Conservation Services to Conservation Award](#).

The Blue Duck

Found only in New Zealand the blue duck, or whio as it's called in Maori, is a unique and threatened species. A torrent duck the whio requires clear fast flowing water, like that of the Kaiwhakauka and Morinui Rivers on Blue Duck Station, and approximately 10 of the remaining 1400 pairs can be found here.

Often heard before they are seen the blue duck has an unusual call; the male whistling 'fi-o' and the female making a harsh purring noise. In the sunlight you can see a number of colours on their feathers but in the main the duck is a slate blue grey that blends in perfectly with the river rocks. We have a particularly friendly pair of blue ducks on our Kaiwhakauka stream named Gobby and Scarlet who don't mind being observed. Come and visit us to see them and find out how they got their names!



Blue duck

Weta boxes

We have recently installed a number of weta boxes around the station to encourage this cool native insect. The destruction of the weta's native habitat and their vulnerability to predators such as cats, hedgehogs and rats has diminished their numbers over the years and the Department of Conservation now considers that 16 out of the 70 species are at risk.

We have both cave and tree wetas on the station and hope to increase their numbers by providing them with extra housing. The picture on the right is one of our more 'luxurious' weta homes. It has a glass panel inside so that, once opened, you can see the inhabitant.



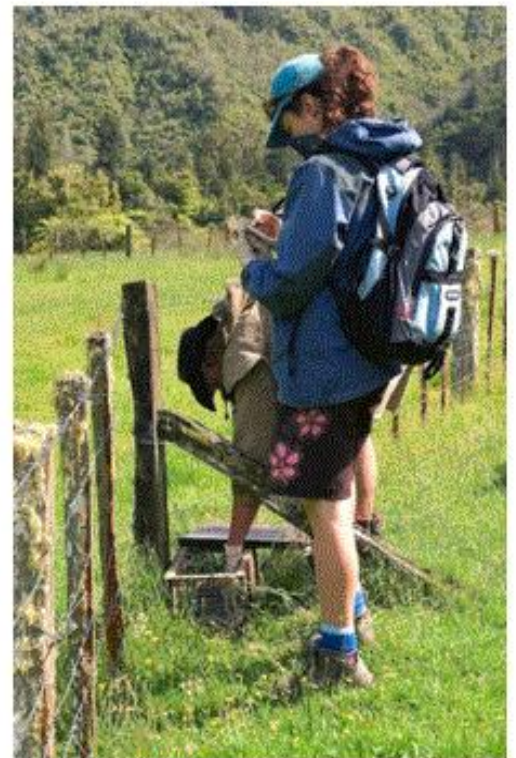
Weta 'hotel'

Trapping

We have approximately 450 traps around the station for stoats, weasels, ferrets, rats, mice and hedgehogs; all enemies of the blue duck as well as other native species. In partnership with [Kia Wharite](#) we maintain and reset the traps approximately every two weeks; this is undertaken mainly by our volunteers or 'eco-warriors' as we call them. To see where our traps are and what we have caught in them check out our neat application on Google Earth. This application was designed and is maintained by our chief eco-warrior Bob Jordan, thank you Bob

1. download [Google Earth](#) onto your computer
2. download our [Whakahoro Trap System](#) application.

Got a rodent problem and want traps for your property? Have a chat with our mates at [Goodnature](#).



Resetting a trap

MEMBERSHIP CARDS

Members should now have all received their membership card for the 2015/16 year. However a few members need to update their address recorded in the membership database so the card can be sent out.

Its easy, <http://ccvcwellington.wildapricot.org> and log in (use the lost password routine if you need to) and update your address details.

The NZ4WD Association has now also printed membership cards and these will be available to pick up at Club night.

Following on from the Blue Duck Station item, here is an interesting article on Stuff:

<http://www.stuff.co.nz/environment/74641090/pestfree-wellington-spreads-beyond-fence>

And you can buy these traps yourself for around your home environment

<http://halo.org.nz/>



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Industries

Take a look at some of the industries that we are heavily involved in. You will see we have experience in many different fields, and we can help you, no matter what industry you are in. ... [read more](#)

Fire Extinguishers.

