



WELLINGTON



VEHICLE CLUB
Wellington

Cross Country Chronicle October 2012



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

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VEHICLE CLUB
Wellington

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					
President					
Vice President					
Immed Past President					
Secretary					
Treasurer					
Club Captain					
General Committee Members					
Driver Training Officer					
Entertainment Officer					
Membership Officer					
Land Access Manager					
New Members Officer					
Newsletter Editor					
Publicity Officer					
Safety Officer					
Trip Coordinator					
Competitions Officer					
NZ4WDA Delegate					
General Committee					
Appointments and Other Useful People					
Archivist					
Asset Manager					
Assistant Trip Coordinator					
Club Night Photo's					
Club Recovery					
Help desk					
Membership Database					
Track Maintenance					
Trophy Officer					
Webmaster					
Welfare					
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

Two great trip reports this month - part two of the Winter Goldrush trip report and a Australian Red Centre Ramble, both good reads and photo's to match.

Are you aware of the club magazine being online in full glorious colour? Looks better in colour doesn't it? Give some thought to us only publishing the magazine electronically as you'll be asked at the December club night.

It's starting to get warmer so I'm sure more of us will get out and about, there are also some good tag-along trips available early next year that may be worth looking into.

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

Vehicle Inspectors



Dayal Landy

Gold Coast Mechanical
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Antony Hargreaves

Epuni Motors 1987 Ltd
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Ph. 04 569 3485

Dave Bowler

Pete Beckett

Bowler Motors Ltd
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Ph. 04 237 7251

Grant Guy

Richard Blair

G Guy Motors
61-63 Thorndon Quay, Wellington
Ph. 04 472 2020

Carl Furniss

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

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

Oct 13: Mainland Winch Challenge Round 6, hosted by Timary Makikihi

Oct 20-21: National Final Mickey Thompson NZ Offroad Racing Championship, short course/enduro, Hawkes Bay.

Oct 20-22: Just Jeeps Jamboree Army training grounds, Waiouru, presented by the Wellington Jeep Club. Trucks must be in top condition with serious mud tyres and recovery gear.

Oct 28: NZFWDA Trial Round 1 Hosted by the Whangarei 4WD Club, northern zone.

Nov 04: Broadlands School Family 4x4 Fun Day Low ratio vehicles on a Broadlands farm, sausage sizzle and refreshments available after the event at River Rd Hall. \$40 per vehicle. Contact Tracey on 07 333 8880 or Broadlands School on 07 333 8576

Nov 10-11: 10th Annual Ahuroa Volunteer Fire Brigade Fundraiser Location 1hr north of Auckland, 2 runs to choose from (extreme & family), camping available. Cost \$150 driver and 1 passenger.

Nov 10-11: 42nd Traverse Scrub cutting weekend with DoC support. Start at Owhanga end at 10am and overnight at The Park Travellers Lodge, National Park.

Nov 18: NZFWDA Trial Round 2 Hosted by the Hawkes Bay 4WD Club, central zone.

Nov 25: Matariki Forests 4x4 Charity Safari Shiny tag-along (4 - 5 hrs) in the Matariki Forest in the Whangamata / Opoutere area. Details at whangamata.co.nz or contact Brendon on brendonjpugh@xtra.co.nz, 07 865 9295 or 027 255 5440.

Dec 16: NZFWDA Trial Round 3 Hosted by the Competitions Committee in the northern zone.

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. 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 www.kauricoast4wdclub.wikispaces.com

Jan 20: NZFWDA Trial Round 4 Hosted by the Mt Egmont 4WD Club, central zone.

Jan 27-29: Motu Safari Contact Paul & Shelley Cornwall, Motu School, PO Box 11, Motu or 06 863 5804

Feb 16-17: Pirongia Safari Contact David Samuel on dsamuel@clear.net.nz with "safari" in subject line or 07 871 9651 (before 9pm)

Mar 02-03: 4x4 National Park 2012 Fundraiser of the National Park community, see 4x4nationalpark.co.nz

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

With the temperature climbing in the thermometer we are seeing a few more trips on the web site, with the Rugby season finally over I should find more time to get out in the bush and catch up with some of you like minded folk.

