



WELLINGTON



Cross Country Chronicle

June 2012



The Official Magazine of
The Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762, Te Puni 5045, Wellington

www.ccvc.org.nz

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Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762

Te Puni 5045

Wellington

www.ccvc.org.nz



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

Position	Name	Home Phone	Work Phone	Cellphone	Email
Club Officers					
General Committee Members					
Appointments and Other Useful People					

CCVC Life Members

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

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

Gavin Holden 478 4666 or 027 249 1959

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Editorial Ramblings

WANTED: Society Gossip, Scandal, Rumour, and if all else fails, NEWS! Photos also very welcome

By the time you get this the AGM will be over and done with and, with any luck, we will have faces for the committee places we have to fill.

Next up is the 2012 Club Awards night - this is planned for early July and the cost is being subsidized by the money generated by this year's Deadwood. Entertainment is provided but numbers are limited to 100 so you'd better get in early!

And, don't forget to support our advertisers and sponsors, they offer us generous discounts but won't continue to do so if we don't!

Alan!

We (CCVC) have been advised by the Petone Working Men's Club that everyone who is not a member of the Petone Working Men's Club **MUST** sign in when they enter the club, including CCVC members attending club nights, meetings, etc.

This is standard procedure for licensed clubs and it is a legal requirement that this be done so please ensure you sign in as a visitor whenever you attend CCVC events at the Petone Working Men's Club (if you are not a member of PWMC of course).

It is very important that we comply with their request if we wish to maintain the good relationship we have with them.

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, its executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area. The mention of products, service procedures or service organisations herein does not constitute endorsement by the Club, the Cross Country Chronicle or its Editor.

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Grant Guy

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Ph. 04 472 2020

Carl Furniss

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

Shane & Carl

Mendoza Mechanical
34 Goodshed Road, Upper Hutt
Ph. 04 527 7274

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

CCVC Trophies

We are trying to find out more details on the history of our club trophies and awards: things like previous winners, where the trophy came from, what it was originally given out for, etc.

So if you know anything that we don't know (see trophy page on the website to see what we do know) then please get in touch with a committee member or drop an email to:

newsletter@ccvc.org.nz



National Events

Jun 09-10: Woodhill 100 North Island round 3 of the Mickey Thompson Offroad Racing Championship

Jun 23-24: South Island Mickey Thompson NZ Offroad Racing Championship round 2 CORC short course/enduro, Canterbury

Jul 06-08: South Island Winch Challenge rounds 2 and 3. Hosted in Canterbury by 4x4 Events and Pucker Park. It will consist of two of the Mainland Winch Challenge rounds (Thermal Thunder and Huriani) combined to make one event.

Jul 21-22: NZ Enduro Champs Nelson, two day event, 250km each day

Aug 04: South Island Winch Challenge rounds 4, Cedar Creek, Dunedin

Aug 25: South Island Mickey Thompson NZ Offroad Racing Championship round 3, OORC short course, Otago.

Sept 22-29: Exedy Xtreme International RFC Australia. At Australia's premier 4WD venue, Land Cruiser Mountain Park, Jimna, Queensland. Newest event to worldwide RFC "family" of events, and a warm-up for "Mother" RFC in Malaysia. All teams can win a trip to the RFC which includes container, air fares and entry. Round 3 of ARB Xtreme Winch Challenge Series will also commence on Saturday 22 and finish Sunday 23 so competitors can compete in two events over the eight days.

Sept 29-30: Manukau Winch Challenge Traditional individual winch challenge held under the current 4x4 Challenges rules, to be held at Onehero Rugby Club in a new area of the farm on Parson's Road, with another venue also pegged for some stages. The organisers expect to cater for Club, Challenge and Modified classes. Entry requirements and other details available early July. South Island competitors will be fitted into the nearest equivalent North Island class as was the case in Wellington last November.

Oct 21-22: National Final Mickey Thompson NZ Offroad Racing Championship, short course/enduro, Hawkes Bay.

Jan 19-26 2013: Northland Kauri Coast Safari Eighth in the series of bi-annual events, a 6-day journey through some of the most spectacular beaches, scenery and landscape. The route starts in Dargaville and then follows awesome beach and forest tracks in the early settlers' tracks, surrounded by tranquil and peaceful countryside. Camping every night at schools and a golf course. Enjoyable for the whole family. For a registration pack contact Chris or Leanne on 09 434 6005, or PO Box 18, Dargaville, or email: kauricoast4wdclub@yahoo.co.nz. Also visit the website www.kauricoast4wdclub.wikispaces.com



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.