A fire extinguisher is a required safety item for all CCVC vehicles. The actual requirement is for a portable extinguisher of greater than 0.9kg contents and most drivers choose dry powder units. Nine hundred grams of powder will last less than 10 seconds in the heat of the moment and its possible that your fire will still be blazing away as your last bit of powder dribbles out. With fire fighting equipment, more and bigger is usually better. Two medium sized units are much better than one. As a past president once said "we always carry two - you use up the first one while getting control of your adrenaline and then you're calmed down enough to put out the fire with the second one." If your truck does catch fire and you can't get it under control quickly, there's a huge risk of setting the forest on fire (particularly during El Nino summers). Apart from the huge cost of the forest fire, all the other trucks and club mates and their families will also be at risk. Making sure your fire extinguisher is effective is a very small price to pay for peace of mind.

My advice is to choose a 1.5 kg dry powder fitted with a hose so that you can direct the powder at the source

(Continued on page 10)

(Continued from page 9)

of the fire. It is the most effective way of putting out a fire if you don't have a fire engine right there. I have two in my truck - both accessible from my driving position so I don't waste any time getting out and opening other doors to get at them and they are secured by two straps as per the motor sport requirements. You also have to question whether they will actually function. They may not if they are old, the powder in them has been compacted solid, the gas has leaked out, the rubber seals in it have perished or insects have set up camp in the hose. Even our regular safety inspections will not check for all these things. Its up to you the driver to make sure your fire extinguisher is serviceable. Here are so tips for checking your unit:

Right now,

Check its age. Remove it, turn it upside down and check its date of manufacture. It should be within 5 years. It should be recharged if its older than 5 years and replaced if greater than 10 years. If there is no date, it may not meet NZ Standards and you have no assurance that it will work. Cheap one picked up in sales from places like S.C. and Bunnings etc often don't meet Standards and have very light weight mounting brackets. They may be ideal for kitchens but why protect your thousands of dollars worth of vehicle with a cheap fire extinguisher.

Monthly

Remove it from its cradle and give it a shake to keep the powder...powder and no rock, when doing the powder agitation, it is a good idea to turn it upside down, tap gently with a rubber mallet or soft faced hammer, then rock it back and forth so as to be able to feel the powder moving (it will almost feel like there is a liquid inside if the powder is free). Inspect the nozzle/hose to make sure its clear of debris or insects. Check the pressure gauge to make sure the needle is still in the green.

It's often difficult to find a place to fit an extinguisher into a modern vehicle and when you do, there's not enough room for anything bigger than a 0.9. Fire protection companies can help - it's their business and Pete and Diane at **All Fire Safety Ltd** in Porirua, being club sponsors, will be more than happy to give advice. Pete's been a club member for years and he also volunteers as a Wellington City Rural fire fighter. He knows a lot about fires, how quickly they can take hold and how difficult they can be to put out properly. He'll be offering fire extinguisher training to club members in the new year (once I ask him).

Steve Mercer – Club Captain.

Pencarrow Cleanup

The recent CCVC clean up removed about half a tonne of rubbish from the Pencarrow coast line. This years haul comprised the usual plastic bottles and litter, together with fishing ropes and nets, a number of car tyres - one complete with steel rim, and various pieces of pallets, building timber, plywood etc. A surprise find was a battered but still intact 20 litre container of seemingly new engine oil. Not a good thing to split and pollute the beach.



The trip this year was altered to make it a through trip from Baring Head to Burdens Gate. The Club have not been in Baring Head or the adjacent coastline for yonks so this was a chance to eye up the area. The trip was limited in numbers by the Hutt City road conditions, but the full complement met at 0930 and headed over the Baring Head bridge and up the ridge. The coast was soon in view and we spread out along the coast and started the clean up. Whilst we took most things that were "not natural" we left a number of orienteering stations that had been set for the event the next day. Specific care was taken in two areas where there was dotterel nesting occurring. Access to the full coastline of about 13 km required cooperation of the relevant landowners, as well as Hutt City and the Regional Council. Their assistance is of course greatly appreciated.

New Zealand Beautiful supplied plastic bags and the essential plastic gloves. Ten vehicles, two trailers and 25 people were involved in the clean up, which should make the beaches safer and the environment cleaner and more sustainable. The haul (pictured) weighed in 520 kg at the Seaview transfer station.

Hi all, most of you will be aware of the journey that Jane and I have been on with Jane's health over the past 2 years since discovering she has Ovarian Cancer, this journey has had numerous challenges all of which we have overcome to date, the treatment Jane is on now is the Avastin program of treatment for her type of cancer, over this time we have appreciated the support of the Apparelmaster family and also the support services of doctors and cancer society along with the progress in treatments this has come about with the funding raised over the years.