At the last club night I asked the members attending to start thinking about the club magazine, it is our largest expense and as money is becoming pretty tight it might be worth dropping the print version all together. The magazine is published on the website now in full colour so please check it out. The committee have decided to hold a "Special General Meeting" in December and put the options for the magazine to a vote, this meeting will be advertised in advance. In the meantime we will be talking to our sponsors to discuss any preferences they might have. While you have your thinking cap on how about coming up with suggestions on what we should do with the Turangi property and the funds in the account which were intended for its improvements. I don't think the club has the desire to pursue building on the site so we are looking for options.

Your committee has been discussing ways of encouraging more participation in the club champs, I think last season was a real success with the introduction of the standard class, now we need to advertise dates well in advance and also look at a prize package, keep an eye out for details. The subs should all be in, we still have about 20 members unpaid and will do a final follow up. Our numbers are still around the 230 mark including life and honorary members, the data base is about to be rolled over and a new password issued, if you can't get on the web site soon or no magazine turns up then you may not have paid your sub.

Last club night Ian Hutchings did a video clip presentation on a snow trip down South, the October meeting will have a club member just back from 4 wheelin between Chile and Brazil, taking on the Andes so I'm betting that will be a trip worth knowing more about. Long chat from me this month, better head off to bed, see you in the mud.

Ralph Dobson - CCVC President

CCVC Special General Meeting

*To be held on 13 December 2012
As part of the usual monthly clubnight*

Reason for this: to vote on whether the club should convert the monthly club newsletter to a fully electronic newsletter accessible in full colour from the club website (no paper copies)

Background: it costs the club approximately \$650 per month to print and post the monthly club newsletters, multiply this by 11 months and this comes to a sizable amount of club expenditure that could be used for other 4WD related expenses.

Motion: "that the CCVC Cross Country Chronicle becomes fully electronically produced and circulated from July 2013". Moved by Paul Adams, seconded by Ralph Dobson

All members are welcome to come along and cast their vote.

The Zuk got out once last month, I thought I'd write a bit of a trip report as it was a lot of fun for a Thursday afternoon.

A good mate called and asked if I was interested in showing a Chinese client (now a NZ resident) of his around a forestry block just out of Otaki, "of course" I said, anything for a mate. Had a quick look on Google Earth, found the block and hoped that the weather would stay dry for the next few days as the contour lines looked pretty close together.

Met up with our small party at the café just across the Otaki river bridge, we looked over the colour map while lunch was made, the track details told of steep inclines, grass top with a clay base.

Phil told me he had taken his 100 Series cruiser in a few months back but only managed about 50 meters (on more road orientated tyres) before sliding into the bank and knocking off his wing mirror.

We headed up towards Otaki Forks and found the locked gate into the forest, down with the air pressure and loaded up with camera gear, laptops and passengers and off we went. There is something about pine needles, sitting on a bed of grass which is pretty soft with a nice hard clay base, a recipe for wheel spin. We headed up the ridge with the Zuk losing traction occasionally but with plenty of momentum we carried on. My passen-

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COOKES GOUROCK

(Continued from page 7)

gers then wanted to stop so I found a reasonably flat area and we climbed out for a look at the trees. Lots of talk about roading costs (big numbers), replanting costs and carbon credits and then on our way up to the loop track turn-off.

The tracks in the forest look like they could be a lot of fun for a club 4x4 trip, the loop track is blocked at one end with wind fall trees but from what we saw it has lots of potential for a play. We walked about 2km along the track before heading back to the Zuk. On up the main track with views out over the sea we found the track narrowing and as we ran across the grass the wheels started spinning and off into the bank, better that than over the edge. A couple of run ups and we were off again along a ridge track until we started up the hill again on what looked like a good track, wheels spinning we came to a halt. No one had been up here in years in anything other than a quad, we had a few goes but thought better of it and parked up, the lads went for a walk while I checked out the top end of the loop track and another ridge track.

If the guys buy the block then we will have free access for a few months before serious logging starts up so watch out for an exploratory trip on the web as I'm keen to have another go. The trip back down the slippery slope was interesting, our foreign passenger deciding he would rather walk most of it. Once I aired up the tyres we headed off to a nice restaurant for a debriefed, an enjoyable afternoon out in the mud.

