



VEHICLE CLUB
Wellington (inc)



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August 2006

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

Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762, Te Puni, Wellington
www.ccvc.org.nz



Life Members

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

**The club meets at 7:30pm on the 2nd Wednesday of each month
at the Petone Working Mens 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 - 938 9404 (Hm) or 021 389 404

Gavin Holden - 025 249 1959

Rodney Bracefield - 234 8887 (Hm), 914 8383 (Wk) or 021 488 808

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

Seems that all the writers in the club are having a rest at the moment as there haven't been too many trip reports coming across the editorial desk, so this month's mag is a bit thin. But I'm sure that pens will get put to paper and we'll get more trip reports shortly.

A quiet month for me as I am in the process of house alterations & deck building plus my usual day job, so no 4WDing (again!) last month.

Alan...



A couple of pix from Ron's Shiny Family trip for the 35th.

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CCVC Committee Meeting Highlights - 26/07/2006

New Members: There were no new members this month.

Membership Subscriptions: Invoices for this years subscriptions will be produced shortly.

Vehicle inspections: The current round of vehicle inspections is underway and all trucks need to be inspected .

Pintle Hooks: There has been some discussion re the requirement for the bolts securing Pintle hooks to be 12mm as it is perceived that this is a major piece of engineering on a Nissan. The committee reluctantly agreed that a grace period until the 2007 vehicle inspections would be granted to allow the determination of a practical method of making the change on these vehicles. However, all members with Pintle hooks are encouraged to have the bolts changed as soon as possible especially on vehicles where such a change is relativity simple and straight forward (eg Toyota).

This is a safety issue as the current 10mm bolts can break especially when the pull is on an angle as this places all the forces on only two bolts. A presentation on this issue is scheduled for club night.

Valley Fun Trial: Valley club are to run a fun trial shortly. Watch for details in the magazine.

Windy City – Deadwood: Windy City are to run a round of the national trials in the Aotea Block at Labour Weekend and have been granted the use of the Name “Deadwood Safari” for this event.

Diesel is currently \$A2.80 a litre at the Capricorn Roadhouse on the Canning Stock Route in Australia.

For Sale

Set of four 8.0J x15 x 6 stud steel rims to suit Landcruiser / Patrol / Pajero etc. - \$100.00

1 x 9mm winch extension cable – metal eyes both ends - \$50.00

Contact Kerry Duncan on 027 544-1816
or email: kerry@cedar.co.nz



Equipment Required

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

1. Front and rear tow hooks, correctly fitted
2. Shovel
3. Fire extinguisher
4. First-aid kit
5. Basic tool kit
6. Kinetic rope or strop
7. Roll bar or cage for all open / soft top 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
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

Sep 2: Easy Loans New Zealand Off-Road Championship. North Island (Nat) short course / enduro (venue tbc). *For more details see www.oranz.co.nz or contact Mark Baker at mark.baker@ihug.co.nz*

Sep 9-10: NZ4WD Readers Two Day Trip around Waiouru. For more details contact subs@adrenalin.co.nz

Sep 30-Oct 1: Easy Loans new Zealand Off-Road Short Course Championship - AORC. For more details contact Mark Baker at mark.baker@ihug.co.nz or www.oranz.co.nz

Oct 14: Auckland 4x4 / ARB / Come Up Winch's Continuous Winch day. Non-competition, full-on fun day for those that have some experience and would like more. Contact Duncan Munro on 09 292 2825 or www.pukerau.co.nz

Oct 20-22: The Northland Gold Rush. A tag-along in the far north, visiting the Crunchie Trail, the Kauri gum fields and 90 mile beach. Contact Muddy on 027 577 3790.

Jan 13-18, 2007: Kauri Coast Bi-Annual Northland Safari. For further information contact Ramon on 09 439 6014 or Fred or Michelle on 09 439 0221.