To this end we (Jane and I) had wished to do something to be able to give something back for the support we have received and in the hope that it will allow research to make the necessary breakthroughs for future sufferers, we do not know how Jane will go but on balance we do know we have limited time and thus wish to maximise what we have.

We are entering a Rally called the "Shitbox Rally" which is run by Manheim Rallies of Australia and for the first time will be running this event here in New Zealand on the 12-20th February 2016.

we have entered a team and the proceeds will be going to Cancer New Zealand for research here in NZ, check this out at this site so you can see what it is all about www.shitboxrally.co.nz/

Our Team is called Calvin and Hobbes and we are just setting up our link/ pics etc and also a bank account for donations, we ask your support for this great cause as we all know of someone who is a sufferer in this area, we will get some really good coverage in this event, please let me know your level of support and we will advise details over the next week or so.

<https://shitboxrallynz-2016.everydayhero.com/nz/calvin-hobbs>

kind regards to all and thank you for your support in advance

Stewart and Jane Burrell

As we have in past years, CCVC will again be involved with the Greater Wellington Regional Council (GWRC) Summer Events Program.

[GWRC Summer Events](#)

All events this year involve us providing seats for members of the Public participating in Council organised events. These events are an important part of the clubs relationship with GWRC and are also a great PR exercise as far as members of the public are concerned.

So, mark these dates in your calendar and if you are able to provide seats for some (or even all) of these events please register with the relative Trip Leader when a request is made.

Members of the public need to book directly with GWRC through their "Summer Events" website.

For all events a club radio is most desirable as we often have commentary via radio provided by the Park Rangers. If you do not have a club radio there should be some available to borrow for the duration of the event.

Events:

Thursday 7th January 2016 - Belmont Sunset Tour No 1

This is the usual "Sunset Tour" and will be held at Belmont Regional Park as it was last year.

Sunday 7th February 2016 - MT Climie 4WD Trips

3 trips taking people to the summit of Mt Climie (as we did 2 years ago). Trips at 9:30am, 11:30am and 1:30pm.

Saturday 13th February 2016 Belmont Sunset Tour No 2.

Saturday 27th February 2016 - Redwood Ramble

Taking members of the public to view the Redwoods in the Hukinga (3rd Crossing) area of the Akatarawa forest. Well worth the walk in if you haven't seen them.

Sunday 20th March 2016 - Akatarawa 4WD Tour

This year instead of the usual "tag-a-long" GWRC want to try something different. We will be taking up to 30 members of
(Continued on page 17)

Kiwis on the Cape: Day 7: Eliot Falls to Punsand Bay

Friday 14 August

Linda Millard

The plan for this day was to travel from Eliot Falls to Punsand Bay where we were going to spend 3 nights.

Eliot falls had been an idyllic setting with individual campsites. We heard that Ian had gone for a swim in the morning. Errol had apparently frightened away a very very large spider from his tent using his knife. It may have got larger with each time the story was told!!



To leave Eliot falls we had to go back through the deep crossing we had navigated the day before. The water was up to the headlights at least. Unfortunately a few number plates were affected on this

crossing as in bent or partly ripped off. Perhaps there was a bit more speed involved than on the crossing the day before. Ian and Graeme "patented" a unique, but secret number plate dispersal that night at camp. Completely Hush, Hush!!

One couple had to stop and tighten the rooftop load which may have worked loose after the creek crossing.

We travelled on the Bamaga Rd towards the Jardine Ferry. Once at the ferry shop we bought our tickets to cross the river. \$99!!! just to cross a



river. We thought that if the authorities could have added another ramp to the ferry they would probably have joined the two river banks together.

According to the guide book the ferry crew break for lunch

between 12.00 and 1.00. We had been advised to carry cash to pay at the ferry "terminal" as card facilities may not be available. The ferry ticket did cover the return journey; allow us to traverse Aboriginal land and to camp free in certain places, although we didn't camp in any of those spots. Our destination was Punsand Bay; the bay we had pre-booked.

We stopped at Bamaga for supplies, fuel and then called into the Seisia Camping ground to make bookings for a trip the next day to Thursday Island with Peddells Ferry Service which was to leave from the Seisa wharf. Thursday Island is the administrative and commercial centre for the islands of the Torres Strait and was a strategic sentry post with a sheltered harbour in times of war. It has a pearling and war history and is the furthestest north we could travel before getting into Papua-New Guinea territories. The Thursday Island trip was only available the next day (Saturday) as boats didn't run on Sundays. We were told that there were only 10 seats left on the boat and bus tour on the island. There were about 12 of us trying to make bookings. The booking company contacted the Ferry/bus service and they consented to run another boat to the Island so we all managed to get bookings. One person gracefully declined

his seat (or rather his wife declined it on his behalf) so that another couple could make it. Maybe with the extra boat running he might have been able to come after all.

