



VEHICLE CLUB
Wellington (inc)



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July 2005

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



For non
Members

www.ccvc.org.nz

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CCVC Life Members

Andy Cockroft	Bob Jeffrey (Deceased)	Bruce Mulhare	George Bean
Graham Barr	Heather Jeffrey	Leith Bean	Mike Gall
Owen Farghar	Raynor Mulhare	Ron Oliver (Deceased)	Ron Wadham
Steve Lacey	Stuart Brown	Tom Adams	Tony Street
Vern Lill			

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

MAGAZINE CONTRIBUTIONS

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

SAFETY POLICY

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

Jim Johnson 04 938 9404 (home) or 021 389 404

Gavin Holden 04 478 4666 (hm) or 025 249 1959

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



Editorial Ramblings

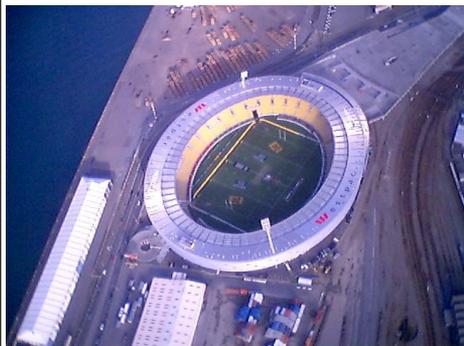
Hi there

The year is passing quickly, the AGM has been and gone and a new committee (including some of the old committee) have already started work on another years projects. The presentation evening has also been and gone and another credit to John Vruink our entertainment officer. Hope all those who came along to the AGM were pleased with the results, and I hope that all those that came along to the presentation night enjoyed themselves.

On a sadder front, our condolences go to Rallywoods Jeff Sayer and family on the passing of Jeff's partner Carline.

Alan...

Ed's Picture: This is what the Westpac Stadium in Wellington looks like from 1500ft.



Front cover photo: The winner of the tyres at this years Club Presentation evening was Brent Sampson.

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Presidents Piece – July 2005

Well this is fun, being elected President of CCVC. In opening I would like to record a thank you to Grant for his three years as President. It is a big and busy job with many demands from many people all of whom have a point of view that so often differ. Grant has done the job with style and credibility, taking the club through a period when so many of the Administration systems had reached their used by date. It is a big Club and that alone puts demands on it with regard to land access, safety of members, and the regulations in which we must operate in this probably over regulated Country that we live in.

As for my own thinking, two things are my immediate focus. One is ensuring that we can keep up the numbers and frequency of trips, and the second is to help our Committee team run the Club as easily and efficiently as possible. That means productive meetings and not getting bogged down on administration matters. In other words Short Meetings and Long Trips.

Land access will be an ongoing issue that will never get easier, it is destined to only get harder over the coming years as pressure goes on our local Land Owners from groups determined to lock up New Zealand. We should look toward more away trips if less land becomes available locally, with overnigheters staying in the variety of excellent lodges that are available around the country, most of which are warm, cosy, clean, and what's more crying out for clientele at a moderate price.

Later this year we are running the Kirk Motors Deadwood Safari near Totara Park. This is an old established competition event in the Wellington area that has been shared of late with other local Clubs. We have seen some very successful Deadwoods over time and it is our job this year to maintain the standard already set. Each member should look forward to giving some time to this between now and October.

Roger Seymour



Equipment Required

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

1. Front and rear tow hooks
2. Shovel
3. Fire extinguisher
4. First-aid kit
5. Basic tool kit
6. Kinetic rope or strop
7. Roll bar or cage for all open / soft top vehicles
8. Spare tyre and wheel changing equipment

If these items are not present in your vehicle at the beginning of a trip, the trip leader has the authority to exclude you from the trip. Details are set out in the Club's Vehicle and Equipment Inspection document. All member vehicles going on club trips must display a current club vehicle inspection sticker.

Trip / Convoy Rules:

1. The trip leader is always in charge. Please recognise their authority follow their instructions and give him / her the respect they deserve
2. No dogs or firearms
3. Guests on a Club outing are the responsibility of the Club member who invited them
4. No drinking and driving
5. Keep the vehicle immediately behind in sight. This is particularly important when you come to a turnoff. There is no excuse for vehicles taking the wrong track because of the driver in front not obeying this rule
6. Keep your position in the convoy i.e. no passing
7. Watch vehicle spacing on public roads to ensure that public vehicles can pass in safety
8. Make sure the vehicle in front has cleared an obstacle before you attempt it
9. If you must leave the convoy, inform someone
10. Respect the environment
11. Expect to provide a write-up and / or photos for the Club newsletter from time to time if you participate in Club trips.



Trip Categories

Please be aware that the trip category requirements and any *additional* requirements as detailed on the Trip Information Sheet for the trip will be strictly enforced for safety reasons. The Trip Leader is able to waive a particular requirement for a trip, if the circumstances of the trip permit. The Committee requires Trip Leaders to turn away vehicles or drivers that do not comply. The updated trip category definitions are included towards the end of the Chronicle.

It should also be noted that if a trip does not have a Trip Information Sheet in the Chronicle or it doesn't appear on the CCVC website, then it may not be an official club trip and the club insurance policy may not apply.



Vehicle Inspectors

Dayal Landy
Gold Coast Mechanical
2 Epiha St
Paraparaumu
Ph. 04 902 9244

Antony Hargreaves
Epuni Motors 1987 Ltd
2 - 6 Hawkins St
Lower Hutt
Ph. 04 569 3485

Dave Bowler
Bowler Motors Ltd
11 Raiha St
Porirua
Ph. 04 237 7251

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

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

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

Jim Johnson
Ph. 04 938 9404 or 021 389 404

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

Upcoming Events

Jul 30-31: NZ4WD magazine readers trip, Rotorua area. Two identical one day trips with Sam Parker. Contact Christina on 09 478 4771 or email subs@adrenalin.co.nz

Aug 20-21: Alpine Traverse Ultimate Snow Trip. South Island Mackenzie country, mud tyres essential (max 33"), steep, rugged & slippery fun. Great accommodation, limited to 10 vehicles. Contact Murray Waters on 027 658 6249.

Sept 10-11: NZ4WD magazine readers trip, Woodhill. Two identical one day trips with Sam Parker. Contact Christina on 09 478 4771 or email subs@adrenalin.co.nz

Sep 17-18: Alpine Traverse Ultimate Snow Trip. South Island Mackenzie country, mud tyres essential (max 33"), steep, rugged & slippery fun. Great accommodation, limited to 10 vehicles. Contact Murray Waters on 027 658 6249.

Sept 24-26: Family Snow Trip. Central Plateau, based in Ohakune. Fully guided, suitable for all 4WD's with dual range. Mud tyres and some recovery gear essential. \$125 per vehicle per day inc up to four passengers. Kiwi Overland 4WD Adventure Tours, www.kiwioverland.co.nz, Phone 09 271 2230 or 021 773 790.

Oct 22-25: Kirk Motors Deadwood Safari. Round one of the national trail series, held in Upper Hutt. Contact Andy Mitchell on email at amitchell@kirk.co.nz

Oct 20-23: National 4x4 Show. Held in Melbourne. See www.4x4show.com.au

Nov 19-20: NZ4WD magazine readers trip, King Country area. Two day trip with Sam Parker. Contact Christina on 09 478 4771 or email subs@adrenalin.co.nz

June, July & August 2006: Australia Trips. 4WD Track 'n' Trail NZ. Cape York, 17 days; Savannah Way, 9 days; Canning Stock Route, 26 days. Contact 07 349 4432, tag@explore4x4.co.nz or visit www.explore4x4.co.nz

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

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Queen's Birthday - Ohinewairua Station

By Angela Murton

Pete decided not to come as he had heaps to do at home. So I went in my little Suzuki, mud tyres on, strop packed, with our boys for my first away trip without hubby. Picked the kids up from school at lunchtime. Ignored sign at Mangaweka "no fuel for 50km" glad BP at Taihape was newly re-opened. Snow on the hills all around and Dessert Road closed. Up at the station there was snow on the ground but a lovely crisp night. Lounge area of shearers quarters was lovely and warm with fire blazing. Cabins were very cold – glad I took a heater and wished I had brought a sleeping bag rather than my duvet.