Ralph Dobson - CCVC President

CCVC *Four wheeling in the capital since 1971!*



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 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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WINTER GOLD RUSH – JULY 2012 – Day Five

Taylorville to Taylorville, via Taylorville and return

Waiuta was a really crisp frost in the morning of Day five and we had planned a cruisy day to Swell Peak in the Paparoa Ranges. But first your not so trusty scribe needs to record that Mr T was now driving a Nissan, not a Toy-mota. In fact he probably had been all the trip. Apologies! Then we had a look around the old Waiuta gold workings, cyanide ponds and the upper end of the mines. A ute was there with someone doing business on a cellphone and after a chat it proved to be the chap shining lights into the sky and making noises at night. He was running a drill rig positioned over the old gold reef and took a three metre sample every three metres to produce a cross section all the way down to, through and under the Blackwater reef. They had a portacom camp and ran 24/7 with a rotating crew. There was only one seat in his truck so I elected myself to go with him to see the camp. The rig itself was an OSH controlled area, but was inclined to drill at an angle of 55 de-

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grees so it would intersect the reef on the perpendicular, and whilst only at 900 m so far was targeting 1600 m before moving to the third of the four drill sites. So introductions were made and the dinner invite issued and I was then run back up to join the CCVC group.

For more info on how much gold there is left in the Blackwater Reef, see:

<http://www.oceanagold.com/investors-and-media/news-releases/ogc-announces-initial-drill-results-blackwater-gold-project/>

That day we had some sightseeing to do first so it was down to the highway, south towards Greymouth and across the Grey River to Taylorville and on to the Brunner Mine site for a quick look around. Our trusty leader Mr T said he knew the way to Sewell Peak and led us away from Taylorville but on not finding the Sewell Peak road we retraced our tyre tracks to Taylorville and eventually found the Sewell Peak turn off. Unfortunately we soon met a barrier gate and our magic was not strong enough to open this, so that trip was scratched.

Never fear, our leader Mr T led us back to Taylorville and the banks of the Grey where we crossed some small parts of the river out to a suitable shingle bank for an early lunch stop. Oilpro decided to play in the soft stuff, but was retrieved in due course.

So with time in hand we headed towards Taylorville (Mr T swears he has no interest or relatives in the town!!) but we turned off before reaching the town to cross the Grey River at Stillwater where we headed back north and eventually turned towards Nelson Creek. Turning into a side track we stopped near an adventure tourist operator who asked if we were going to be driving in the creek as he was doing a float down trip. Sounded interesting, but we decided to look for the Gows Creek tunnel instead, and eventually followed a scruffy track through hugely thick ice puddles to be stopped by a log fall. Now Mr T had given instructions for the trip that "he would carry the chain saw and we did not need to" so we left him to it and walked on to the valley floor. After negotiating several log falls we found a slippery side track to reach the upper tunnel entrance. A chasm had been cut about 20 metres deep to trench the stream before the man-made tunnel. Walkable, but difficult to make the several metre drop to the stream bed safely, so we retraced our steps. In the meantime (about 45 mins) Mr T had checked out the treefall, assessed the tree fall drop zones, studied safety options, reviewed daylight angles, studied the user manual, and prepared a safety plan but not actually yet got around to cutting the offending trees. So a tight turn around and back to Nelson Creek to retrace our tracks to Ika-matua and our Waiuta base.

Mr T went to the local pub to ask about a 4WD enthusiast in town and was rewarded with a contact to chat to about places to go. We then had our eyes on a couple of new local knowledge type trips and maybe a major new trip up the Snowy road, to cross back into the Grey river and out to Maruia Springs.