Some of the guys booked onto a fishing trip which was also to leave from Seisa.

The leaders took the direct route to Punsand Bay to time the journey for the next morning as we had to assemble on the wharf at 7.20. Some of us decided that our "brown ginger- ale" and "raspberry" drinks were severely depleted and we decided to replenish supplies. Unfortunately the "BWS" equivalent store didn't open until 12.00. Should we wait for then or follow the convoy to Punsand Bay, a further 43 kms away. Waiting won the argument and then waiting became the name of the game as the one shop assistant would serve one drive through customer and then one walk-up customer. Of course the area was bound by the Bona-Fide regulations and restrictions.

We then went in our convoy of 2 vehicles to Punsand Bay and got there to find 4 or 5 couples had booked out the cabins so they wouldn't have to take down the tents the next morning. There seemed to be a general meeting at the camp store. I expect it is easier to say the instructions once rather than to each group or couple.

We were staying in the Crocodile campsite and because the booked-out cabins were within that same area we were all together. We parked our vans under the trees around a spacious covered



shaded area that we used for cooking and socialising. It was a really nice spot for camping and the three days meant that we could relax a little bit more. The camping ground had a bar and Restaurant.

Punsand Bay has a beautiful white sandy beach, but you couldn't swim in



the water because of the crocodile presence. We didn't see any while we were there but it didn't mean that there wasn't any. There were the usual crocodile warning signs. A helicopter was sitting on the beach and it took people for tours

around the Tip by air. We were talking to a lady a few days later who said that she had taken that tour and had seen lots of crocodiles on the beaches.



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Google Map



CLUB RADIO CALL SIGNS

The Club uses a series of radio call signs in the Kxxx series to meet our licence requirements. Once you get on a trip you soon know what call sign is tail end charlie etc for the day. But basically if you don't yet have a Call Sign you are not authorised to use the Club radio licence.

Call signs are available to financial members on request to database@ccvc.org.nz

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

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(Continued from page 11)

the public for a tour of the Akatarawa Forest. Lunch is at the Orange Hut but the rest of the route will be decided nearer the time in consultation with GWRC Rangers.

ALSO:

This year the Club is also involved in an event in association with Wellington City Council (WCC) as part of their "Parks Week 2016". Like GWRC, our relationship with WCC is very important to the club and your support of this event will be appreciated.

Saturday 12th March 2016 - Coastal 4wd Adventure

Taking up to 30 members of the public through Te Kopahou Reserve and around the South Coast.