Saturday – pancakes for breakfast, tyres down and we are off. Snow melted but lots of mud, slippery grass slopes and fast up hills, low cloud and some drizzle. John got stuck on a mud track with large rock in the middle and then deep hole with drop off to one side. I was following like a faithful puppy and so got stopped behind him and not wanting to back up, waited. Radioed for Pedro to come pull us up. Where's Pedro? Others went to look for him. He had gone over a hill top too fast and couldn't stop going down. It had a 4 foot drop onto a track at the bottom. When his hard yakka Jeep hit the edge it pitched poled back over front into a very cold and dirty pond. "Da Jeep in Da



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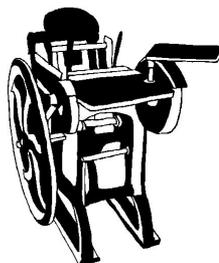
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2003 - 2004
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VEHICLE CLUB
Wellington (Inc)

Alan Donaldson

Membership type:

Full

<http://www.cvc.org.nz>

Membership Discounts

The following companies in the Wellington are offering very generous discounts to Club Members - please support these businesses as they support our interests:

BNT	Filters, vehicle parts and accessories
Cookes	Strops, ropes and recovery equipment
DE McMillan	Private Panel & Paint
Diesel & Turbo	Products and Services
Firestone	New tyres
Fully Equipped	4WD parts and service
Gold Coast Mechanical	Parts and Servicing
King Toyota	Trade prices on parts & accessories
Kirk Motors (Well & Hutt)	10% disc on genuine parts & accessories
Pipeline Supplies	Pipe & fittings (for roll cage, etc)
Taranaki Street Tyres	Tyres, Tubes and Alignments
Twiggs	Products
TWL	Vehicle parts and accessories

Please show your membership card to obtain all discounts.

(Continued from page 7)

Drink” Only the wheels and floor showing. Shame no one filmed it. Lucky both driver and passenger got out by themselves. Ross was shaken and after a hot shower went off to the doctor with an ear ache. It took numerous trucks, winches, and strops to get the jeep back up the hill. Da Jeep was loaded onto it’s trailer and it’s weekend was over.

Who says Family Shiny’s are boring? After that the other fast driver (Cain) slowed down a bit. For the rest of the day we zoomed around this huge farm getting stuck in mud and generally slipping about having fun. That night it was tea in front of



a roaring fire. Two crock pots were on the boil competing as to who could make the yummiest dinner. After a warmer night, with me sleeping like a log, it was off exploring more of the farm. We went up a river valley with lots of river crossings. Was John trying to drown my little Suzuki? The water was up to my doors and threatening to wash me away. Poor John – I kept asking him how I should go about each hazard (glad I bought a club radio before going away – well maybe John wasn’t) Give him credit he was very patient with me, the only women driver on the trip. The only damage happen to Dave’s Hilux when it’s back end slithered into a gate post, smashing a window and denting a door.

Monday saw most people go home. John, Dave myself and one other headed for the high bluff for a good view as the sun was shining, but by time we got there the cloud was on the deck and we couldn’t even see the bottom of the valley. After a play in a swamp, which I managed to get thru “Ya Ha!” it was back to base to pack up and leave. I had a great time and thanks John & Co for helping me and giving me lots of pointers. I now feel I have earned my 4WD license.

Well that's another AGM done and dusted...80 odd at the meeting, now that's getting more like it. Can we get it to 100+? Just to let anyone that wasn't at the meeting know the following were appointed:

CLUB OFFICERS

President	Roger Seymour
Vice President	Paul Adams
Immediate Past	Grant Purdie
Secretary	John Parfitt
Treasurer	Jeff Simpson
Club Captain	Carl Furniss

GENERAL COMMITTEE MEMBERS

Competition Officer	No nominations
Driver Training	Ray Harkness
Entertainment	John Vruink
NZFWDA Delegate	Ralph Dobson
Land Access	Grant Purdie
New Members	Steve O'Callaghan
Newsletter	Alan Donaldson
Publicity	John Vruink
Safety Officer	Andrew Farmer
Trip Co-ordinator	Marcel Van Dorrestein

Congratulations to everyone elected, welcome Ralph and welcome back Paul, and also Andrew Farmer who has stepped into the safety role as Carl is now Club Captain.

Santoft Forest
Tagalong

15 May 2005

As a change from our usual stamping grounds I decided to do the tag-along trip to Santoft Forest out of Bulls being run by the Middle District Lions club supported by George Walker Commercials Ltd.



It took some mental arithmetic to work out what time I had to leave, but I ended up heading out of Wellington at 7:00 on Sunday morning – I must be mad! Although the weather was OK in Wellington, it was raining as I passed through Otaki and I had

(Continued from page 11)

visions of the trip being cancelled, but the weather fined up again by Levin and was fine by the time I reached Bulls. The road down to Scotts Ferry was well marked and there were enough signposts to avoid getting lost. The first big tick for the organisers.

I joined the group of about 60 trucks in a paddock and checked in. This was a very quick and easy process to get a day-glo purple window sticker. A quick chat to one of the marshals and a check of the vehicle and I also had the "6" sticker meaning I was cleared for the harder sections. Time to let the



tyres down – 22 psi should be about right. After a quick briefing by organiser George, we were off, with the 20 or so "6" group trucks at the back.

Once into the forest it seemed that we all followed much the same route, but the "6" group

took on various obstacles while the rest took the easy detour. The first "6" obstacle was a seemingly gentle climb. It was then I realised that under the moss and pine needles was sand. The whole forest was growing on sand dunes. Like many vehicles I couldn't get up the climb and had to go round after one attempt. I quickly dropped the pressures to 18 psi and was able to meet all the remaining challenges. Why didn't I lower the tyres while waiting for the first climb!

The rest of the morning was spent meandering around the very pleasant forest with a number of challenges thrown in for fun. There were some short

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

Some useful email addresses are:

Webmaster@ccvc.org.nz (general web site queries)

Lists@ccvc.org.nz (contact the person who administers the list servs)

Trips@ccvc.org.nz (contact the Trip Coordinator)

Newsletter@ccvc.org.nz (to send stuff to the newsletter editor)

Database@ccvc.org.nz (contact the membership database administrator)

Access@ccvc.org.nz (contact the Chairman of the Land Access Management Committee)

NZFWDAdelegate@ccvc.org.nz (contact the NZ Four Wheel Drive Association delegate)

Treasurer@ccvc.org.nz (contact the club treasurer)

Please note that if you would like to receive club news announcements from news@ccvc.org.nz and have an e-mail account, then drop our database administrator an email on database@ccvc.org.nz and you will be included on the news list. Note that this is not an automatic thing, you need to ask.

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steep descents, that it looked like everyone was doing, but these were well marked with warning signs and there were marshals on hand to help anyone with concerns. One of the main challenges, especially for the “6” group was dodging the trees. In some places the turns needed several attempts and there was often only a few inches to spare. The tracks had been well thought out, however, and with due care and attention, no damage was likely.

Lunch was at a pleasant clearing in the forest. The Lion’s caravan was there selling hot food so there must have been an easier way in than the one we took. During lunch there were spot prizes and I was amazed to be called out, winning a very nice cooler bag. I later worked out that there seemed to be as many spot prizes as trucks, but it was still a great way to occupy everyone over lunch.

After lunch we set off with the “6” group again at the back, and somehow I ended up as the very last truck. This was not an issue until we came to one rather difficult, sandy climb where many people seemed to be needing a stop. The truck in front was finally clear of the climb and I was poised to start when I was asked to wait while some vehicles came down. “Some” vehicles turned out to be the 40 or so standard trip vehicles plus their support trucks. Fifteen minutes later I was able to attack the climb, now well flattened out and much easier than before. At the top I saw the “6” group parked on the track ready to come back down, obviously having done a loop. Easy I thought I will just loop round and join on the back. The loop, however, was a l-o-o-o-p that took me about five minutes to follow, even hurrying a bit. Fortunately I had sorted out the arrow coding on the trees by now so I didn’t get lost. By the time I got back, the others were gone – only a few tail lights visible through the trees in the distance and one marshal patiently waiting for me. I took the short, steep way down and hurried along, soon

catching up with the others waiting at another challenging climb. Once up this we all ground to a halt again as the front runners bogged down in one of the last climbs of the day. I must admit I was glad to stop for a while – all



(Continued from page 14)

that hurrying and lurching about had made me feel quite car-sick!

After about twenty minutes the word filtered back that the climb had been abandoned as it was taking too long to get everyone through, and the rest of us would take an easier route. By the time the last two of us go to the front, the "easier" route was becoming too difficult, so we took the original climb – and both made it! Very satisfying, especially after the morning's failure.

A quick run took us back onto a forestry road and then through another piece of the forest into some open sand dunes leading to the coast. By now it was good to get out of the trees and the trip finished with a very enjoyable run down the beach back to a parking area almost where we started. I did feel sorry for the family fishing on an isolated stretch of beach when about 80 4WDs drove past them, but we soon left them behind to enjoy the returning peace.

One of the main things that impressed me about this trip was the amount of work that had obviously been put into preparing for the day. The highly convoluted track had been well thought out and tested, then well signposted with arrows, making it difficult to get lost once you knew the code. There were plenty of marshals ready to help out, catering was well organised there was a general feeling that everyone was working together to make the day a success.

David Coxon.