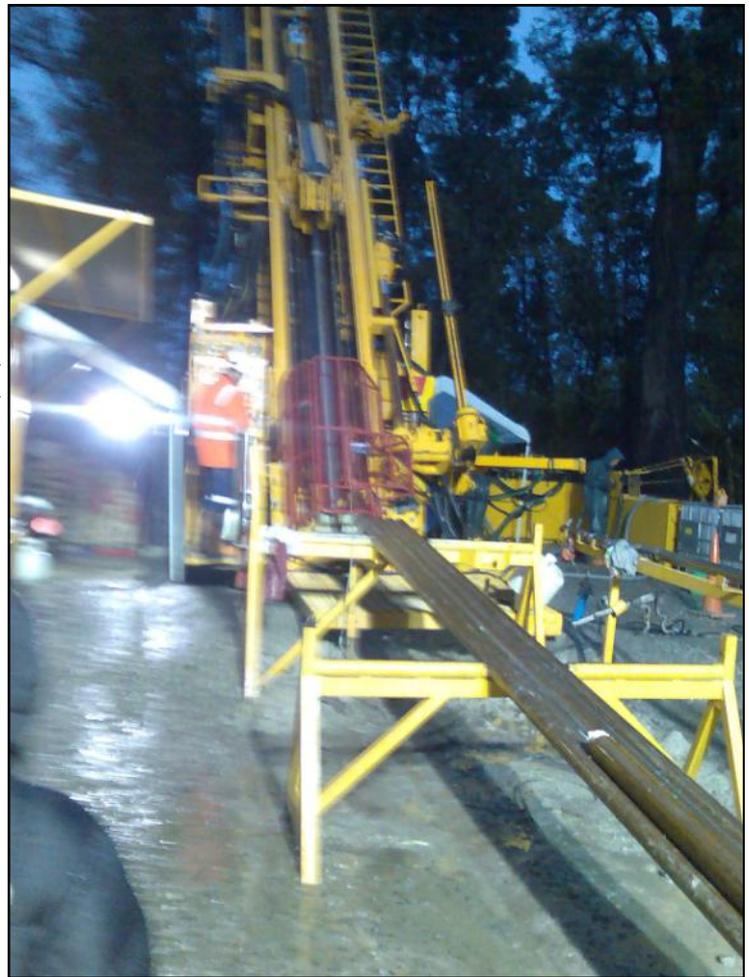
Again the cold was with us, but no gold, except that found in the Blackwater reef. Still there is always tomorrow.

WINTER GOLD RUSH – JULY 2012 – Day Six

Day Six was a little overcast initially, but no sign of the forecast rain so we were planning on Napoleon Hill and the Waipuna tunnels. This Valley was just around the corner so a later start still had us at the locked gate before the landowners arrived.

So after a short wait we went through to stop at a small "clamber in" sized tunnel of a hundred metres or so long before moving onto the main homestead site. "Site" it was with a slab ready to be poured awaiting warmer weather to avoid cracking, abut with the precut frames and cladding already on site to be erected. But the attraction was the water race and water wheel he had built to provide electrical self-sufficiency. It was

(Continued on page 15)





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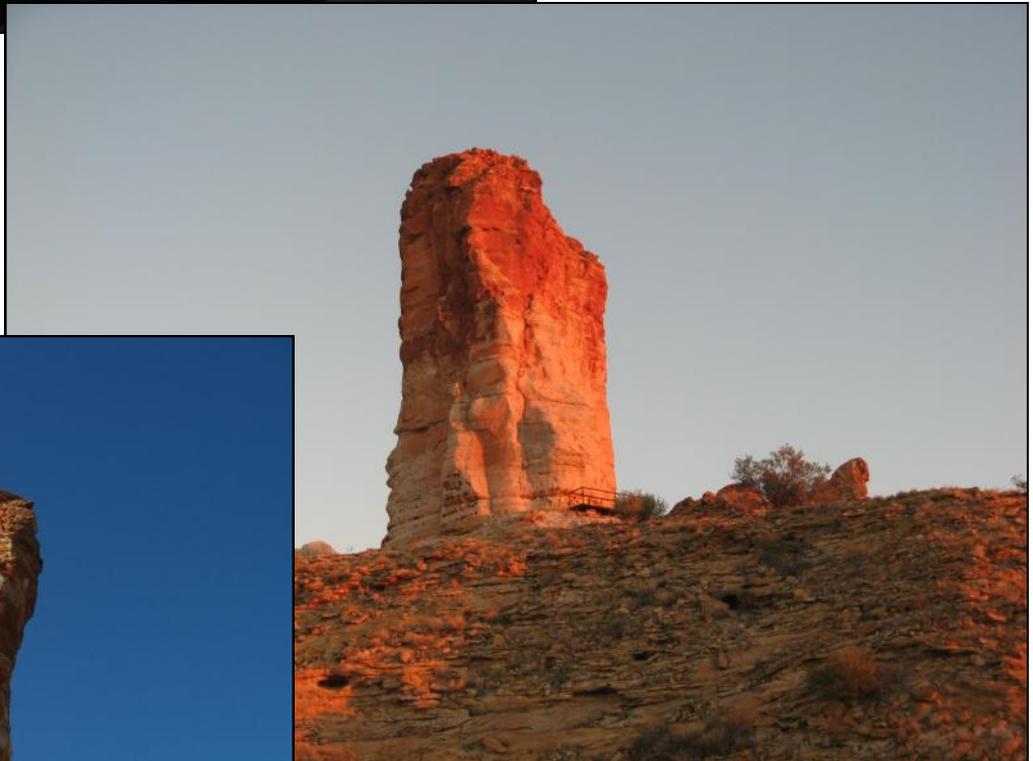