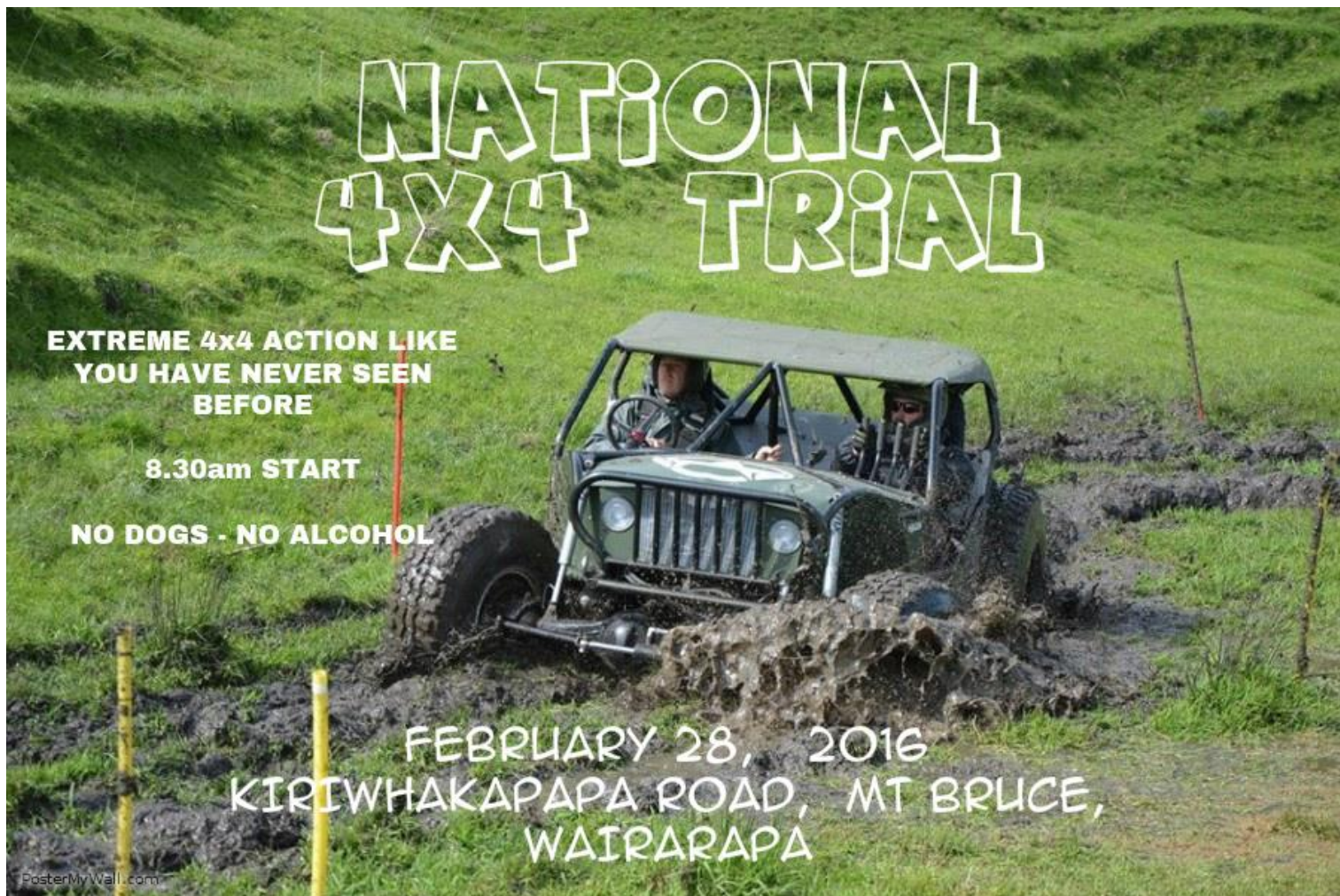
[Wellington City Council Parks Week Coastal 4wd Adventure](#)

These events allow the club to cement and enhance our relationship with these Councils who allow us access to the land they manage. Please assist in the success of these events. The more members who participate the less each member will have to do in order to make these events a success.

There really is no excuse for not helping out in at least one of these events (unless of course your vehicle is one of the few with no spare seats).

Keep an eye out for requests for assistance from the various Trip Leaders.

See you there, John Parfitt - Trip Planning



HELP WANTED

I need volunteers to help marshal a round of the National 4x4 Trials Series. Three years ago I asked and got a great response and would love for that to happen again. Book in Sunday February 28th, 2016 just north of Masterton in the sunny Wairarapa. Windy City Offroaders is hosting round 5 and we need your help in marshalling this event.

Previous experience preferred but anybody is welcome as training can be done very quickly. There will be a mini village across the road with heaps of competitors camping onsite which creates a great atmosphere. Lunch will be provided for the marshalls along with bottled water to keep you hydrated.

Please txt me (SKID) on [027 241 7757](tel:0272417757) or email at skiddynz@live.com to let me know if you are able to help, many thanks in advance .

Day 8: Kiwis on the Cape: Trip to Thursday Island Saturday 15 August

Linda Millard

We had been offered a ride to Seisia, where the ferry was to leave from, by Dennis and Kaye so that we wouldn't have to collapse our tent; and left the camp at 6.30am. The Peddel's boat left at 7.30 and the crossing was 1hr 10 min. to TI(as everyone called it)



Thursday Island covers just 3.5 sq km, and has a population of about 3000. It is the administrative and commercial centre for the islands of the Torres Strait. The town was proclaimed in 1877 when the Queensland Government relocated it's resident "Magistrates" office from Somerset to TI. Pearls had been discovered in the Torres Strait in 1868 and 20 years later there were around 300 luggers working from TI.

As we were on the second bus tour which was to leave at 11.30 we wandered around town. As well as it's distinct architecture the Anglican Church contained many relics of the SS Quetta which struck a rock in February 1890 and sank with the loss of 133 lives.

The town had lots of colonial architecture, one street of shops, (which closed at 1.00) 3 pubs, one coffee shop, which did a roaring trade and the Gab Titui Cultural Centre.