Club Sub-Committees

The club has the following sub committees running currently (convenor named first, where applicable):

- **60k:** Terence Broad, Ron Johnson, Bruce Mulhare, Antony Royal, John Vruink, Mark Wolstenholme
- **Club Recovery:** Anthony Reid, Morris Jury, Rodney Bracefield, Gavin Holden
- **Competition:** Neil Blackie
- **Deadwood:** Paul Adams, Roger Seymour, Neil Blackie, Morris Jury, Nick Martin, Dennis McKinley, John Vruink & Ray Harkness
- **Emergency Comms & Radio:** Ian Hutchings, Grant Purdie, Rodney Bracefield, Jim Johnson, Phil Lewton, Rick Smith, John Vruink, Mark Wolstenholme, Murray Wills, Steve Mercer, Tony Brown
- **Land Access:** Grant Purdie, All trip leaders
- **Police Search & Rescue (SAR):** ???
- **Safety:** Murray Taylor, Carl Furniss, Peter King, Steve Mercer
- **Trip Leaders Forum:** Charles Odlin, All trip leaders
- **Web Project:** Murray Wills, Grant Purdie, Stefen Cook, John Parfitt, Mike Stevens

The club also has the following external organisation liaison people:

- **Akatarawa Recreational Access Committee:** Ralph Dobson, Charles Odlin & Grant Purdie
- **Dept of Conservation Head Office Liaison:** Paul Adams
- **Foxton Beach Coast Care:** Bruce Mulhare, Grant Purdie, Russell Stevens & John Vruink
- **Friends of Belmont:** Stewart Burrell
- **Greater Wellington Regional Council:** Grant Purdie
- **Horowhenua District Council:** Grant Purdie
- **Tread Lightly!:** Ralph Dobson
- **Wellington City Council:** Grant Purdie & Barry Insull



Presidents Piece

Been a bit slow on the 4x4 front over May, winter sports have kicked in and Dad wants to walk the side line when the opportunity presents. The trip I had planned to look at a new local track was called off due to the weather.

Still the Zuk has been out hob knobbing with the best of them, she got a strange look from the police guard at Government House recently when Georgie drove up with the aunty all decked out in her fine regalia. Story was aunty was staying with us while in town to pick up her QSM award, Georgie found she couldn't (being 80+) climb up into the Prado so at 7am the wife was out giving the Zuk a quick make-over (although didn't quite get the tyres very clean) before heading into town to meet the Governor General. All worked out and we had a lovely dinner at Shed 5 that night to celebrate.

The AGM has been and gone, a good turnout but with a club our size we only just had a Quorum, we are still without a Treasurer and it is looking more likely that we will need to pay someone to do this job, this is an expense we have not budgeted for and yes the club can afford it in the short term but it will affect us in the future. We will be having our first committee meeting late May and it will be great to have a few new faces around the table and some new ideas coming through.

The committee has started to look at the Turangi property again and will be asking the 60k committee to come back to us with their view on what we should be doing with it, be it keeping the status quo, build on it or sell it. Once this is done we will come back to the club members with our recommendation.

The National AGM of the NZFWDA took place in May, Morris will be up dating us on what is happening nationally. Roger Seymour did a presentation on access issues and he will bring this talk along for the next club night.

Don't forget our awards night is coming up, always a good do and this year we have some entertainment in the form of a MC (other than me) and a subsidised meal, book now.

Regards
Ralph Dobson
CCVC

NZFWDA Conference - AGM - Dunedin Saturday 19th & Sunday 20th May 2012

Saturday morning saw me, John Vruink and Neil Blackie off to the airport for the 7.10am flight to Dunedin. Well not quite direct - we had a stopover in Christchurch where we were upgraded to a larger plane namely the ATR for the continuation of our trip to Dunedin. Yes, over the weekend we managed to fly in a Dash, ATR and return directly to Wellington in a 737. I think there was only one ANZ plane we didn't get to fly in.

Using the flights down that we did (cost effective solution) had us at the conference within half an hour of it starting. Everyone was outside viewing the certified "yes certified" Prado 4 Wheel Steer club Truck built and owned by Gareth MacLachlan. Photos to follow ...hopefully on Club Night.

Next up was Tony Johnston CEO of LVVTA (Low Volume Vehicle Technical Association) who provided an intro by way of its commencement and development within NZ. Born on the 1st April 1992 the association has developed into an advisor to NZTA on vehicle modifications under the Low Volume Vehicle Code. Thinking of carrying out some fine tuning of your truck ...start by visiting www.lvhta.org. There are relevant documents here which will assist you - these are the same documents referred to by the LVV Certifiers. Lifting of vehicles appears to be a little contentious by way of where is the initial line threshold to be drawn i.e.

No Certification = Off the shelf modifications, etc

Threshold

Technical limits = Cert applies - LVV Standards - Authority Card

Threshold

Then the exception which is a ?

It is important to remember that the LVVTA is not a Government Department but an informed body with 10 member associations and a heck of a lot of knowledge.

Overall the discussions were starting to become a little heated so it was decided it was time to break for lunch, and to continue after the break and that Tony would be available to discuss and answer questions during the break.

Learned a new word though ...it's called Bump Stop = Suspension Travel, castor, camber etc? all I can say to this is if you don't know what you are doing send it to someone who does as the wrong settings can have catastrophic consequences - yes guys & girls we saw the photos of vehicle modification gone wrong.