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(Continued from page 10)

a big monster with 54 buckets each capable of 8 litres of water, which coupled to a modified "Gentle Annie Smart Drive" to charge 12v batteries. The old song "Around and around went the bloody great wheel" etc etc sprang to mind.



After a look at some smaller gold workings we went through the property, across deep ice frozen puddles, to climb Napoleon Hill and descend to the creek leading to the Waipuna Tunnels. At the tunnel exit point several trucks went exploring to find the Mosquito Creek Track which allowed a "full loop tunnel trip" without needing

the private land access. Orange Peel decided to take a long lunch in the sun rather than do all the exploring! Enterprise decided to continue his habit of going "up or in" steep bushed "short cuts to nowhere" type tracks and as usual had to turn around on a sixpence! Tigga decided to smoke from the auto transmission a bit when exiting via the river to the highway, which helped us make the decisions about the trips for tomorrow. But another great and sunny day.

Mr T and Ian went to chat that evening with Trevor, a local 4WD expert about likely trips for the rest of our stay. And on rambling back to the Lodge Mt T got a sore paw which needed pumping.

No gold yet, but there was always tomorrow!

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Australian Red Centre Ramble

The Ramblers:-Ray Harkness, Brett Smidt, John Vruink, Emmitt Thorne, Sue & John Parfitt, Glennys & Murray Feist

Day 1

Six of the eight CCVC Ramblers who were to explore Australia's red centre arrived at Wellington Airport, bright-eyed and bushy-tailed to board the plane to Sydney at 6.30am. The other two, John V and Emmett had gone over 2 days earlier.

After a pleasant flight over, we arrived at Sydney airport at 8.15am (Aussie time) and started the mad dash to

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Immigration, Baggage Collection and Customs before heading for the Domestic Terminal (we had only an hour and a half after landing to board our flight to Alice Spring) And here the hiccups began. Sue's luggage had not arrived. Half of us got to the Domestic Terminal with only a few minutes to spare, and Ray John and Sue (minus Sue's luggage) arrived as the final call was being made. After a good flight to Alice Springs we found that now John P's luggage was now missing. Enquiries revealed that Sue's luggage had gone to Sydney via Auckland and John P's luggage was going to Alice via Darwin. The promise was given that they would both be in Alice by the next day.

Our shuttle to Heavitree Gap Lodge had filled up with no room for us by the time we had finished our enquiries but some meaningful discussion between Ray and the driver resulted in us getting our own shuttle. So off we went to Heavitree Gap Lodge in glorious warm sunshine. When we got there John V and Emmett were already in residence. Their flight from Wellington 2 days before had been delayed by 40 minutes due to strong winds in the capital. Consequently they missed their flight to Alice and were put up in Sydney for the night. Tales of the Sydney Sky Tower and a visit to a submarine indicated the stay over was no hardship.

We fed and photographed the wild rock wallabies who reside on the rock at the end of the camp. Several had joeys - very cute. Our evening meal was a roast at the Heavitree Gap tavern and there we had our first introduction to Chris Callaghan's band and Jokes and the local Snake Man who showed us various lizards and snakes and a python which crawled along several willing participants.

Day 2 - travelled 99km

We were up bright and early and off to Alice at 9am in brilliant sunshine to collect the campervans, John and Sue's luggage and stock up food for the next 3 days. With the help of the GPS which sent us around the block(s), we got to Britz where we spent a couple of hours sorting out insurance and getting instruction on the intricacies of the V8, 4.5 litre Diesel Turbo Toyota Troop carriers.



Following this, John and Sue went off to the Airport to retrieve their luggage and the rest of us went to town to buy 3 day's food and have lunch. We eventually regrouped with all luggage and food intact and were finally ready for our skirmish into Australia's red centre. All hiccups now left far behind.

We headed for Rainbow Valley at about 2.30pm. A short distance down the Stuart Highway and then we turned onto a gravel road which took us to the Rainbow Valley Conservation Reserve. As we were driving in we could see the sandstone cliff formations - brown, red, yellow and white.