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BRANCHES THROUGHOUT NEW ZEALAND

Driver Training Day – 11 June 2005

After doing a morning of maintenance on the truck I thought I might take it for a run out to red rocks. So I called up a mate and off we went. We got out to Karori light and we ran into a large number of 4WD's, it was Ray's driver training group. We were asked if we would like to tag along – so we did. It was good to see Paul and Giles helping Ray out on his driver training job. It is a good area out there, hidden away from others that drive up and down the beach, it has a bit of everything in quite a small space.

After all the training was over, Ray asked me if I would lead the group down through the creek, around the sand and back through a deeper part of the creek, as he only had his little toy Kia with him. So that is what I did – everybody got through so we started to head for home, but as it was early, we decided to give the group a bit of a challenge.

I went down in to a bit of the soft sand and we manage to get a couple of the training drivers stuck. It was interesting seeing them all help to get the trucks out. Some of the training must have stayed with them. (A pity Giles had not learnt). Once everyone was ready, we headed off again – I was still leading the group and I got back to Karori light with the main group. We stopped to wait for everybody to catch up. We could see back in the distance a truck stuck in the sand. A call came over the radio that Giles was stuck in the sand – well and proper – and he needed help. I sent John and

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Gumboot:

Noel Cook - At the teams recovery, despite having a rattle gun to loosen the wheel nuts, his team took the longest to remove and reattach a wheel. Seems Noel's truck fell off the jack a few times in the process.

Orange Roughy:

Ian Dixon - starting the truck while it was in gear. It went through the garage destroying a new washing machine and various other appliances then tried to exit via the opposite wall.

BSA Trophy:

Ian Dixon - the story relating to the Orange Roughy.

Golden Kiwi(s):

Mark Tilsley, John Dixon, Jim Johnson, Gavin Holden, Leon Zwetsloot.

Raffle:

(Sponsored by Wellington 4WD Specialists (Carl Furniss) & Tinakori Joinery (Barry Rozenberg) - Grant Purdie

(Continued from page 16)

Grant back, knowing they both had capable trucks to do the job!

Next I get a call from Ray to take the group on to the Long Gully turn off – this idea was to save Giles from embarrassment! I took the remaining group forward to Long Gully. Next I hear that Giles is stuck again – this time in the Karori stream. I understand that he was in so deep that he had so much water running through the truck that he was able to wash his carpets while everybody else was hooking the truck up and having a hell of a job trying to get him out!!

I forgot to mention that Grant Kirby also turned up just before the training was over, (he said to me on the quiet) that he only came out to see that his friend and work buddy got home ok (knowing Giles ability to handle the sand). Giles you are so lucky to have such a supportive mate like Grant.

Giles I think you have two options:

Option (1) — Get your wife to take you 4 Wheel Driving

UNDERSTANDING BATTERIES

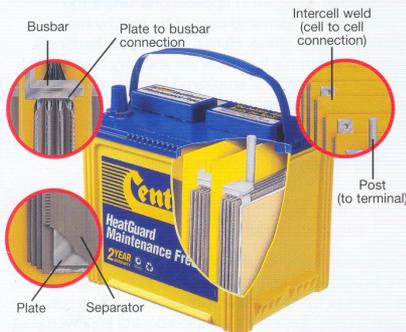
PART OF A SERIES OF TECHNICAL BULLETINS PRODUCED TO EXPLAIN BATTERY PERFORMANCE ISSUES UNDER AUSTRALIA'S AND NEW ZEALAND'S UNIQUE CONDITIONS

IN THIS BULLETIN:

1. The basic purpose of the battery in vehicle systems
2. Further explanation of the four battery functions within the vehicle operating system
3. Additional demands on batteries by vehicles
4. Future developments in vehicle electrical loads

ISSUE #4

All about vehicle electrical systems



1. The basic purpose of the battery in vehicle systems

A lead-acid storage battery is an electrochemical device, storing chemical energy which can be released as electrical energy upon demand. When the battery is connected to an external load such as a starter, chemical energy is converted into electrical energy and current flows through the circuit.

There are four main functions served in a vehicle by the battery:

- A. Supply power to the starter and ignition system so the engine can be cranked and started.

- B. Supply the extra power necessary when the vehicle's electrical load requirements exceed the supply from the charging system.
- C. To act as a voltage stabiliser in the electrical system. The battery smooths out or reduces high voltages (transient voltages) which occur in the vehicle's electrical system. These excessively high voltages would damage other components in the electrical system if it were not for the protection provided by the battery.
- D. To supply power for "key-off" loads.

Automotive starting batteries are rated by two standard tests:

1. CCA (Cold Cranking Amps) @ -18°C = the current in amps that a new, fully-charged battery (@ -18°C) can deliver for 30 seconds and maintain a terminal voltage (under load) of 7.2 volts (for a 12 volt battery).
 - The cranking performance of a battery is influenced by the number of plates per cell, and the size of the plates, i.e., the higher the plate surface area in a battery, the higher the cranking rating or performance.
2. Reserve Capacity = the time (in minutes) that a new, fully-charged battery @ 25°C will deliver 25 amps down to a terminal voltage (under load) of 10.5 volts (for a 12 volt battery).

For example, a battery with a Reserve Capacity of 100 minutes will deliver 25 amps for 100 minutes at these conditions.

- The capacity of a battery is influenced by the mass of active material in the plates, i.e., more plates or thicker plates will result in an increase in the capacity (amount of stored energy) of a battery.

2. Further explanation of the four battery functions within the vehicle operating system



- A. The primary function of the battery is to supply current to start the engine. The current required to crank an engine varies from vehicle to vehicle. Cranking current is dependent upon the engine

stroke and bore, compression ratio, the number of cylinders, engine/starter cranking ratio, circuit resistance, temperature, engine oil viscosity and the accessory loads. A four- cylinder engine may require as much cranking current as an eight-cylinder engine with greater displacement. All of these factors are considered when the original battery is specified by the vehicle manufacturer. The CCA Rating of a battery indicates the cranking capability of the battery.

- B. The second function of a battery is to supplement the vehicle load requirements whenever they exceed the charging system's ability to deliver the required power. Charging systems (from the alternator) will carry the electrical loads under normal driving conditions. However, if the engine is at "idle" speed, the battery may have to supply a portion of the accessory load. This occurs in city driving or "stop and go" with a normal accessory load. The battery must supply the vehicle's electrical load requirements if the charging system fails.



The following chart lists examples of typical power demands made on the battery by a normal range of electrical accessories within a vehicle.

Current Loads of Basic Electrical equipment:	
• Engine Starting:	amps
Petrol	150
Diesel	400
• Electrical Accessories/Base Loads:	amps
Engine operation (ignition etc.)	6
Electronic fuel injection	16
Headlights (low beam)	9
Parking lights	2
Heated rear window	15
Windscreen wipers	3
Radio	0.5
Air conditioner	10
Air blower/fan	7
ABS	3

Total installed power of all lighting bulbs in a modern car is approximately 600 watts (this equates to approx. 48 amps total current draw if all were lit at once – which does not happen in practice).

The Reserve Capacity of a battery indicates the capacity of the battery to power accessory loads.

- C. The third function of the battery is to act as a voltage stabiliser in the charging system. Occasionally, very high transient voltages may be generated in the electrical system. This may occur in making or breaking a circuit. The battery partially absorbs and reduces these peak voltages thereby protecting solid-state components from

damage. In addition, the battery provides standby power which is available if the vehicle's electrical demand exceeds the alternator supply capacity. The Reserve Capacity rating of a battery provides an indication of the ability of a battery to meet such loads.

- D. The fourth function of the battery is to supply power for "key-off" loads which include 'parasitic', or standing loads. This is the power consumed by a vehicle electrical system while the vehicle is standing. The 'parasitic' load in a modern car is typically 30 to 40 milliamps, due to consumption by alarm and security systems as well as the vehicle electronics.

Battery self discharge also occurs, but is only of consequence if a vehicle is standing for a prolonged period. Battery self-discharge rate doubles for every 10°C rise in temperature.

3. Additional demands on batteries by vehicles

Operational and accessory loads include mobile phones, electric seat adjustment, powered windows and sunroofs, seat and rear window heating and GPS navigation systems.

Dual Battery systems are installed (usually in 4WD or recreational vehicles) in applications where the ancillary power demand cannot be met by the starting battery alone. Here a deep cycle battery is installed to supply the separate ancillary loads, and the starting battery is employed to meet starting and the vehicle accessory demand. Charging of both batteries by the vehicle charging system has to be controlled by a switching operation to ensure that the starting battery is fully charged.

4. Future developments in vehicle electrical loads

Some recent and future vehicle system developments are expected to see total installed load in vehicles increase to 2000 watts (approximately 160 amps current load). Targets for pollution control improvements and reduced fuel consumption will largely drive this.