The next speaker was a member of The Serious Crash Team, Jeff Fleury, who further reinforced the use of Correct Modifications. It was Jeff's very graphic presentation of accidents, foolishness, half baked modifications that really made you think - is my vehicle safe, are those modifications I have done really safe !!! I will leave you with that question to ask yourself? It may be worth it. Another word for your vocabulary - Kinetic Force = Energy when cornering - Jeff showed us pictures of what can happen when you approach and take a corner rated at 75kph at a higher speed , yes we have all done it at 100 kph and made it safely , appears as though a majority don't as the pictures showed, yes they came unstuck. Certainly a thought provoking straight shooting, no holds barred presentation. Thanks Jeff.

Well now that we had the ...t scared out of us, its back to our favorite subject - Land Access with Alan McMillan, Chairman of PANZ - Public Access NZ. Log on to www.wams.org.nz and check out the purple roads. Alan highlighted two issues that they are dealing with:

Current Lack of Clarity on right of access /passage on unformed /legal roads (Paper Roads) and Lack of Consistency between Councils in NZ.

They are also looking at the introduction of a generic form that can be completed for complaints pertaining to Access Difficulty etc. Remember Walking Access is name only: it includes Horses, Walking, Biking and Vehicular etc not just walking.

Our last speaker of the day was Brian Benn (Police Sergeant) who is very active within the local SAR group. Again - an interesting talk / discussion on SAR. The Dunedin Police / SAR place a lot of value on local 4WD clubs by way of utilising them for the initial recon then once the SAR is activated the role of transportation and ground search (yes guys & girls) by foot.

After a quick brief from Tony (NZFWDA President) on tomorrows activities, it was off to find our rooms and then gather for a nice cold Speight's, (we were in Dunedin!) followed by dinner and then bed as it had been a rather long day since the 4.30am wakeup.

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Database catch-up and AGM time.

Database:

Gail Osman (Secretary) provided us with an excellent overview of the NZFWDA database - this is where all your membership details are kept confidentially and how Trial torque is sent to you. Important note, if your contact details, email, address etc change please let Mike - Membership Officer or David - Treasurer know so they can update both the CCVC and the NZFWDA database. Both these are very useful tools if kept up to date. **It is important to note that if your details are not loaded within the NZFWDA database as an Affiliated Member of the NZFWDA you are not covered by the NZFWDA land access insurance.**

Another couple of interesting points worthy of note: **if you are called out for either S&R or Civil Defence it is important to check with them as whether you are covered under their insurance** - you may find that the Reccy part they are not covering you ... but if the search goes live they will possibly cover you.

How we activate our Recovery committee / members: As this is not a recorded/planned trip within the CCVC trip database, it is important that on activation an email is forwarded to Gail as Secretary of the NZFWDA to activate the Indemnity Insurance.

AGM:

Reports from the relevant NZFWDA Executive, followed by a remit pertaining to the inclusion of the Winch Competitions to be guided under the umbrella of the current competition committee, remit passed for this inclusion.

Honorariums for the president and executive were held at the current payment of \$750 per person. Personnel of interest from our club on the National Executive are Roger Seymour as National PRO and Brent Sampson as Central Zone PRO. Well done guys ...great to have you back in the positions again.

Financials for the association are good, not going to list it all within this report as it will be released with in the forthcoming AGM Minutes. Affiliation fees remain the same at \$30.00 PP (even with the 15% GST increase) with the Zone split at \$6.00 PP, Application Fee was held at 0. The maintaining of the status quo was by **vote** as it was proposed that it be increased to either \$32 or decrease the Zone split.

With the AGM completed it was time say good bys and stretch the legs with a walk down the main street, then back to the hotel for the rebooked taxi to the Airport were John had made an excellent job of getting us on a direct Dunedin - Wellington flight - a coffee, biscuit (no they don't get any better) and we were back in the sunny capital.

I believe I have covered most of it ...any questions or queries please give me or Neil or John a call.

Next NZFWDA 2013 Conference / AGM will be in Wellington.

Thank you to Neil and John for your support in attending both the Conference and AGM.

Morris Jury - CCVC CZ Delegate

The Balloonist

A woman in a hot air balloon realised she was lost. She reduced altitude and spotted a man below. She descended a bit more and shouted: 'Excuse me, can you help me? I promised a friend I would meet him an hour ago but I don't know where I am.' The man below replied, 'You're in a hot air balloon hovering approximately 30 feet above the ground. You're between 40 and 41 degrees north latitude and between 59 and 60 degrees west longitude.'

*'You must be an Engineer,' said the balloonist.
'I am,' replied the man, 'how did you know?'*

'Well,' answered the balloonist, 'everything you have told me is probably technically correct, but I've no idea what to make of your information and the fact is, I'm still lost. Frankly, you've not been much help at all. If anything, you've delayed my trip by your talk.'