We arrived about 4pm and parked up in the camping area and started to learn the ins and outs of our new homes for the next fortnight. Very soon we realised we had forgotten to buy flynets - the pesky critters were everywhere. That will be on tomorrow's shopping list. John V improvised by turning his cap into a samurai mask.

Once we were settled in, we went for a walk to get a closer look at the sandstone formations. Looking at the formations from the camp, you could make out the profile of an aborigine's head watching over the big rock beside it. After a closer inspection of the rocks including an interesting formation which looked like a giant mushroom and had birds nesting in its crevices, we settled at a lookout point to watch for changing colours at sunset. Unfortunately atmospheric conditions meant there was not a great change, so it was back to camp, cook tea and settle into bed for our first night.

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Day 3 - travelled 73.2 Kms

Sunrise at 6am and people emerged from the trucks in various states and stages. Those who were sleeping in the top deck had a very cold night. There will definitely be some adjustments to sleeping equipment tonight. Once the sun was well up and breakfast eaten, spirits rose and we had a glorious day again.



We headed back down the road we had come in yesterday at 9am. We stopped a short way down the road for a game of bowls/petanque with "Paddymelons" - yellow melons (camel food) which grow on the side of the road.

Once we got back onto Stuart Highway, we went a short way down to the Roadhouse at Stuarts Well. The first purchase was flynets. Here we met Dinky the singing Dingo who played the piano and sang (howled) for us. We left Stuarts Well, went a short way down Stuart Highway, then turned onto Orange Road (a gravel road) to go initially to the road beside the Old Ghan Railway Road. On the way we crossed the current Central Australia Train Line. The road

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had a good supply of corrugations along the way so there were plenty of shakes and red dust. We turned right on arriving at an intersection and continued down the gravel road beside the Old Ghan Railway – the venue for the annual Finke to Alice Springs and back race – until we came to Maryvale General Store.

The aboriginal settlement of Titjikala was nearby. This store provided a welcome ice-cream stop. An interesting product on sale was Kangaroo Tails – don't think any were purchased. Interestingly the shopkeeper locked the store when going out to serve petrol. We soon left Maryvale on our way to Chambers Pillar Reserve and found some shade among some trees in a washed out dry riverbed for a



lunch spot. Dry riverbeds have been the order of the day. We have not seen a suggestion of water in any of the riverbeds we have passed, large and small, so far. On our way again after lunch on the corrugations and red dust and we soon arrived and set up camp at Chambers Pillar Historic Reserve.

There are 2 main sandstone formations – Castle Rock and Chambers Pillar. The most spectacular, Chambers Pillar is a red and yellow sandstone column, towering at the top of a small hill in an endless plain in the middle of nowhere. For the explorers of the early days it was a very important landmark. John McDouall Stuart was the first white man to see it and plenty of other early explorers passed it. Examples were John Ross and Alfred Giles who passed by when exploring for the Overland Telegraph Line. Many of these early explorers carved their names into the Pillar's soft sandstone. We went for a walk to the Pillar and climbed up to read these carvings then continued around the Pillar to sit at a vantage point to see the changing colours which often happen at sunset. Again the atmospheric conditions were not kind and there was not much change in the colours.

Back to camp to cook tea and turn in for the night. John V discovered one of his tyres had developed a square bottom.

Day 4 - travelled 530kms

People were out and about early this morning. Over breakfast one of the group was heard to comment, "I want to photograph something different today. I'm not going to photograph any more rocks!"

We set off at 8am and headed back over the roads we had come in on yesterday – through Maryvale, passed the Old Ghan Railway, along the Orange Road and out to the Stuart Highway, (130Kmh speed limit). Plenty of corrugations and red dust. At the Stuart Highway John V and Emmett took the lead and disappeared from the radar for several hours. (A little confusion meant we were not aware they had gone on ahead to get their tyre repaired.)

The rest of us set off down Stuart Highway towards Marla. We sailed straight passed the roadhouse at Erldunda, where John V and Emmett were getting the tyre repaired, and stopped at the Kulgara roadhouse for lunch. No sign of John V and Emmett and no radio contact. We were confused. They were also confused that we had not turned up at Erldunda and backtracked about 50km from Erldunda to look for us.