Such developments include:

- electronic valve actuation
- electric power steering
- traction control
- electric powered air conditioning
- electronic accelerator actuation
- electrically heated catalytic converters (for engine start up period)
- electric water pump
- active suspension
- GPS navigation aids

Demands and the wiring requirements for such developments are projected to require higher voltage systems such as 24, 36, or even 48 volts.

For more information, contact the Century Yuasa Sales Office on Australia: **1300 362 287**
New Zealand: **0800 C²E³N⁶U⁸R⁷Y⁹**

Disclaimer: Century Yuasa Batteries Pty Ltd. and Century Yuasa Batteries (NZ) Ltd does not take any responsibility for any inaccuracy of the information contained herein.





**RIMUTAKA INCLINE
RECREATION AREA
PAKURATAHI
FOREST**



*Views, forest, history
... yours to explore*

WELLINGTON REGIONAL COUNCIL

Rimutaka Incline Recreation Area

The Rimutaka Incline Recreation Area is the western access to the former rail route to the Waitarapa. The Regional Council is responsible for the Kaitoke to the Summit Tunnel section which is a gently graded 10 km track through Pakuratahi Forest.

East of the Summit, the **Rimutaka Incline Track** runs to Cross Creek. This section is steeper (1 in 15) and managed by the Department of Conservation as part of Rimutaka Forest Park.

Walking Times

All distances and times are for one way.

- Total distance Kaitoke to Cross Creek : 17 km approx.
- Kaitoke to Summit : 3 hours (10 km)
- Summit to Cross Creek : 1.5 hours (5 km)
- Cross Creek to Car Park : 0.5 hour (2 km)

Remember to arrange for return transport.

Safety

Weather conditions can change quickly. Be prepared with warm clothing and a waterproof jacket. Take care at Siberia Curve where the narrow route is exposed to strong winds. A torch is helpful to pass through the Summit Tunnel which is 576 metres long.

Attractions and Facilities

You can enjoy easy walks for varying lengths along peaceful forest trails.

In addition to the old rail route, there are other forest tracks to explore by **mountain bike**. (Refer to the mountain biking pamphlet). Slow down and give way to walkers.

A number of ideal picnic spots exist along the Incline.

Toilets are provided at Kaitoke, Ladle Bend, the Summit and Cross Creek.

Minimum facility camping is available at Ladle Bend, the Summit and Cross Creek.

You can swim in several places along the Pakuratahi River.



Park Code

 **Firearms** carried into the area must be unloaded and disarmed. Collect a permit to hunt in the designated area of Pakuratahi Forest. (Refer to hunting pamphlet).

 **Dogs** must be kept under control at all times, preferably on a lead. **Dogs are not permitted in the Gliding Club or Kart Club areas.**

 **Light fires** only in the fireplaces in the designated camping areas. In times of high risk, a total ban on all fires applies.

 **Motor vehicles, including motor cycles, are not allowed** beyond the car parks.

 **Horse Riding is not allowed** in the recreation area.

More Information

Rimutaka and Haurangi Forest Park map, Infomap 274-04, is available from bookshops and outdoor equipment stores. For further information or hunting permits contact:

Wellington Regional Council
Parks and Forests
1056 Fossenden Drive
PO Box 40 847
UPPER HUTT
Telephone: 0-4-526 4133

The following clubs have facilities in the recreation area at Kaitoke.

Upper Valley Gliding Club (Inc.)
PO Box 30767
LOWER HUTT
Telephone: 0-4-526 7336 (Clubhouse)

Wellington Kart Club
PO Box 38 484
Te Pahi Mail Centre
WELLINGTON
Telephone: 0-4-526 7563 (Track)

Upper Hutt Branch
NZ Deerstalkers' Association
PO Box 40 226
UPPER HUTT

Fell Engine Museum

To view a fully restored **Fell Engine**, audio visual presentation and Incline memorabilia visit the:

Fell Engine Museum
State Highway 2
FEATHERSTON
Telephone: 0-6-308 9379



Remutaka Incline History

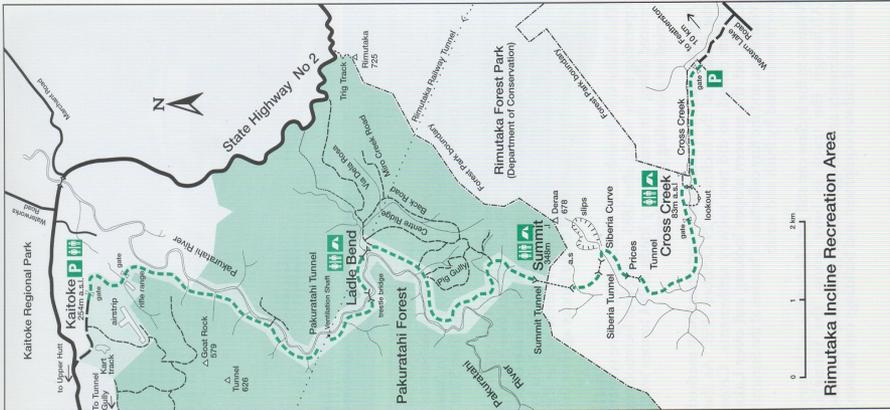
Opening in 1878, the Remutaka Incline Railway operated until 1955 when a new 8.8 km tunnel superseded the route. The Remutaka Incline proper, between the Summit and Cross Creek, was the steepest railway line in New Zealand. The line dropped 265 metres in less than 5 km.

Special locomotives were needed to haul trains up the 1 in 15 grade of the incline. These "fellie" engines had two pairs of horizontal driving wheels set under the boiler for extra grip climbing, the leading wheels were held by coiled iron springs against a raised centre rail on the track. Descending trains used brake blocks against the centre rail.

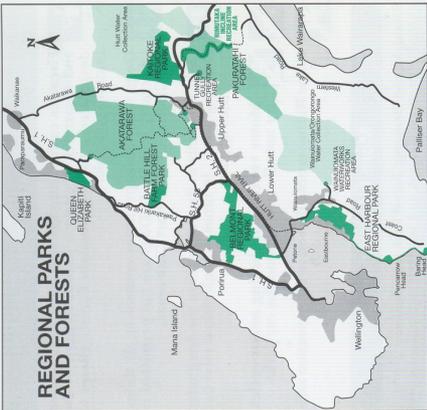
The incline was the only fully working Fell engine system operating in the world after 1883. Using four locomotives spaced along the train, heavy loads of 264 tonnes were carried on ascending goods trains.

A special excursion train to the Carterton Show marked the closing of the incline on 29 October 1955. As the incline closed, so did two railway settlements. Cross Creek, on the eastern slopes looking out over Lake Waikarepa, and the tiny collection of houses at the Summit were reclaimed by bush and scrub.

Visitors to the Incline can still get a feel of the rail history. Although the track is long gone, the tunnels, embankments and bridges are in good shape and the remains of railway equipment and buildings can be seen.



Remutaka Incline Recreation Area



REGIONAL PARKS AND FORESTS

How to Get There

Public Transport: The Masterton bus (Monday-Friday) will drop you off at Kaitoke. Alternatively, catch the train to Featherston then taxi to Cross Creek. For bus and train information telephone Nidewell on 801 7000.

Travel 9 km north of Upper Hutt on State Highway 2 to the AA "Remutaka Incline Walk" turn off sign. The Kaitoke car park is 1 km along a metal road.

On the Wairarapa side the Remutaka Incline Track is signposted at Cross Creek Road - some 10 km south of Featherston on the Western Lake Road.

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PO Box 11 646
WELLINGTON

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WRC/REC-093 / 62



*caring about you
& your environment*

www.wrc.govt.nz

(Continued from page 17)

Option (2) — Buy a Hummer – Opps, sorry you really only have one option because if you bought a Hummer you would still get into trouble and it would take more of us to get you out.

While waiting for them to catch up, I went a couple of bays on - to give the new guys a bit of cross axle experience. Two of them had to get going so they left through Hells gate. A bit later on I got a call from Giles on the radio, to say they were at the Long Gully gate – where was I and how many trucks did I have with me? I told him I had 7 trucks with me. Then we headed up the hill to Long Gully. I got to the gate and was waved through by Giles and Paul. I carried on up to the top to meet up with Ray and the rest of Giles recovery team. We then waited for everybody before heading out. I told Ray that 2 trucks had to go out through Hells gate due to the lateness.

We waited for ages for Giles and his co-pilot – Paul Adams. They had counted 7 through the gate but tail end charlie (one of the training students) told Paul that 2 trucks were still playing around on the beach, not bothering to check up with Ray or myself, decided to go all the way back down the hill. What did they find - the two trucks were not part of our group.

The reason I am writing this report is that we could not trust Giles to report the events 100% correct. I would like to put forward Grant, John and the rest of Giles recovery team for a scratchy at the next club meeting.