*'The man below responded, 'You must be in Management.'
'I am,' replied the balloonist, 'but how did you know?'*

*'Well,' said the man, 'you don't know where you are or where you're going. You have risen to where you are, due to a large quantity of hot air. You made a promise, which you've no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my f ***ing fault!'*

Trip Report – Orongorongo – 26 May 2012

To the uninitiated, the words: "Going on a 4x4 trip..." conjures up images of large spares on bonnets, cars stuck in mud up to the windows, bush-mechanics under vehicles, serious damage to vehicles, med-evac helicopters on standby, caterpillar-type recovery vehicles on stand-by and so on and so forth... Well, in my somewhat untamed imagination, some of those were imagined. Today, I am here writing about just such a trip, but from the side of the "initiated", and although not an expert, definitely a bit of a "been there done that and want to do it again" chip of the old block.



What am I on about? Orongorongo Family Shiny, "standard" as it is called on Club Night; recently led by Morris J, and having been a mere three minutes late, Trip Report duty was deemed the adequate disciplinary action. I started thinking how to write this report, and my mind kept taking me back to the introductory phone calls when I enquired with Morris to be a visitor on his, monthly Orongorongo Family Shiny trips. Although my mind rushed through wild and elaborate scenarios similar to those mentioned earlier, I was informed that the trip is Family, and you exit "Shiny" and there is "nothing really to it" and, and, and...

And it was nothing like I expected. Certainly not a death-to-your-vehicle style mash-up, but not a numb-skull bore to the adrenaline drive either. Orongorongo is one of those nicely versatile trips that expose an entry-level 4x4 enthusiast to varying environments and different challenges to put to the test and hone your driving skills, all in one day. And this recent trip on Saturday, 26 May, was just such a trip.

So having arrived a few minutes late, trip fees were paid shortly after Driver Briefing, discipline handed out and accepted, all while co-driver and partner, Sonja, deflated the tyres to the customary 20psi; and off we went through the first gate to start a fairly steep climb up the hill. It was a slightly overcast, but fine morning. First stop, the airstrip; which offers panoramic views of Wellington Harbour and the Hutt. No matter how many times you've done it, you still instinctively reach for the camera and snap away as your lens hungrily takes in the awesome views. It is called an airstrip, and fortunately, so far, no mad pilot have yet to try and land while we were clogging the runway with warmed-up 4x4 engines, readily waiting for the next phase of the trip. This airstrip is also the first stop for those with the early-morning-coffee-bladder-cannot-handle-the-shaking-anymore-releases. And what a release it is!!!! It comes highly recommended in order to ensure bladder survival for the big descent later.



With a blow of the horn/whistle/tooter, or whatever noise box the trip leader has up his sleeve to announce a departure and frighten local flock, engines buzz away for another wee climb, onto the ruts. My first time across this was insane. I thought 4x4 drivers are nuts, bunch of Looney's who all lost it. But by the time you actually clear the ruts and reach the top the slight buzz of adrenaline has washed away all such thoughts.

Maybe because you have

accepted that fact that deep down you are one of them! Having done this a few times now, it is interesting to note that you become more confident in navigating yourself, your vehicle and its passengers through the challenge, but it never bores, as each time, these ruts are just a little different. Other drivers, weather conditions and just the way of nature, keeps changing these ruts ever so slightly that they remain familiar territory, but still keep you on your toes. During this trip there were some cowboys who lead-footed through them and com-

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Cross Country Vehicle Club (Wellington) Inc

Annual Awards Dinner

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Bookings Required by June Club Night

(Continued from page 9)

ments of broken CV joints and the like abounded. However, the whole convoy reached the top of Cattle Ridge safely through the ruts.

On top of Cattle Ridge, your camera crawls out from under wherever you secured it, and demands to see, and when it does, it is once again snap snap snap, as the views from here open up the valley and the Orongorongo river to the right and there is just no end to the magnificence of Mother Nature, and if she blessed the trip with a sunny clear day, you are doubly fortunate.

So when the sense of euphoria of Mother Nature and all that jazz wanes, its engines on, low ratio engaged, engine braking on stand-by, and the "Big Descent" starts. Unfortunately I have to go back to my first time doing this because my mind does not allow my writing activities to ignore the memory. I guess, in texting language of today, "WTF" comes to mind. Here I was, trying not to brake, holding it steady in first gear, slip sliding ever so slightly down on damp gravel, gaining ground on the vehicle in front, with almost vertical drops to your right, and rocky hillside to the left. As if that is not enough, when your wheels are already at maximised size for the chassis cavity, hairpin bends challenge your short-wheel-base vehicle to make the turn without setting your right-front wheel right down one of those virtually vertical drops!! It is with a sigh of relief that you ease out onto the level plains where quiet waters flow, and the flasks open up and nibbles abound.



A scout was sent ahead to open the next gate. This entailed a small river crossing, and given the recent week's rainfall, the flow was considerable, but not dangerous. The trip leader did call in a consult to determine the best angle though. It was just as the gate-scout left, that another one of our way too eager visitors dashed after them into the river, paving a wake of clear white waters – radio chatter abounded! Well, that was the queue, so the rest of us started up and followed in convoy through the river, past the two gates, and onto Ocean Beach road track.