Meanwhile back at Kulgara, a sign told us we were shortly to cross the NT/SA border and that certain fruits and vegetables were prohibited from being carried over the border. As we were reluctantly jettisoning some of our precious fruit and veges, the shop owner came out to tell us that first checks were not made until at least a thousand Kms down the road – never mind, we're now wiser after the event.

From Kulgara we continued down the tar seal to Marla. We booked in for the night, still scratching our heads

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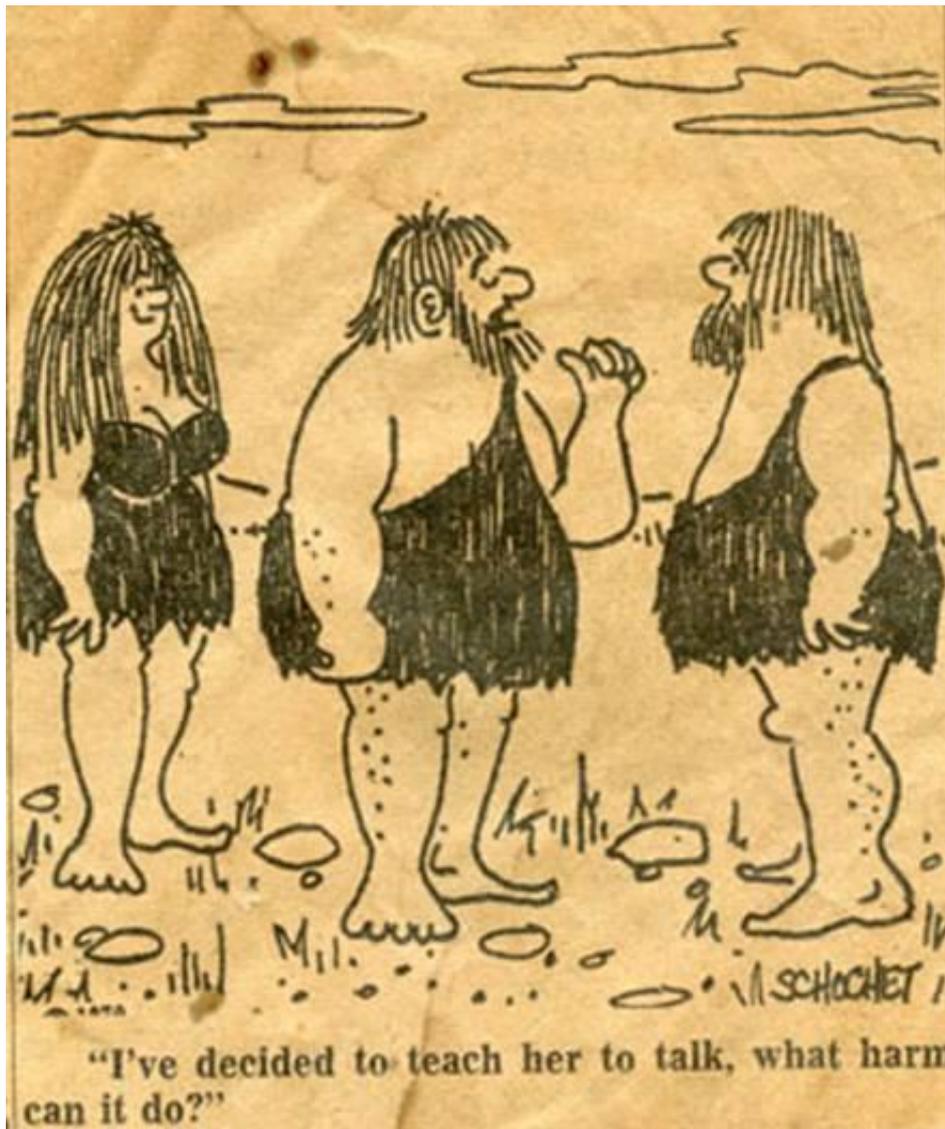
about John V and Emmett, showered and did the washing. Before long John V and Emmett turned up and there was a chorus of "where did you get to?" coming from all sides.

Lots of activity at Marla – lots of bird life, Road Trains (up to 43.5m long), passing along Stuart Highway or stopping at the roadhouse for short or long breaks, rail trains going along the nearby new Ghan railway line. Shortly before sunset and just after sunrise the birds became very active. Cockatiels and Ravens competed in song with each other from the gum trees around the camp. The pesky little flies had markedly reduced in number by now and stayed so until the end of the trip.