The Cultural Centre presented a fascinating glimpse of the lives and traditions of the Torres Strait Islander people. There were some very beautiful art works on display for purchase with expensive price tags. One fascinating display was of artifacts which had been made from fishing nets. It would appear as if each year there are art and craft exhibitions.

The bus tour went up to the Green Hill Fort to see the six inch guns that were installed in 1898 during a period when there were fears of a Russian Invasion. Each gun was aimed along one of the channels that might have been used by the invaders. The hilltop offered great views and the underground magazines housed a museum which paid tribute to the pearling industry, the wars and



the medical base that had been set up on the island during wartime.

A fort had been built on one of the hills but had been dismantled carefully just before WW11 and then had to be re-erected again once the war in the Pacific raged.

The tour bus went around the Island and then past the cemetery. There was a memorial to the 700 Japanese men who gave their lives to the pearling industry.

At the end of the tour we got off the bus at the Grand Hotel that was a very old one in the Australian history and Australia's furthest-north pub. We had a roast beef meal for \$15. It was very nice. We met a couple who farmed on the Murray River on the border of NSW and South Australia. Over the course of the days that followed we met this couple about 4 other times. Other people from the boat tours ate at the very popular coffee shop, where waiting for refreshments and the number of people was obviously proportional.



On the trip back, the boat's GPS said that we were only 10 degrees off the Equator so it must have been closer than that on the actual island. A sea breeze had kept the day very pleasant although we understand that the temperature was over 30 that day.

On the way back to the camp we stopped at the crocodile Tent for souvenirs. Souvenirs were more expensive the further north up the Cape we travelled.

That night at the camp there was a Charity Dinner/ Art Auction attended by ladies in their finery. We didn't warrant an invite! Errol volunteered his services as an auctioneer and as we were having a wood-fired pizza we could hear the fantastic prices he was getting for each piece. One black and white Aboriginal painting went for \$1700. The Charity Dinner raised over \$10 thousand that night. The music went well into the night.

Kiwis on the Cape – Day 9 Sunday 16th August

Scribe Glennys Feist

We had a very leisurely start today – the sun rose before most of us were out of bed!! There was fresh fish for breakfast for some and others enjoyed bacon and eggs from the restaurant. In bright sunshine (once again) we set out at 10am for the Tip of Cape York, initially on the dry weather track. This track was bumpy and a little slow going at the start and for a while we were behind a group navigating some soft sand with their Max-trax. Soon we were onto a much improved main road through tall lush green rainforest – very pleasant. As we neared the Tip carpark, we passed some derelict buildings which were the remains of Pajinka Lodge, a 5 star accommodation complex which had been built by the State in the 1980s and given to an aboriginal syndicate. Unfortunately when a generator blew up they did not have money for repairs and walked away.

Just past the buildings we parked the trucks and started the trek to Cape York (The Tip). Cape York is not only the name of the peninsula - it is the name of the rocky headland at the northernmost point of mainland Australia. The 1½km walk which was reasonably easy over large granite rocks and loose rocky shale took 15-30 minutes. There were excellent views of the surrounding countryside from the walk especially down the coast looking along Frangipani Beach to Punsand Bay and sweeping views over the Torres Strait and York and Eborac Islands.



At a high point on the track we came to a mounted compass rose pointing out directions and distances of places of interest. At the Tip we all assembled for a group photo around the sign which said, **"You are standing at the northernmost point of mainland Australia."**

Mission now accomplished, we headed back to the carpark and onto a lunch stop at a picnic area at the site of the old Pajinka Lodge. Some of these buildings were quite substantial – one still had a washing machine inside.

After lunch we set off back down the road for 11km where we turned left to Somerset village. This was the earliest permanent white settlement on the Cape York Peninsula, and the only one for a very long time. In the 1850s the Queensland colonial government lobbied Britain to approve the establishment of a northern settlement as both a sign of
(Continued on page 21)



You will all recognise the above logo, don't you? Well there has been a few changes to this business but it is still about and active in Downer Street, Lower Hutt. I am working on getting a new advert to include in the magazine but in the meantime we should still be patronising this and all the other club sponsors.

(Continued from page 20)

British occupancy and as an out-post for sailors. Shipping was increasing significantly through Torres Strait and there were hopes the settlement would become a significant port and commercial depot of Australia. John Jardine was charged with overseeing the development of Somerset which was officially established in 1864 and was the first administrative centre for the Cape York and Torres Strait area, but was also the most isolated and violent place in Australia. Head hunters and cannibals from new Guinea and Torres Strait attacking shipwrecked sailors and warring mainland tribes soon confirmed the need for a permanent military establishment which remained until its transfer in 1877.