It was not far onto Ocean Beach road that a muddy rut, which was navigated sort of to the right by the leading convoy, overcame some of our "adventurous" members again, and swallowed him whole. Ross came to the rescue and with a wee tug, the Safari was free from the muddy rut, only to be followed by another one who fell snare to the temptations of the mud. Noel may not have had more traction, but certainly darted into the ruts with more Safari momentum and cleared the bog with ease, and a wee wry smile of naughty accomplishment.

So, onward we went and more mud puddles offered enough dirty spray to make sure our neighbours could see we were serious off-roaders and fill us with the delightful glee only we who do it can understand. Morris cautioned and requested that we stay on the track and behave accordingly through Wharekauhau, as just before the trip, there was pending danger that we would not be allowed access anymore. I suspect it was a bit of Morris's charm and persistence, that got the CCVC group access again, but nonetheless, we all exercised caution and proceeded through this section like choir boys on Sunday Mass.



(Continued on page 14)

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

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Re-grouping at the Forry, it was deemed appropriate to send a scout to check the slope just past the twin gates. The scout reported that it was a bit more sunken than before, but still driveable from a safety perspective. Onwards again, and as it was not our first time on this track, my co-driver had decided that she is quite confident enough to take the wheel. And that she is. But, on that matter... Drivers, if you had not yet been a passenger across the shale, please do allow yourself that experience. It will make you drive with a different appreciation for the comfort of your passengers!!

Clearing the slopes and leading on through the last bit of bushy growth, we turned into the DOC campsite for lunch. Turning in, some vehicles were seen to be on the right on the beach, Guy's bonnet was open, (turned out to be nothing serious, just a very pretty engine, I guess) my exhaust rattle was fixed with Ashley's bungee cord, and lunch was everyone's main focus. When the Press duties got the better of my post-lunch laze I grabbed up the camera and headed off to the beach to see what the fuss of some strays on the beach were. And lo and behold, a huddled group of testosterone all around and about Morris' Pajero, and using Ants' Land Cruiser as anchor, rewound the winch rope. This ended up being a wee bit of a spectator sport as some estrogens were looking on in wonder.

After the rewound, it was Engines go!, and we all pulled away to make the afternoon trek back. It is interesting, to me anyway, how the morning seems to be at a leisurely pace, but the afternoon seems a bit more racy. Maybe we all just feel a bit more confident seeing that we've just done the track before? It was curious to note that we stayed well above on the upper track to avoid the muddy ruts of the morning. Just in case our cowboys succumbed to the whiles of the mud goddess, again.



Following on, we heard radio chatter of a recovery! I hailed my driver to stop, darted out like a mad Press Photographer and Paparazzied the last part of a Red Zuk towing a Blue Zuk (Strike One!) of out the swampy mud section. Thanks, Greg. The sheep carcass that blocks the "original" path, is still there, so muddy bog it is for now.

Nearing the gates closer to the river, radio chatter flooded the airwaves with requests of "washing off mud" – code for "We Wanna Play". AJ took the lead and guided us up the right bank so that we can enter the lower water levels upstream and work our way back. As we had some guests that neglected to follow the very important convoy rule; "keep the driver behind you in sight at all times", three trucks missed the turn and veered onward past the turn. Multiple-point turns on narrow roads got us back to join the main flock down at the river banks some minutes later. And it was down by the river that it all started!

(Continued on page 15)

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The monster trucks and muscles boys splashed and splashed and attempted bank clearing, multiple times (Maybe a reward for the "most-failed-attempts-before-getting-it-right" award is in order?). It became a bit of a show-off, and more powerful vehicles followed. And then, like an arrow from a quiver, a dark blue Suzuki shot out, pushed out a wake, cleared the bank, and ventured up very rocky slopes, just to get cross-axed (Strike Two!). AJ jumped to the rescue, and the dark-blue Suz was joined by a light blue Jimny, who had to navigate see-saw style



a few times to reach where the bold arrow had shot out to. Like a little terrier who wanted in on the action, a red Suzuki scurried across, splashing and splashing, clearing the bank in AT's, and then getting stuck as well, just off the bank. "Three suzi's on hill"; sounds like a low budget porn film.



Then, to everyone's surprise, a guest, fully loaded with partner and two youngsters came volleying from the right in a Mistral, followed the same patch through the river as the red Zuk that now managed to free himself by moving some rocks under the wheels, cleared the bank like a screaming madster, and came to halt just behind the other blue Zuk, being assisted by the Jimny. Phew. What action, it was like watching a John Woo gone Bush film!

At this stage the Trip leader exerted a bit of authority in the form of a strong reprimand saying "no more", and we all agreed that the debacle was over. AJ led the strays from the bank across down the other side, while we all started off to criss-cross our way back. The leisurely criss-cross back was not without another few antics as the adrenaline was still fresh in the nostrils. It was at this time, also, that Grant made it his mission to "splash" the "Press vehicle", who needed its passenger window open for photos. 3rd time lucky, he managed to surge a wave into the open window, and I was just glad that we opted for the IP rated water resistant radio as Graeme had suggested. Else we would have gone dark on the comms from our end.