Noel
K249

PS: I asked another club member that was closer to the action (name withheld) if I got the story 100% correct, below is his reply:

Pretty much - when we left the mud bowl area to head back initially, most went across the stream at a nice easy knee-deep spot. Giles decided at that stage to cross the stream at a slightly different point to show the visitors how a club truck fared thru a deeper section. The Nissan got stuck mid-stream, and the fawn carpet received a much-needed cleanse. Most of the convoy had already headed off - luckily a strop from a capable Kia Sportage prevented any more embarrassment, as was the lack of camera at-hand.

regards
:-)

Akas in the evening with Ian 11/6/2005

Write a trip report ? Me.....They will never ask me, what with being fairly new to the club and not knowing many people so I thought – How wrong I was.

At the end of the trip Ian came and informed me that through a process of

(Continued from page 22)

“elimination” I had been chosen to write the report – best excuse I have ever heard! So I thought I had better have a go and then I can be one of the ones eliminated in the future by nature that I have written one in the past.

Anyway, enough of the moaning – This was the afternoon/evening trip so called family shiny trip up in the Akas, well considering the trucks that turned up you wouldn't have thought you were at a family shiny – 3 Cruisers, a Jeep with 35” Simex tyres, a Holden, a Suzuki, a pick up truck and me in my SWB Pajero with a couple of 9 year old boys in tow. I was concentrating more on keeping the kids happy than the trip so may have forgotten some details.

We met up at 3:30 just as it started to rain and set off shortly afterwards following Ian's briefing in which he warned us to look out for Goats, Sheep and wild Pigs round the bends – I thought this was meant to be an off road trip, not a Safari! Anyway, off we went along the formed road for the first 10 minutes and then through a decent bit of deepish mud which had the kids wanting me to go faster to get the truck dirty – If only they would offer to clean it the next day.

Stopped off at some old sheep shearing type shed which had seen better days, where some bloke with a recently acquired cruiser decided if it was going to be muddy he'd better air down – Some problem he had with the tyres he had or something like that. Off again shortly back through the mud and onto the easier formed track – fairly well rutted in places and no major excitement or incidence until we got down to a crossing point over the river where some went down a steep bank and others took the easy way round. With 2 kids in the back, dad had to try and impress them so down the hard way and nose first into the river which was fairly deep and across no problems – My son comments – “that must be like a Hard Yakka bit Dad” – and of course I agree with him!!

Back on to some more formed tracks, bit muddy in places but fairly uneventful, although very different in the dark and up and down a few rutted ascents and descents then we come to another interesting bit, go right for the easy option (I think only the big Holden did this) or go left up some steep muddy rutted bits, so again I had to choose the harder option and drove side to side up them – great fun.

Pitch black by this time and the guy following me in his recently acquired cruiser was a bit slow so being a new member myself, better follow the rules and wait for him – only problem being the guy in front of me went steaming off and I didn't see him again for about 10 minutes so not having a radio or being that familiar with the track I stopped a couple of times at possible route options only to be assured by Marcus at the rear to keep going – He proba-

Club Member Trades, Services and Supplies

Bernie McCosker - 15% discount off retail for members licence upgrades and endorsements from an LTNZ approved course provider. 021 104 1783.

Clare Decorators Ltd - House painting (interior / exterior), wallpapering, water blasting. Will do commercial also. Discount offered to club members. Ph Larry on 567 0902 / 025 538 525

Murton's Timbercraft - Custom made furniture and specialists in the restoration and repair of wooden boats. If it's made of wood then Peter (boat builder / carpenter / joiner) can make or fix it.

Murton's Motor Camp - situated in Porirua, handy for when friends and family need somewhere to stay. Ph 04 235 9599, email info@murtons.co.nz or visit www.murtons.co.nz

Nadir Outpost, Tokanui - backpackers homestay in the Catlins region of Southland. Contact the Tilby's on 03 246 8544, email nadir1@ihug.co.nz or visit www.geocities.com/nadir_outpost

Tinakori Joinery Company Ltd - for all your joinery requirements. Ph Barry on 920 0005 or email tinakori@xtra.co.nz

Viking Lodge Motel, Dannevirke - looking for a place to stay in Dannevirke? Then look no further, give Pat Bennett a call on 080 279 271

I'm sure that there must be club members who would like some free advertising, so if you own your own business and would like it mentioned on this page, then please contact the editor on 564 3045 or (preferably) email newsletter@ccvc.org.nz

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LOWER HUTT

(Continued from page 23)

bly thought I was a bit nervous at taking to wrong route and not having a radio left me in doubt so he was probably right, which is the likely reason why I got chosen to write this report.

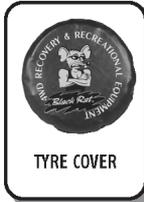
Then we stopped at the Orange hut (or what was once the orange hut) for a “evening tea break” in the dark where there was a big muddy puddle which kept the kids entertained walking through it in their gumboots – luckily neither of them fell in !, before setting off down a track which I remember has been previously blocked by fallen trees (we had to chainsaw them out on the way on an earlier trip of Ron’s) with a bit of a washout and steep drop off to the right, which didn’t look so intimidating in the dark, probably because you couldn’t see how far down it was to the bottom.

Then up and down a few steepish but well formed tracks and down and out of the forest to finish. Aired up and home by 8:00 just in time to watch the NZ Maori beat the Lions (not so good if you are a Pom).

All in all, good fun, kids were entertained and their Dad learnt never to stop and ask if we were going the right way in the future – Thanks Ian.

Phil McConville

GET INTO KIRK MOTORS AND GET OUT WITH A BLACK RAT



Black Rat is a range of tough-as-nails 4WD recovery and recreational equipment. From Recovery Hoists to Snatch Straps to Towing Kits, Black Rat has the gear you need to get your 4WD back on the straight and narrow. Come in and see our full range of reliable Black Rat gear, and collect **10** Bonus Fly Buys Points on any Black Rat purchase.



**Kirk Motors
Mitsubishi**

375 High St, Lower Hutt
Tel (04) 566 3903

75-78 Cambridge Tce, Wellington
Tel (04) 385 9508

Committee Meeting 29/06/2005 held at Wrightsons Porirua

New Members - there were two new members this month:

Paul Hannan	Suzuki
John McMaster	Landrover

New Committee Members - New Committee members, Paul Adams, Ralph Dobson and Andrew Farmer were welcomed to the committee by President Roger and the other committee members.

NZFWDA - Ralph Dobson has prepared a report on the NZFWD AGM which is to be published in the magazine.

Trophy & Presentation Night - This was held recently and John Vruink was congratulated on organising another very successful evening.

Safety – The Safety Sub Committee presented a number of documents to the meeting for approval. These were approved by the committee and are to be published on the club website.

It was noted that for this years vehicle inspections there has been a safety requirement change to exclude Plastic fire extinguishers. As an aside, Ralph advised that Chubb is expecting a shipment of new, non plastic, extinguishers shortly and these will be very competitively priced.

As the vehicle inspection stickers have not yet been produced , it was agreed that the final date for vehicle inspections for this year would be extended to 30 September 2005.

Sundry Club Sub Committees – a discussion was held regarding the continuation and make up of the various sundry sub committees that are essential to the successful running of the club. This is currently being worked on with various club members being approached to serve on these sub committees and the outcome will be reported back to the committee and the club once these have been finalised.

Club Trailers - There have been concerns raised that under some insurance policies, members towing the club trailers may not be covered under their own vehicle insurance should damage be caused by the club trailer. To resolve this potential issue, the club trailers (trailer and super winch) have now been insured under the clubs own insurance policy.

The next committee meeting is to be held at the offices of NZ Road Transport Association, 71 – 73 Port Road Seaview , on Wednesday 27th July 2005 at 7:30 pm.

NZFDWA 2005 AGM Report

CCVC had six delegates attend this year in Rotorua as well as a few interested members. Our delegates were: Max George, Ron Johnson, Paul Adams, Neil Blackie, Jeff Simpson and myself.

This year's conference was the first time a more social format was used, its success was reflected in the number of club delegates in attendance, up from 25 in 2004 to 91 this year.

The conference opened with guest speakers from OSH and the local DOC regional manager, both of which were interesting and relevant to our sport.

In the afternoon the AGM was held and in my opinion it was run in a very casual manner unbecoming of our national body. I understand from delegates who attended the 2004 AGM that the association took on board that an agenda should be sent out prior to the next AGM. Unfortunately no agenda, draft budget, or the minutes from the last AGM were sent to our club in advance and this, along with our failure to appoint delegates early enough, all resulted in our club being a little under prepared. The NZFDWA constitution lays out an agenda for the AGM (although this was not followed either) but I understand that it is usual practice to forward formal notice of the meeting, committee nomination forms and requests for any general business.

After some general business which included the zone reports and a role call came the committee elections which saw a new secretary elected from the Central Zone, Craig Lilford, the re-election of Andy as President and the position of Public Relations Officer left vacant as no nominations came forward.