In May 1864 John Jardine's sons with eight companions drove a mob of cattle from Rockhampton to the new settlement. En route they lost most of their horses, many of their stores and fought pitched battles with aborigines, finally arriving in March 1865. This is still considered to be one of Australia's most amazing cattle drives. The Jardine brothers eventually purchased the land from the Government after the government services were transferred and farmed the area. The family continued to occupy the residence until W11.



In 1877 Somerset's administrative functions were transferred to Thursday Island. According to the Thursday Island tour guide termites proved to be an insurmountable menace to the wooden buildings and also Thursday Island provided a very sheltered harbour.

Three small brass canons, a flagpole and a memorial plaque to Frank Jardine marked the entrance to the old homestead. Further away was an old family burial plot. After wandering around the ruins of the old settlement we returned to the trucks. The leader then attempted to drive down a sandy track to the beach but soon ground to a halt and had to return. We then all drove to Somers-

set Beach on a firmer road. Somerset is a lovely white sanded beach with Albany Island out in front. The remains of an old slipway were still visible. Once again we climbed into the trucks and made another attempt to get down to another part of the beach. Six trucks made quite a valiant attempt but eventually had to admit defeat and rejoin the three observers sitting up the top. Now there was nothing more to do but trundle back to camp thinking about an eventful day and wonder about the tenacity of those early settlers in a pretty hostile environment. Some of us visited the Croc Tent on the way to camp for Souvenir/Grandchildren purchases .





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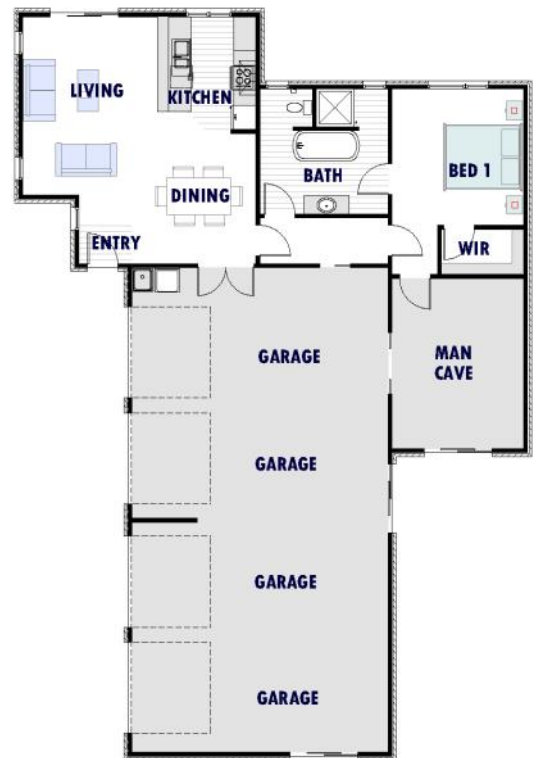
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THIS COULD BE YOUR PAGE!

Go on – step outside your comfort zone and write something for the magazine. Even just a few sentences. You don't have to have been stuck or done anything embarrassing, the rest of the members just like to read your perspective on anything related to the club.

SO WHAT CAN YOU WRITE ABOUT?

How about a trip report? So you enjoyed the trip and would love to share your experiences but are not quite sure who was on the trip or where you actually went.

Call the trip leader and they will give you the details you need to tell your story. It can be as long or short as you want - even a couple of sentences will be well received.

Not sure you want to write a whole report, but want to share that silly / funny incident or dob a friend in? Send a mole report to mole@ccvc.org.nz and it might end up in "The Mole Report", a new section of the club mag.



Writing not your thing?

How about sending some photos for club night. We are keen to have a selection for photos for each trip so here are some guidelines to make it easy for everyone:



Try to pick your best dozen or so photos – we can't show too many on the night so let's make it the best ones.

Photos need to be with me before 8:30pm Monday night. That way I can set them up on Monday night and get them to John on Tuesday night so he can get them ready for Wednesday night.