Feb 25-27, 2007: Waikaia / Switzers High Country 4x4 Jamboree. Three day event with runs each day out of Waikaia, easy to extreme trips. Email lenox.a@woosh.co.nz or contact 03 931 779

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.

Those at this year's presentation night will recall Marcel's poem about the year just gone:

As the years progressed some changes we've seen
Photos at club night - not many trucks were clean
What's in store next? Well who knows
But I'll share a few memories of the year - here goes

The club ran a deadwood it was quite a hoot
Made about 7 grand we're donating the loot
On money - I'm sure our partners don't know
About the tyres, or engine where the money did go

This year we opened the Boiler Gully loop
That's another track - a bit of a scoop
Fallen trees we'd have to chop
Grant just didn't know when to stop

Pedro took trucks up the angle ramp
Grant took us on our first CLUB tramp
Wayne Jenson returned from the Aussie Outback
Grant cleared yet another track
But work aside we've had fun
McKenzie trail - the farmer with a gun

David Coxon - stuck in a creek
With no one prepared to wade in that deep
We've talked about recoveries... how to help, where to stand
Gary Rowden had fun with his Jeep in the sand

The Ruts gave Ian a challenging day
With Kane and Anthony digging the clay
Roger's first evening trip was mad
Ended with Tom's disco looking very sad

Roger found Rallywoods top gate in the dark
He was actually looking for Totara Park
The "evening" trips really were a lark
Paul Adams on his back in the mud in the dark

Around the Akatarawa Forest the shiny's did ride
Next competition there's Leroy on its side

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Larry - NO winch? "My Simex's will do"

Few spots of rain he's off the track in the poo

Farm and food festival - taking punters in for a ride

Moments later there's Greg's zebra striped truck on its side

Our kids driving gymkhanas - we must be getting old

Andrew Farmer can't recall how many times he's rolled

But even family trips can end in tears

Dave Soul only moved over to see the deers

Teams recovery challenge with Neil and Mitch

Recovering our trucks from a deep boggy ditch

Not all that successful on the second day

But we'd given it a go. Had fun and a play

We learned a lot by watching the pros

As rain made it slippery - kept them on their toes

The Heavy weights - Rogers crew, DNFed too

Regardless of what Jarad was prepared to do

On a sobering note - as a club - playing safe is our mode

On a private trip a tragedy occurred on Odlins Road

A life was lost Grant Kirbie's dead

A heart felt loss - enough said

For me buying a tuff truck and the dogbox are now in the past

At the time she was pissed but I know it wouldn't last

Shortly she's off to Europe - it was part of the deal

But it'll take another year for the VISA to heal

Now there's one thing in common on trips you know

Even on Ron's trips round the coast or in the snow

Trips all end with a dirty truck

But we've had fun so we don't give aDamn.

We all make excuses of why not to go

The kids have got sport, the lawns need a mow

But as a closing comment - I'd have to say

We've got a great club... so get active today

By Marcel.

The club has the following sub committees running currently

- 60k: Grant Purdie with Antony Royal, Bruce Mulhare, Eric Bon, John Vruink & Mark Wolstenholme
- Club Recovery: Rodney Bracefield
- Deadwood: Roger Seymour
- Police SAR: Jim Johnson and Gavin Holden
- Safety: Andrew Farmer with Carl Furniss, Grant Purdie, John Kowalczyk & Ray Harkness
- Trip Leaders Forum: Carl Furniss with any trip leaders who turn up
- Web Project: Mark Wilson with Andrew Farmer, Grant Purdie, Jay Montilla & Marcel van Dorrestein

The club also has the following external organisation liaison people

Akatarawa Recreational Access Committee: Grant Purdie & Giles Sullivan

Foxton Beach Coast Care: Grant Purdie & Bruce Mulhare

Friends of Belmont: Roger Seymour

Greater Wellington Regional Council: Grant Purdie & Ralph Dobson

Horowhenua District Council: Grant Purdie

Public Access New Zealand: Ralph Dobson

Tread Lightly!: Ralph Dobson

Wellington City Council: Grant Purdie & Barry Insull

EPIRBS

The COSPAS – SARSAT system consists of a mixture of Low Earth Orbit (LEOSAR) and geo-stationary satellites, currently six American and two Soviet.