The main topic of discussion at the AGM was the proposed increase in association fees paid by each club member. We all pay \$20.00 from our CCVC club fees towards the Association and a motion was tabled to increase this fee by \$5.00 by the Treasurer. While this was debated another motion was tabled for an increase of the fees by \$10.00. The CCVC delegates had been advised by the CCVC committee that in their opinion any increase in fees was unwarranted and we were to vote against this. To cut a messy story short it was voted to increase the fee by \$5.00 with CCVC and three other clubs being the only votes against.

The cost of running the revised conference was brought up by CCVC, approximately \$7000.00 although I understand a final figure had not been confirmed. Our delegate requested that the conference have its own budget but this was turned down.



(Continued from page 27)

Basically the only delegates to question the way the committee is running its business was the Central Zone and CCVC. This being the case it must be assumed that all other clubs in attendance are happy with the way the Association is conducting its business.

Once again we need to discuss our NZFWDA membership and the benefits it brings, are they meeting their commitments as promised when we joined or are we wasting our money?

I like the idea of a national body set up to promote our sport in a positive manner and I applaud the committee for the amount of time and effort they put into running the Association but I would like to see the formal side of how the Association is run be tidied up. Coming from a well run club I can see no excuse for the casual attitude with how the AGM was conducted and look forward to improvement.

As the new NZFWDA delegate for the club I intend to be well prepared for the next NZFWDA AGM and I look forward to presenting our members views at a national level.

Ralph Dobson
NZFWDA Delegate

FOR SALE ----- BUT NOT YET HOLDBEN RODEO UTE

Just a heads up for those that might be interested. I have ordered a new ute for myself but unfortunately I have to wait till October for delivery. So in a few months time I will have my old ute for sale. The details are as follows:

Holden Rodeo spacecab, 2.8 turbo diesel, 2WD Flat deck, 1997, 1 owner from new, 233,000 kms. Alloy nudge bar, headlight covers, bonnet protector, drivers monsoon, all alloy deck with drop sides, custom made Tonneau cover. Towbar (rated at 2000 kg), tool boxes (these tyres have done over 50,000 kms but still have 4mm tread all round) the spare is OEM & belts plus 1 x lap belt. this set up is great for kids.

A very tidy ute that has been well maintained; Oil and filter has been changed at every 5000km (it got its 46th change at 230,000kms), at every 40,000kms I changed every fluid and every filter in the ute. A new WOF was put on it in mid June. Has never failed a WOF since new. Repairs needed over the years; Heater fan switch (twice), Clutch master and slave cylinder and that's it. Still goes first time every time, uses no oil at all, no ugly smoke. a very reliable ute and is very economical to run. does better than 1kl/litre general running, dropping to 9 kl/litre when heavy towing.

Why sell when it is still this good? well after 8 years I felt like a change, and that's the short and long of it. Asking price \$10,500. projected mileage in October approx 238,000. (I will need to give it one more oil change).

*If interested my details... Ross van Waas email: vanwaas@paradise.net.nz
Phone home 06 353 7622, work 06 355 11 66 or cell 0274 461 522*

Ladies Training Day

Well you can't can you or I can't can I, I mean ladies training day, never heard of anything so ridiculous, you either are or you aren't, a lady that is.

On the other hand if familiarisation with 4 wheel driving is more like you this could be a good day out.

Its all about brains (I think) not brawn and if you're not sure about mud or hi-way tyres think of them as gumboots and high heels, winchings about pulling together and a snatch has nothing to do with losing a handbag, although we'll take a dollar or twenty five from you.

It's a down hill drive, steep in parts, to the beach and then a steady run on the sand before a low level (we hope) water crossing at Karori stream, morning tea at Tongue point and then the guts of the matter, a wee play on the hills. A hill climb is no Mt Everest, only 3 or 4 truck lengths and we haven't rolled anyone on the sidelings (yet).

After lunch it's all about recovery, in more ways than one, whether you want to be the winch woman of the year or just your average watcher there's a bit of info just for you.

As for home, it's a simple lash along the beach and if history repeats itself expect the experienced mob to be the ones that need recovery, perfect for your practise.

Pick the designer gear from the rougher end of the wardrobe, bring a jacket, Its August on the south coast after all and don't forget, hot food and drinks really cool.

Love to see you there so give me a call for details of what to read and where to be when.

Paul

(Your familiariser for the day - 0275 941 343)

Club Radio For Sale

Tait T162C miniphone
Includes cradle, speaker & antenna with mount & cable
In good working order
\$100.00

Phone Brent 232 5651

Two men dressed in Pilots' uniforms walk up the aisle. Both are wearing dark glasses, one is using a guide dog, and the other is tapping his way along the aisle with a cane. Nervous laughter spreads through the cabin, but the men enter the cockpit, the door closes, and the engines start up.

The passengers begin glancing nervously around, searching for some sign that this is just a little practical joke. None is forthcoming. The plane moves faster and faster down the runway, and the peo-

ple sitting in the window seats realize they're headed straight for the water at the edge of the airport territory. As it begins to look as though the plane will plow into the water, panicked screams fill the cabin.

At that moment, the plane lifts smoothly into the air. The passengers relax and laugh a little sheepishly, and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands. In the cockpit, one of the blind pilots turns to the other and says, "You know, Bob, one of these days, they're gonna scream too late and we're all gonna die."



Club Trophy Winners - 2005

John Philips Trophy - Brian Howat
(overall club champs)

Deadwood Cup - Colin Landy
(best presented vehicle)

Bent Conrod - Colin Landy
(1st CCVC vehicle home at Deadwood)

Bob Jeffery Memorial Cup - Steve O'Callaghan
(helping hand)

John Findlay Award - Ron Wadham
(trip leader of the year)

Ron Wadham Trophy - Kane Hargreaves
(1st standard vehicle in club champs)

Presidents Cup
Paul Adams & Ray Harkness

**Glengarry Award - Odlins Rd team of Eric Bon,
Gavin Holden, Jim Johnson & Leon Zwetsloot**
(conservation)



Trip Planning Database

This month's magazine marks a bit of a milestone in the process we use to prepare and publish trip information, something I know is dear to all of us! Since the beginning of last year, a project has been underway to develop a computer based planning tool to make the job of arranging and publishing trip information easier and more accurate, especially for the trip coordinator who has this difficult task. This project has now reached the point where the database system developed can be used for this purpose - it's not perfect yet but it's a good start.

To use a 4WD project analogy, we've got a good chassis, wheels, engine and transmission, and it runs well enough to cross rough ground better than a Mini. The body and accessories still need some work but already we know it's better than we had before.

We could not have reached this point without a lot of time and effort from a number of people. In particular, I would like to acknowledge the valuable contributions of:

- Grant Purdie for in depth knowledge of trip operating and planning requirements, tremendous encouragement to the project, and practical help with data input
- Andrew Farmer for an absolutely amazing amount of work on the detailed database design and complex code production,
- Jay Montilla for helping provide computer and Internet resources for the development of the database,
- Jeremy Ryan for helping us with some coding at a pivotal point, and
- Marcel van Dorrestein for patiently waiting for it to arrive and helping with review and planning tips.

The team welcome constructive feedback (after we've dealt with some of the more obvious initial presentation details). You can send comments to the team via email at webmaster@ccvc.org.nz.

Mark Wilson.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Name: Terawhiti Ramble - Sat 16/07/2005 - organiser: Ron Wadham

Description: Terawhiti trip

Category: Family Shiny

Trip location(s):

Terawhiti Station

Trip leader: Ron Wadham

Home phone (04) 563 - 7907 Cellphone 0252106455

Bookings are not required.

Trip fee \$20.00

Meeting point(s):

Old Makara Garage - Makara Village

Finishing point(s):

Terawhiti Station gate

Dates:

Start Sat 16/07/2005 09:30

Drivers briefing Sat 16/07/2005 09:50

Finish Sat 16/07/2005 16:00

Fuel required for: 120 kms.

Weather Restrictions:

Light rain/wind OK

Subject to landowners discretion

Listen to radio cancellation service on Newstalk ZB 1035AM from ... 08:00

Possible vehicle damage expected on trip:

- No damage likely

- Some bush marks possible

Trip suitable for:

Dry

Wet

Pets: No

Novice drivers



Average drivers



Experienced Drivers



Food:

- BYO Food

- BYO Drinks

Vehicle Requirements:

- Tow hooks front and rear
- Recovery strop, shovel
- First aid kit, fire extinguisher
- Roll bar/cage for all soft/open tops
- Any tyres suitable
- Mud tyres preferable

Track type:

Mostly Some Optional

Dirt roads and tracks



Gravel



Clay or mud



Creeks, small rivers



Average ascents/descents



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

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

Notes: Visitors welcome, visitor fee applies - this trip was cancelled last month

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Name: Teams Challenge - Sun 24/07/2005 - organiser: Neil Blackie

Description: Teams Challenge

Category: Club 4X4

Trip location(s):
Rallywoods

Trip leader: Neil Blackie
Home phone 045870456 Cellphone 0275109801

Bookings are not required.