Getting out of the last river crossing sections, I kept asking my driver to wipe the window for a few last photos, only to realise the drops were on the inside, compliments of Mr. Uridge. Stopping just before the gate for the goodbyes, we re-inflated for the trip home, with SD cards full of fun memories and yet another, "standard", but ever so BRILIANT Orongorongo trip.



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- current reg and wof
- galvanized chassis
- brake system recently overhauled, new master cylinder
- new LED lights
- long drawbar
- dimensions can be supplied if needed

Jeremy jlrae@clear.net.nz]



Follow the Leader with Suzi Blue: touring the back roads in the Wairarapa.

The idea for this trip came about after the Waitangi weekend 4WD trip to Otapawa. "What a great place to stay for an overnight touring trip," we said. "And we could incorporate one of the famous Robbie family BBQs for the Saturday night." We were able to sound it out with Don Robbie on that trip and he made a few suggestions for places of interest in the area. We drove down Puketoi Rd, the back entrance to the farm on that particular trip after we had been to Costa Plenty 4WD Farm Park and realised that would be a great touring road and a terrific way to end a Saturday touring trip. That was the basis for a touring trip.

Picking the route from Featherston to Otapawa and then Otapawa to Pahiatua involved looking at the North Island Kiwi map. We picked linking shingle back roads, declared a fuel stop at Masterton, for Saturday lunch (remember this is Suzi Blue we're talking about here, small tank which needs topping up often) and with the idea of driving up Pori Rd and then down Puketoi Rd to Otapawa as a climax to the Saturday trip. On the Sunday we picked routes that would take us to Akitio on the coast, incorporate Waihi Falls and then get us back to Pahiatua mid afternoon. We "flew" over the route with Google Earth: it seemed feasible. Roads went through farmland, settlements, up valleys, alongside rivers, along spurs and were twisty or climbed to great heights.



One road, Northcroft Rd showed up as a grass track with gates. Checked and rechecked; it was definitely a public road. Sounded interesting! The route was plotted on GPS and distributed to participants in case they wanted to follow it. Then we needed to pick a weekend when the trees would be at their best with autumn colours and one that would suit our hosts at Otapawa. The weekend we chose was the start of duck shooting and the lodge would be full; the next weekend they were hosting a 75th birthday party so we settled on the last weekend of April. Perfect as it turned out except it clashed with the Rotary Fundraising Tag-along when that was announced, which meant some of the participants were torn between the two events. (David and May and Julian came back to Wellington after dinner on Saturday night; Chris and Sonja left very very early Sunday morning.)

Fourteen trucks lined up on Saturday morning in Featherston in heavy rain so the Trip Leader's safety briefing was done via radio inside the vehicles after the initial greeting. Luckily the rain didn't last and long before morning tea the rain had stopped and the sun was shining (well almost). Someone had mentioned that there was a car rally being run in the Wairarapa on that weekend.

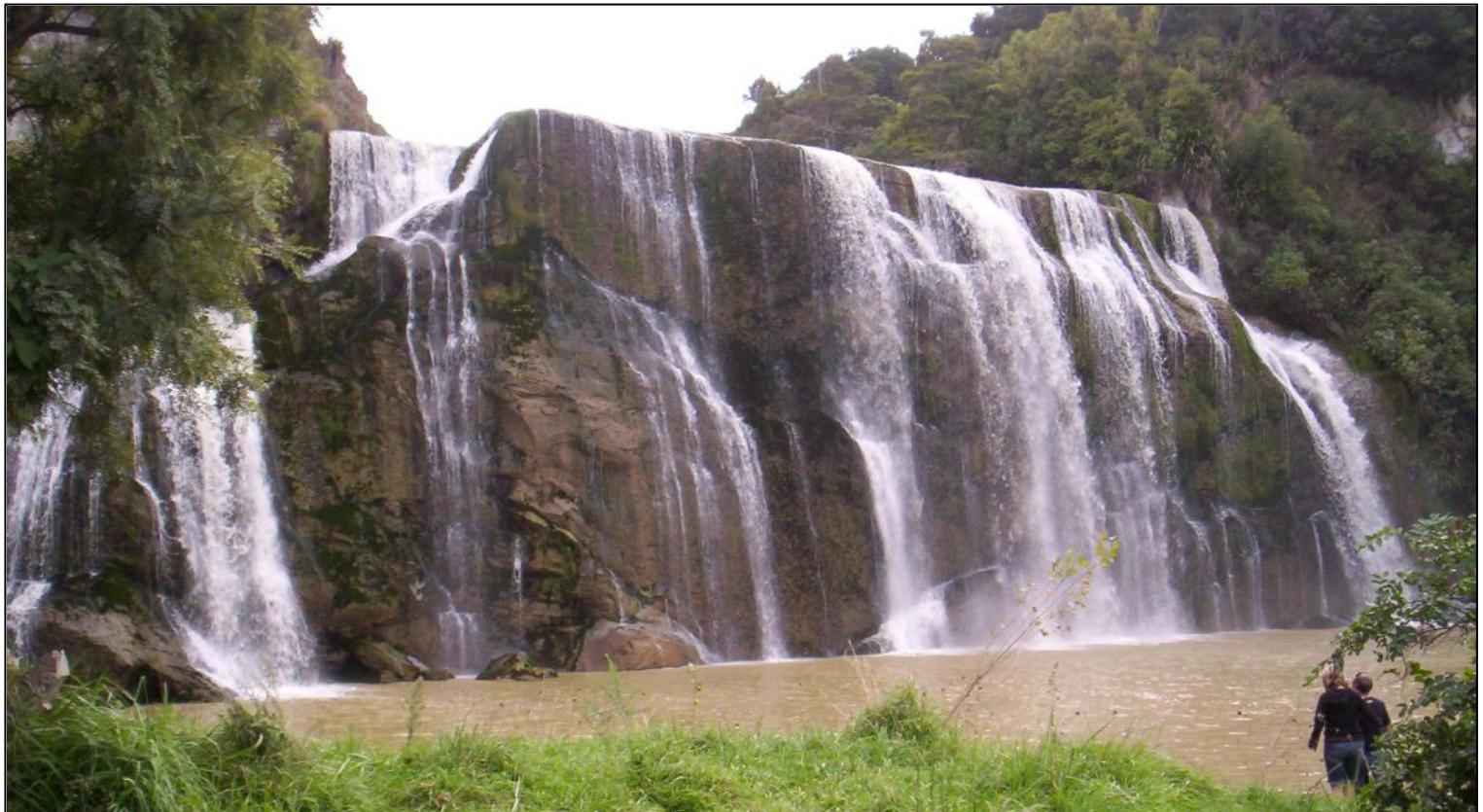
Before long we started to notice very small road closure signs at the entrance to roads. The first one we had driven past before we registered its significance so people read it out as they drove past. Closed Sunday 29 April! That was OK. Phew! The further north we went the closer to our travel time they got. Another one read