Some very interesting 4WD trailers/caravans came into the camp for the night and were a source of in-depth discussion among the group. So ended our longest day on the road so far with quite varied roads and scenery.

Are you a new member? Do you get the News emails from the club? Do you have access to the club's web-site memberzone? If not then have a word with a committee member as these are all ways in which the club communicates with it's members. Some useful email addresses are:

- Webmaster@ccvc.org.nz (general web site queries)
- Lists@ccvc.org.nz (person who administers the list servs)
- Trips@ccvc.org.nz (Trip Coordinator)
- Newsletter@ccvc.org.nz (to send stuff to the newsletter editor)
- Database@ccvc.org.nz (membership database administrator)
- Access@ccvc.org.nz (Chairman of the Land Access Management Committee)
- NZFWDAdelagate@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)



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 lets 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)

Date	Name	Organiser	Category	Place	Status	Notes
October 2012						
Monday 1st	Trip Leader Forum	Steve Mercer	Meeting - 19:30			
Saturday 6th	CCVC Driver Training - Postponed until November	Andrew Johnston	Family Shiny			
Wednesday 10th	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 13th	Akatarawas in October - Book with Graeme (04) 4267636 or 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest		
Saturday 13th	Puketiro Loop Track Clearing	Charles Odlin	Shiny 4X4			
Saturday 20th	24 hour track	Steve Mercer	Hard Yakka	Akatarawa Forest - 24 Hour Track - Uphill Akatarawa Forest - 24 Hour Track - Downhill Akatarawa Forest - Winch Every Inch		
Saturday 20th	Foxton Beach Clean up - Bookings Required	Grant Purdie	Family Shiny	Foxton Beach		
Saturday 20th	Post Clean up McKenzie Trail Trip - (only for people who helped with the Clean up)	Grant Purdie	Shiny 4X4	Foxton Beach - McKenzie Trail		
Saturday 27th	Akitio Weekend Wander - Bookings Required	Stewart Burrell	Shiny 4X4	Akitio		
Sunday 28th	Orongorongo in October - Book with Morris	Morris Jury	Family Shiny	Orongorongo area	Planned	
Wednesday 31st	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		
November 2012						
Sunday 4th	Akatarawas in November - Book with Graeme (04) 526 7636 or 029 200 1700	Graeme Millard	Family Shiny	Akatarawa Forest		
Sunday 4th	Club Champs - Club/ Modified Class Round 1	Neil Blackie	Shiny 4X4 / Hard Yakka	-tba-		
Sunday 11th	CCVC Club Champs - Standard Class Round 1 (Members only)	Neil Blackie	Family Shiny / Shiny 4X4	-tba-		
Wednesday 14th	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		
Friday 16th	Costa Plenty in November	Darren Young	Club 4X4			
Saturday 17th	CCVC Annual South Coast Clean Up - Bookings Appreciated - Book with Barry (04) 234 - 7757 Cellphone 0272404530	Bary Insull	Family Shiny	Wellington South Coast/Red Rocks & Long Gully		
Saturday 24th	Orongorongo in November - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area		
Sunday 25th	Otari Trust Orongorongo Botanical excursion	David Sole	Family Shiny / Shiny 4X4			
Wednesday 28th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		
December 2012						
Saturday 1st	CCVC Club Champs - Standard Class Round 2 (Members Only)	Neil Blackie	Family Shiny / Shiny 4X4	-tba-		
Sunday 2nd	CCVC Club Champs - Club/Modified Class Round 2	Neil Blackie	Shiny 4X4 / Hard Yakka	-tba-		
Saturday 8th	Akatarawas in December - Book with Graeme (04) 526 7636 or 029 200 17001	Graeme Millard	Family Shiny	Akatarawa Forest		
Wednesday 12th	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		
Sunday 23rd	Orongorongo in December - Kids Xmas Picnic Run - Book with Morris	Morris Jury	Family Shiny	Orongorongo area		

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!).

The Parking Officer's Funeral

As the coffin was being lowered into the ground at a parking officer's funeral a voice from inside screams "I'm not dead, I'm not dead, let me out!!!".

The Vicar smiles, leans forward sucking air through his teeth and mutters "Too late pal, the paperwork's already done!"

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



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