Trip fee \$15.00

Meeting point(s):
Moonshine/Haywards corner

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

Dates:
Start Sun 24/07/2005 09:30
Finish Sun 24/07/2005 16:00

Fuel required for: 50 kms.

Weather Restrictions:
Rain, hail or snow "We go"
Subject to landowners discretion
Listen to radio cancellation service on Newstalk ZB 1035AM
from ... 08:00

Possible vehicle damage expected on trip:
- Some bush marks possible

Trip suitable for:

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

Pets: No

Food:
- BYO Food
- BYO Drinks

Vehicle Requirements:

- Tow hooks front and rear
- Recovery strop, shovel
- First aid kit, fire extinguisher
- Roll bar/cage for all soft/open tops
- Good mud tyres essential
- Extra recovery gear an advantage

Track type:

	Mostly	Some	Optional
Clay or mud	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Average ascents/descents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rocky or river boulders	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Deep mud holes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Steep ascents/descents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Notes: damage depends on driver attitude. Venue to be confirmed. get into teams of 4 vehicles or call Neil before the day. bring a strop jockey. Good challenging day out competing against the clock. Similar to Patterson's farm event.



VEHICLE CLUB
Wellington (inc)

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet

Name: Cave Bay - Sat 30/07/2005 - organiser: Grant Purdie

Description: Cave Bay

Category: Family Shiny

Trip location(s):

Cave Bay

Trip leader: Grant Purdie

Home phone (04) 233 - 1192 Cellphone 021612216

Assistant trip leader - David Sole

Home phone (04) 478 - 0470 Cellphone 0274433191

Bookings are required.

Trip fee \$10.00

Meeting point(s):

Owhiro Bay Quarry Car Park

Finishing point(s):

Where we started...

Dates:

Start Sat 30/07/2005 09:30

Finish Sat 30/07/2005 17:00

Drivers briefing Sat 30/07/2005 09:45

Fuel required for: 50 kms.

Weather Restrictions:

Rain, hail or snow "We go"

Possible vehicle damage expected on trip:

- No damage likely

Trip suitable for:

Novice drivers

Dry

Wet

Pets: No

Average drivers

Experienced Drivers

Food:

- BBQ

Provided

- BBQ Food

Provided

- BYO Drinks

Vehicle Requirements:

- Tow hooks front and rear
- Recovery strop, shovel
- First aid kit, fire extinguisher
- Roll bar/cage for all soft/open tops
- Club radio preferred
- Any tyres suitable
- Extra recovery gear an advantage

Track type:

Mostly Some Optional

	Mostly	Some	Optional
Gravel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Beach or sand	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dirt roads and tracks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Clay or mud	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rocky or river boulders	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Creeks, small rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average ascents/descents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Deep rivers, water holes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Deep mud holes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Steep ascents/descents	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

Notes: excursion to Cave Bay and back, BBQ lunch provided. Bookings for catering. Trip fee includes BBQ costs. Opportunities for driver instruction and assistance for anyone new to offroad driving. High tide is 1pm.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Name: Aka's with the Shinies - Sat 06/08/2005 - organiser: Roger Seymour

Description: Aka's with the Shinies

Category: Club 4X4 to Hard Yakka

Trip location(s):

Akatarawa Forest

Trip leader: Roger Seymour

Home phone (04) 586 - 2518 Cellphone 021424351

Bookings are required.

Meeting point(s):

Moonshine/Haywards corner

Trip fee \$15.00

Finishing point(s):

Where we started...

Dates:

Start Sat 06/08/2005 09:00

Finish Sat 06/08/2005 17:00

Fuel required for: 100 kms.

Weather Restrictions:

Rain, hail or snow "We go"

Subject to landowners discretion

Possible vehicle damage expected on trip:

- Heavy bush marks & scratches expected
- Some damage to sills & corners possible

Trip suitable for:

Novice drivers

Dry

Wet

Average drivers

Experienced Drivers

Pets: No

Food:

- BYO

Food

- BYO

Drinks

Vehicle Requirements:

- Tow hooks front and rear
- Recovery strop, shovel
- First aid kit, fire extinguisher
- Roll bar/cage for all soft/open tops
- Club radio preferred
- Roll bar/cage recommended all vehicles
- Good mud tyres essential
- Winch preferred
- Extra recovery gear an advantage

Track type:

Clay or mud

Mostly Some Optional

Average ascents/descents

Dirt roads and tracks

Rocky or river boulders

Steep ascents/descents

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

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

Notes: This trip will consist of a commute section into a hard area where shiny drivers will get the opportunity to ride along in a tough section (and be the strop jockeys)

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Name: Aka's with the tough trucks - Sat 06/08/2005 - organiser: Roger Seymour

Description: Aka's with the tough trucks

Category: Family Shiny

Trip location(s):

Akatarawa Forest

Trip leader: Roger Seymour

Home phone (04) 586 - 2518 Cellphone 021424351

Bookings are required.

Trip fee \$15.00

Meeting point(s):

Moonshine/Haywards corner

Finishing point(s):

Where we started...

Dates:

Start Sat 06/08/2005 09:00

Finish Sat 06/08/2005 17:00

Fuel required for: 100 kms.

Weather Restrictions:

Rain, hail or snow "We go"

Subject to landowners discretion

Possible vehicle damage expected on trip:

- No damage likely

Trip suitable for:

Dry

Wet

Pets: No

Novice drivers



Average drivers



Experienced Drivers



Food:

- BYO Food

- BYO Drinks

Vehicle Requirements:

- Tow hooks front and rear
- Recovery strop, shovel
- First aid kit, fire extinguisher
- Roll bar/cage for all soft/open tops
- Club radio preferred
- Any tyres suitable
- Mud tyres preferable

Track type:

Mostly Some Optional

Dirt roads and tracks



Clay or mud



Creeks, small rivers



Average ascents/descents



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

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

Notes: trip into a location where tough trucks will provide an opportunity for rides or to watch others in a harder section.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Name: Ladies day 4Wd familiarisation - Sat 06/08/2005 - organiser: Paul Adams

Description: Ladies Day 4WD familiarisation

Category: Family Shiny

Trip location(s):

-tba-

Trip leader: Paul Adams

Home phone 042346997 Cellphone 0275941343

Bookings are required.

Trip fee \$7.00

Meeting point(s):

-tba-

Finishing point(s):

-tba-

Dates:

Start Sat 06/08/2005 09:30

Finish Sat 06/08/2005 17:00

Fuel required for: 65 kms.

Weather Restrictions:

Light rain/wind OK

Listen to radio cancellation service on Newstalk ZB 1035AM
from ... 08:00

Possible vehicle damage expected on trip:

- No damage likely

Trip suitable for:

Dry

Wet

Pets: No

Novice drivers

Average drivers

Experienced Drivers

Food:

- BYO Food

- BYO Drinks

Vehicle Requirements:

- Tow hooks front and rear
- Recovery strop, shovel
- First aid kit, fire extinguisher
- Roll bar/cage for all soft/open tops
- Any tyres suitable

Track type:

Mostly Some Optional

Beach or sand

Dirt roads and tracks

Clay or mud

Creeks, small rivers

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

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

Notes: Bookings essential. A training booklet will be sent out and needs to be read before the trip. \$20 Visitors Fee will apply to non-members. \$5 Land access fee, \$2 training booklet = \$27 total No 4WD cars please, full 4wd & low ratio gearbox required. Meeting time and place will be given when you book for this trip with the trip Leader. Club vehicles require all normal gear for a trip and a CCVC Safety Inspection Sticker Visitors and prospective member's vehicle requirements will be discussed when booking for trip.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Name: 4WD Familiarisation and Driver Training - Sun 07/08/2005 - organiser: Ray Harkness

Description: 4WD Familiarisation and Driver Training

Category: Family Shiny

Trip location(s):

-tba-

Trip leader: Paul Adams

Home phone 042346997 Cellphone 0275941343

Assistant trip leader - John Parfitt

Home phone 044770267 Cellphone

Bookings are required.

Trip fee \$7.00

Meeting point(s):

-tba-

Finishing point(s):

-tba-

Dates:

Start Sun 07/08/2005 09:30

Finish Sun 07/08/2005 17:00

Fuel required for: 50 kms.