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"Closed Saturday 28 April pm". It was still morning at that time so we could drive it, then we struck one that was due to be closed at 2.40 Saturday and it was 2.05pm. As it was only a short stretch and there weren't any marshals at our end we figured it was still OK. However we did cross our fingers that no one had a break down or puncture on that stretch and certainly didn't dawdle.

Lunch was at Masterton. Some ate by the lake and Ashley and Gillian were seen to be sporting a very stylish picnic basket with delectable goodies. We regrouped outside Masterton and Gen and Phil joined us at that point. Northcroft Rd, just north of Masterton was certainly a highlight as a touring road, grassy, with lots of gates but signposted at each end and fenced either side.



Late on Saturday afternoon we did strike the rally road closure. Pori Rd was closed until 6.00 that night and after talking with the marshals we worked out that the front entrance to Otapawa was still open so our climatic entrance to the farm didn't happen. We filled the Shearer's Quarters, tasted Marlene's cake that she left in the kitchen for us and broke open the wine and beer. We enjoyed the very tasty BBQ that night and great hospitality of the Robbie family and we passed a very pleasant evening chatting in the shearing shed and back in the lounge beside the warm fire.

The Sunday route was tweeked to incorporate a loop up Puketoi Rd from the farm, with its dramatic views, and down Pori Rd to pass by the front of the farm again an hour from starting. The rally cars had polished the road and left it slick. It was certainly a great rally road section! By then we were back on the route for Sunday. Sunday lunch was at Akitio beside the beach. As we came down towards the beach Shaun started fantasising about an ice cream. We were pleasantly surprised that there was a shop there that not only sold ice creams but Ashley and Gillian were seen posing with a garden water feature that they bought.

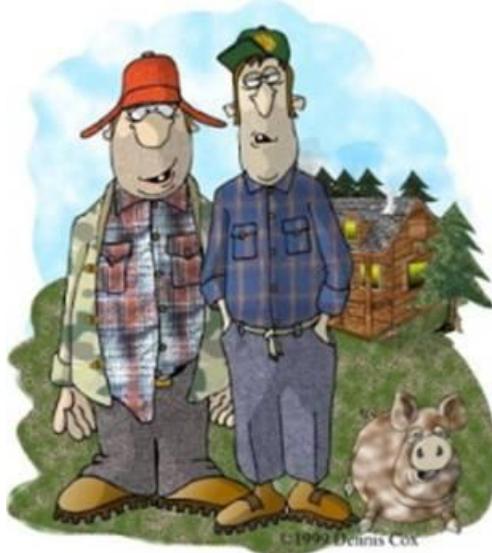
After lunch we climbed steadily and visited the spectacular Waihi Falls on a plateau amongst farm land.

On route to Pahiatua we drove through a quarry, once again on a public road. It would have been an interesting concept on a working day! Pahiatua was the end of the trip around 3.30 Sunday and wouldn't you know it, it was teeming again. So after a farewell under the shop verandas we left for our homes; some went via the Pahiatua Track and others followed State 2.

Thanks everyone for a great weekend. It was really great to be able to get to know people who are new to touring as well as meeting again with the seasoned travellers.