The orbiting satellites travelling at about 7 km/sec take about an hour and a half to circle the earth (15 minutes to travel from horizon to horizon) in a polar orbit and can 'see' a footprint on the ground of about 6,000 km wide as they travel across the sky. When an orbiting satellite picks up a signal from an emergency locator beacon the signal becomes stronger as the satellite approaches till overhead and then fades as the satellite moves away (Doppler effect). The satellite can calculate where the signal is 'loudest' but it does not know which side of its path the beacon is located so two possible positions one left and one right of the satellite path are noted. NB. these two positions may be thousands of km apart. A second pass from another satellite is needed to 'fix' the beacons position to within about 10 nautical miles. As the satellite system consists of only about ten satellites the average time till the next satellite pass would be about 2 ½ hours with a worst case sce-

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nario being nearly seven hours. Note, LEOSAR satellites with 121.5 MHz / 243 MHz capability must be able to 'see' both the beacon AND an earth receiving station at the same time to pass on the position data, LEOSAT satellites receiving a 406 MHz beacon transmissions re-transmit the signal when they next pass within range of an earth receiving station.

There are five geo-stationary satellites (GOES) spread around the equator with their footprints overlapping, this allows continuous satellite coverage of most of the earths surface but with limited coverage in high latitudes (above 75 North and below 75 South). The geo-stationary satellites that cover Australia are GOES-9 which covers from the east coast of Africa to New Zealand and GOES West that covers from near east coast of Australia to the Falkland Islands (all of the Pacific Ocean). If a geo-stationary satellite receives a signal from an emergency beacon it immediately passes the information to an earth receiving station. The geo-stationary satellite cannot, however, give a position for the beacon unless the emergency beacon has a

GPS source. If the beacon does have a GPS then this position data is relayed to the Rescue Co-ordination Centre (RCC) via an earth receiving station.

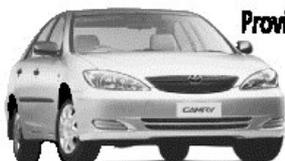
From the above you can see that if an emergency beacon does not have a source of GPS then to obtain a location for the beacon the signal needs to be picked up by two successive passes from an orbiting satellite.

All 406 MHz beacons are to be registered with the national RCC. The registration is free and includes data such as a unique identity number of the beacon, (15 figure HEX Id code) contact telephone numbers for the owner and other people nominated by the owner, if

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the beacon is for land, sea or aircraft use.

If an alert signal from a 406 MHz beacon is picked up by a geo-stationary satellite it will be IMMEDIATELY passed to an RCC and decoded. The decoded data will include the unique identity number from which the RCC staff can obtain contact details for people nominated by the beacon's owner. The RCC staff will first try to contact the owner to see if it is a false alarm (if the beacon is in a truck in the backyard then it's obviously a false alarm). If the owner can not be contacted the RCC will then try and contact one of the other nominated people to find out what they know about the travel plans of the beacon owner. If the beacon owner has given their travel details to one of the contact people then the RCC should be able to get a good idea of who has the beacon, how many people are in the party, intended route of travel, age of people in the party, type of vehicle / boat, any possible medical problems, equipment carried, food / water carried etc.

As already explained above, a signal from a non GPS beacon picked up by an orbiting satellite will give two possible locations. If the intended travel route is known by the RCC then it should be immediately obvious which of the two possible locations will be the true position of the beacon, especially if one of the possibly locations is on land and the other is at sea!

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(Continued from page 12)

A registered 406 MHz beacon can, in optimum circumstances, alert the RCC to an emergency activation and position almost instantly.