Weather Restrictions:

Light rain/wind OK

Listen to radio cancellation service on Newstalk ZB 1035AM
from ... 08:00

Possible vehicle damage expected on trip:

- No damage likely

Trip suitable for:

Dry

Wet

Pets: No

Novice drivers



Average drivers



Experienced Drivers



Food:

- BYO Food

- BYO Drinks

Vehicle Requirements:

- Tow hooks front and rear

- Recovery strop, shovel

- First aid kit, fire extinguisher

- Roll bar/cage for all soft/open tops

- Any tyres suitable

Track type:

Mostly Some Optional

Beach or sand



Gravel



Clay or mud



Creeks, small rivers



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

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

Notes: Bookings essential. A training booklet will be sent out and needs to be read before the trip. \$20 Visitors Fee will apply to non-members. \$5 Land access fee, \$2 training booklet = \$27 total No 4WD cars please, full 4wd & low ratio gearbox required. Meeting time and place will be given when you book for this trip with the trip Leader. Club vehicles require all normal gear for a trip and a CCVC Safety Inspection Sticker Visitors and prospective member's vehicle requirements will be discussed when booking for trip.



Trip Categories (01/06/2002)

Family Shiny:

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

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

Members: Anybody is welcome, especially prospective new members.

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

Shiny 4x4:

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

Drivers: Must have some experience, preferably from the driver training provided by the club.

Particularly important are experience in stopping, failed hill climbs, steep descents and sidings.

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

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

Club 4x4:

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

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

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

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

Hard Yakka:

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

Drivers: Experienced drivers only.

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

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

It should also be noted that if a trip does not have a Trip Information Sheet in the Chronicle or it doesn't appear on the CCVC website, then it may not be an official club trip and the club insurance policy may not apply.



More Trip Details

Skills & Experience Pre-Requisites:

Family Shiny

All Participants No pre-requisites

Shiny 4x4

Non Members Cannot participate

Members CCVC Driver Training (see note below) and participated in at least 2 Family Shiny trips after becoming a member.

Members of other 4WD Club Visitors are welcome if they can demonstrate to the Trip Leader they are members of another 4WD club and have adequate experience.

Club 4x4

Non Members Cannot participate

Members CCVC Driver Training (see note below) and participated in at least 2 Shiny 4x4 trips after becoming a member.

Members of other 4WD Club Visitors are welcome if they can demonstrate to the Trip Leader they are members of another 4WD club and have adequate experience.

Hard Yakka

Non Members Cannot participate

Members CCVC Driver Training (see note below) and participated in at least 3 Club 4x4 trips after becoming a member.

Members of other 4WD Club Visitors are welcome if they can demonstrate to the Trip Leader they are members of another 4WD club and have adequate experience.

Cancellation Service.

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

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

Trip Departure Times.

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

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

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

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

July 2005

Date	Name	Organiser	Category	Place	Status	Notes
Wednesday 13th	Club Night	-Iba-	Meeting	Petone Working Men's Club, Uby St	Confirmed	Visitors welcome, visitor fee applies - this trip was cancelled last month
Saturday 18th	Terawhiti Rumble	Ron Wadhams	Family Shiny	Terawhiti Station		
Monday 18th	Trip Leaders Forum	Roger Seymour	Meeting	Petone Working Men's Club, Uby St	Confirmed	Damage depends on driver attitude. Venue to be confirmed, get into teams of 4, vehicles or call Neil before the day bring a strop jockey. Good challenging day out competing against the clock. Similar to Patterson's farm event.
Sunday 24th	Teams Challenge	Neil Blackie	Club 4X4	Rallywoods		
Wednesday 27th	Committee Meeting	-Iba-	Meeting	-Iba-	Confirmed	excursion to Cave Bay and back. BBQ lunch provided. Bookings for catering. Trip fee includes BBQ costs. Opportunities for driver instruction and assistance for anyone new to offroad driving. High tide is 1pm.
Saturday 30th	Cave Bay	Grant Purdie	Family Shiny	Cave Bay	Confirmed	

August 2005

Saturday 6th	Aka's with the Shines	Roger Seymour	Club 4X4 / Hard Yaka	Akatarawa Forest	Confirmed	This trip will consist of a commute section into a hard area where shiny drivers will get the opportunity to ride along in a tough section (and be the strop jockeys)
Saturday 6th	Aka's with the tough trucks	Roger Seymour	Family Shiny	Akatarawa Forest	Confirmed	trip into a location where tough trucks will provide an opportunity for rides or to watch others in a harder section.
Saturday 6th	Ladies day 4Wd familiarisation	Paul Adams	Training (Driver Practical)			
Sunday 7th	4WD Familiarisation and Driver Training	Ray Harkness	Training (Driver Practical)			
Wednesday 10th	Club Night	-Iba-	Meeting	Petone Working Men's Club, Uby St	Confirmed	Bookings essential. A training booklet will be sent out and needs to be read before the trip. \$20 Visitors Fee will apply to non-members. \$5 Land access fee, \$2 training booklet = \$27 total. No 4WD cars please, full 4wd & low ratio gearbox required. Meeting time and place will be given when you book for this trip with the trip Leader. Club vehicles require all normal gear for a trip and a CCVC Safety Inspection Slicker. Visitors and prospective member's vehicle requirements will be discussed when booking for trip.
Saturday 13th	A Frame Hut - Takapari Rd	John Yruink	Family Shiny	A Frame Hut - Takapari Rd	Tentative	
Sunday 14th	Odin's road in the wet	Steve O'Callaghan	Club 4X4	Odin's Road	Tentative	
Monday 15th	Safety Committee meeting	Andrew Farmer	Meeting	Carl's		
Sunday 21st	Deadwood Ridge	-Iba-	Family Shiny	Akatarawa Forest	Tentative	
Saturday 27th	Pureora Forest weekend	-Iba-	Shiny 4X4	Pureora and Waiouru Forests	Tentative	
Wednesday 31st	Committee Meeting	-Iba-	Meeting	-Iba-		

Date	Name	Organiser	Category	Place	Status	Notes
September 2005						
Saturday 3rd	Pencarrow or similar	-tba-	Family Shiny	Pencarrow Station	Tentative	
Saturday 10th	Long Gully hills	-tba-	Shiny 4X4	Long Gully	Tentative	
Sunday 11th	Club Champs Round 2	-tba-	Club 4X4	-tba-	Tentative	
Sunday 11th	Wanganui Invite	Grant Purdie	Family Shiny	Wanganui	Tentative	date to be confirmed.
Wednesday 14th	Club Night	-tba-	Meeting	Petone Working Men's Club, Uoy St		
Saturday 17th	Clean Up NZ	-tba-	Family Shiny	Foxton Beach	Tentative	
Saturday 17th	Clean Up NZ	-tba-	Shiny 4X4	Akatarawa Forest - Orange Hut	Tentative	
Saturday 24th	St Pals Forest	-tba-	Club 4X4	St Pals Forest	Tentative	
Sunday 25th	White Rock / Torā	-tba-	Family Shiny	White Rock	Tentative	
Wednesday 28th	Committee Meeting	-tba-	Meeting	-tba-		

October 2005						
Saturday 1st	4WD Familiarisation and Driver Training	Ray Harkness	Training (Driver Practical)	-tba-		
Sunday 2nd	Local Winch Challenge	-tba-	Family Shiny	-tba-	Confirmed	Bookings and details - Ray Harkness
Sunday 2nd	Orongorongo Ridges	-tba-	Family Shiny	Orongorongo Ridges	Tentative	
Saturday 8th	Whangomona weekend	-tba-	Shiny 4X4	Whangomona	Tentative	
Monday 10th	Trip Leaders Forum	Roger Seymour	Meeting	Petone Working Men's Club, Uoy St		
Wednesday 12th	Club Night	-tba-	Meeting	Petone Working Men's Club, Uoy St		
Sunday 16th	Karori Historic Society - Terawhiti trip	Ray Harkness	Family Shiny	Terawhiti Station		booked date with Society - Seats required
Sunday 16th	South Coast Clean up	Barry Innull	Family Shiny	Wellington South Coast	Tentative	
Monday 17th	Safety Sub-Committee	Carl Furniss	Meeting	Carl's		
Saturday 22nd	Foxton Labour weekend	-tba-	Family Shiny	Foxton Beach	Tentative	
Sunday 23rd	DEADWOOD ?	-tba-	Hard Yakka	-tba-	Tentative	
Wednesday 26th	Committee Meeting	-tba-	Meeting	-tba-		
Saturday 29th	the Aka's	-tba-	Shiny 4X4	Akatarawa Forest	Tentative	
Sunday 30th	Ruahine Range and the A frame Hut	-tba-	Shiny 4X4	Ruahine Ranges	Tentative	



Repairs and maintenance of all
off road vehicles.

Modifications a speciality.

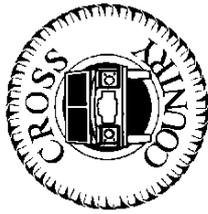
CCVC safety inspections

Contact Carl at

Wellington 4WD Specialists Ltd
26 Hawkins Street
Lower Hutt

Phone (04) 976 5325

Fax (04) 976 5313



VEHICLE CLUB
Wellington (inc)



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



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