If you can do so, resize the images to 1152 x 864 pixels (or use a lower resolution setting on your camera). This makes the images small enough to email to david.coxon@xtra.co.nz. Alternatively put your pictures on a CD and call me to arrange to get the CD to me. My contact details are:

463 4263 (w)

567 4501 (home before 8:30)

027 451 0361 (m)

Cross Country Vehicle Club

Roll of Honour

THE ROLL OF HONOUR CELEBRATES LIFE MEMBERS OF THE CLUB
WHO HAVE PASSED AWAY

Bob Jeffery
George Bean
Peter Boniface
Ron Oliver
Vern Lill
Steve O'Callaghan
Ron Wadham

Member Information:

Bob Jeffery	Steward 1982
George Bean	Treasurer 1972, 73, 74, 84, 81, 82, 84, Steward 1976
Peter Boniface	Not listed as a committee member
Ron Oliver	Initial President in 1971 the President 1972, 73, 74
Vern Lill	Committee 1974, 76, Steward 1975, Delegate 1977, 78, Vice President 1979, 80
Steve O'Callaghan	New Members Officer 1999 till 2015
Ron Wadham	Safety Officer 1997, 98, led many CCVC trips

CCVC Life Members

Tom Adams	Graham Barr	Leith Bean	Stuart Brown	Andy Cockcroft
Owen Farghar	Mike Gall	John Hughes	Heather Jeffery	Ron Johnson
Steve Lacey	Colin Landy	Phil Lewton	Bruce Mulhare	Raynor Mulhare
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	



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Trip Categories

The following trip category definitions, plus any *additional* requirements specified on individual Trip Information Sheets, will be enforced, for safety reasons. Trip Leaders will turn away vehicles or drivers that do not comply. The vehicle and driver requirements given here are a summary of the full requirements listed on the club website. Please refer to www.cvc.org.nz for a definitive list of requirements.

For all Categories: All open or soft-top vehicles must have a roll bar or roll cage.

All Categories **other than Family 4X4** are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Family 4X4:

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

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

Members: Anybody is welcome, especially prospective new members.

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

Shiny 4x4:

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

Drivers: Must have some experience, particularly important are experience in stopping, failed hill climbs, steep descents and sidelings. Club members must have completed CCVC Driver Training and participated in at least 2 Family 4X4 trips after becoming a member.

Vehicles: Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip.

Club 4x4:

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

Drivers: Must have experience beyond that required for Shiny 4x4 trips, including water crossings and vehicle recovery. Club members must have participated in at least 2 Shiny 4X4 trips.

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

Hard Yakka:

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

Drivers: Experienced drivers only, must have approval of Trip Leader. Club members must have participated in at least 3 Club 4X4 trips.

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

Date	Name	Organiser	Category	Place
December 2015				
Sunday 6th	Club Champs Round 2	Brent Samson	Shiny 4X4 / Hard Yakka	Berkett's Farm (2015 Deadwood site) 528 Whitemans Valley Road
Sunday 6th	Family 4x4 fun in the Akatarawa Forest - Book with Graeme (04) 5267636	Graeme Millard	Family Shiny	Akatarawa Forest
Sunday 6th	Sutherlands Track - Bookings Required (By 2/12/2015 at the latest)	David Sole	Shiny 4X4	Sutherland's Track
Wednesday 9th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	-tba-
Sunday 13th	Shannon Playground - Bookings Required - Capable Club Trucks Only Please	Darren Young	Club 4X4	Shannon foot hills
Saturday 19th	Kids Christmas Run - Bookings Required	Morris Jury	Shiny 4X4	Orongorongo area

January 2016

Sunday 3rd	Akatarawa Adventure with David C - Bookings Please	David Coxon	Shiny 4X4	Akatarawa Forest
Thursday 7th	GWRC Sunset Tour Number 1 - Members of the public must book with GWRC Summer Program	David Sole	Shiny 4X4	Belmont Regional Park
Thursday 14th	Sunset Tour Back up date.	-tba-	Shiny 4X4	
Saturday 30th	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197	Morris Jury	Family Shiny	Orongorongo area

February 2016

Sunday 7th	GWRC Summer Program - Mt Climie 4WD Trips - Members of the public must book with the GWRC Summer Program	Ralph Dobson	Shiny 4X4	Mt Climie
Saturday 13th	GWRC Sunset Tour Number 2 - Members of the public must book with GWRC as part of their Summer Program	Charles Odlin	Shiny 4X4	Belmont Regional Park
Saturday 20th	Sunset Tour Back up date	-tba-	Shiny 4X4	
Sunday 21st	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197	Morris Jury	Family Shiny	Orongorongo area
Saturday 27th	GWRC Summer Program - Visit the Redwoods in the Akatarawa Forest - Members of the public must book with the GWRC Summer Program	Grant Purdie	Shiny 4X4	Akatarawa Forest - Hukinga Area