Graeme and Linda Millard
Suzi Blue

Three questions for an Engineer...



Question # 1:
How much does a house weigh?

Question # 2:
How much weight can a rural two - lane bridge hold???



and... Question #3:

**WOULD THIS BE COVERED BY
HOME INSURANCE,
CAR INSURANCE,
OR, DOES IT COME UNDER
ROADSIDE ASSISTANCE???**

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Date	Name	Organiser	Category	Place	Status	Notes
June 2012						
Friday 1st	Ohinewairua with Valley 4x4 Club - Bookings Required	John Vruink	Shiny 4X4	Ohinewairua Station, Taihape		
Saturday 2nd	Queens birthday Kiwi 4x4 teams challenge 2012 at Rallywoods	Kiwi 4x4 Club	Club 4X4	Rallywoods		
Sunday 3rd	Dinner Under Diodes - Bookings Required	Graeme Millard	Shiny 4X4	Akatarawa Forest - Deadwood Ridge		
Sunday 10th	Akatarawa Family Shiny Trip - Book with Steve 042331121 or 0274422898	Steve Mercer	Family Shiny	Akatarawa Forest		
Sunday 10th	Central Zone Club Truck Challenge - Round 3	Wairarapa 4.W.D. Club	Club 4X4	Wairarapa		
Wednesday 13th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 16th	CCVC Training for Prospective Members - Contact Andrew 021 760 238 or (04) 568 - 2136	Andrew Johnston	Training (Driver Practical)	-tba-		
Saturday 16th	South Coast Dune Planting with WCC - Contact Barry on (04) 234 - 7757 or (027) 240 - 4530	Barry Insull	Family Shiny	Wellington South Coast		
Sunday 24th	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area		
Wednesday 27th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		

July 2012

Friday 6th	South Island Winter Gold Rush - Bookings Essential (bookings close 31/05/2012)	Murray Taylor	Shiny 4X4	Ikamatua/Reefton		
Saturday 7th	CCVC Annual Awards Dinner - Bookings Essential	John Vruink	Event	Petone Working Men's Club, Udy St		
Saturday 7th	North Range and Takapuri Roads (Manawatu) - Book with David 045674501 Cellphone 0274510361	David Coxon	Family Shiny	Manawatu - North Range Road Takapuri Road, Manawatu		
Sunday 8th	Rallywoods in Winter - Bookings Required	Steve O'Callaghan	Club 4X4	Rallywoods		
Wednesday 11th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 25th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		

August 2012

Wednesday 8th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 29th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		

Do you want to read a "Full Colour" copy of the mag - it is available on the clubs public website. We will also be adding copies of previous magazines as well (once the newsletter editor finds the time to PDF them!).

Just because someone doesn't love you the way you want them to, doesn't mean they don't love you with all they have. Ralph and Edna were both patients in a mental hospital. One day while they were walking past the hospital swimming pool, Ralph suddenly jumped into the deep end. He sank to the bottom of the pool and stayed there.

Edna promptly jumped in to save him. She swam to the bottom and pulled him out. When the Head Nurse Director became aware of Edna's heroic act she immediately ordered her to be discharged from the hospital, as she now considered her to be mentally stable. When she went to tell Edna the news she said, 'Edna, I have good news and bad news. The good news is you're being discharged, since you were able to rationally respond to a crisis by jumping in and saving the life of the person you love. I have concluded that your act displays sound mindedness.'

'The bad news is, Ralph hung himself in the bathroom with his bathrobe belt right after you saved him. I am so sorry, but he's dead.' Edna replied, 'He didn't hang himself. I put him there to dry.... How soon can I go home?'

Happy Mental Health Day!

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.ccvc.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 stropping, 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



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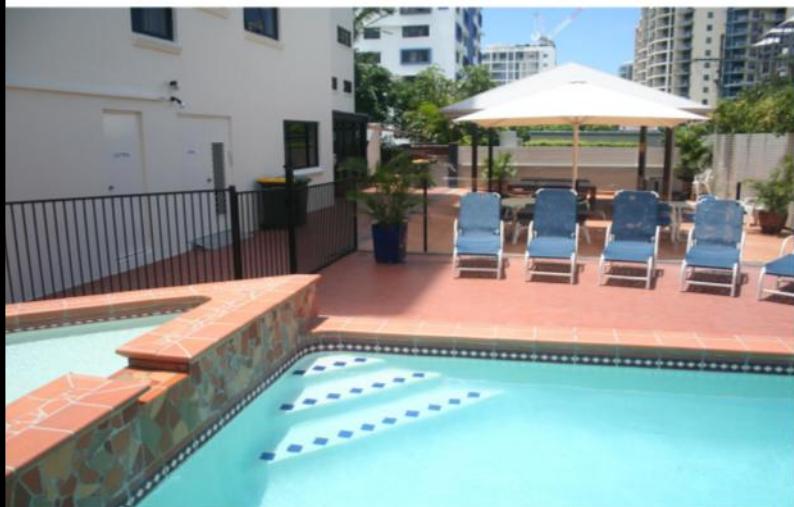
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