The 406 MHz beacon system specifications require that the beacon transmit a five watt digital signal for five seconds every 50 seconds and must keep transmitting for 48 hours. The beacon also transmits a low powered continuous homing signal on 121.5 MHz to allow aircraft to home in on the beacon. An aircraft at 10,000 feet may be able to pick up the 121.5 MHz homing signal from 50 nautical miles away.

If you need to activate a beacon and you are in a steep sided, narrow valley or chasm and are mobile, then try and move the beacon to higher ground. Do not place an activated beacon up against the side of a building, vehicle or inside of a vehicle as the signal will be severely degraded. NB. The beacon's aerial should be vertical and able to 'see' as much sky as possible for optimum performance.

If you are considering buying an emergency locator beacon then it should be a 406 MHz device. Be aware that some beacons, designed for marine use, are activated as soon as they are immersed in water or are removed from

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their mounting bracket. Some beacons can only activated by opening a safety latch and physically moving a switch to the 'on' position. I would recommend that a beacon that turns on automatically when it gets wet or comes out of it's mounting bracket may not be a good idea for mounting in 4wd vehicles.

The satellite receivers that pick up the signals from 'old' 121.5 MHz beacons are being de-commissioned in February 2009 – that's only about 128 weeks away!

The 121.5 MHz beacons are being phased out and may even become illegal to use at sometime in the future – but that's another story.

GET INTO KIRK MOTORS AND GET OUT WITH A BLACK RAT



TOWING KIT



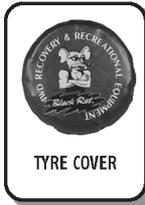
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Canteen Trip - by Jay Montilla

We all met up at the SH5 end of Moonshine, we were the first to arrive, shortly there after the other drivers began to show up. Not long after a briefing from Giles and a safety first reminder from Leon, the Canteen kids began rolling in. Soon after there were kids assigned to vehicles and off we went.

Our first stop was to air down, then off to a quick look at the logging and then down the ZigZag. Thru Wainui stream and then up towards the Pylons...sort

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Firestone

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

Contact Phil on 568 5045

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)
- Welfare@ccvc.org.nz (contact the club welfare officer)
- David.coxon@xtra.co.nz (Club night photo submission)

Please note that if 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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(Continued from page 14)

of...about 3/4 the way up we sort of got stuck! Everything seemed to OK, green 4WD light was on, but we just could get over the rut in front of us (?). What the?? Backed up and tried again, but no joy, until it clicked! David, Paul and I had aired down our tires at the meeting point, and I forgot to engage the free-wheeling hubs! Out of the truck, turned the hubs and off we went...about 5 meters when we heard a clunking sound and no power going to the front wheels! David Coxon assisted us the rest of the way up.

At the brief stop at the Pylons, we headed down towards the remains of the Orange Hutt. After a quick chat around, it was decided that we could easily make it down to the Maungakotukutuku meeting area. Not long after leaving the Orange hut a misguide branch decide to pull David Coxon's mud guard off. Further along the way several of the guys went down some of the side tracks. The Canteen kids swapped between the trucks to those going up and down the steep side tracks.

At the designated meeting place, Jerry was waiting for us, and soon the aroma of cooking meat and sausages filled the air. During this AJ and I removed the front right hub, and Jim came over to help diagnose what was causing the clunking sound when the hubs were engaged. Things looked intact, but when Jim jiggled the exposed short axle bit it seemed to be very loose.

During lunch the kids had time to run around and enjoy the fresh air. After lunch we headed off back into the hills, us in 2WD and taking it a little slower than most. Again some of the guys went up the steeper short cuts before the convoy all caught up at the start of Cleary's RD. At this point Giles was came down with a flat tire.

Cleary's Rd doesn't like me! For some silly reason I have never gone thru there without something happening. This time was no different, at the fork in the road, left interesting and right easier, we attempted the left track, but only have the rear wheels pushing us we sort of slid off to the right bank, darn! Oh well, a quick short stop backwards and off to tackle the other track. But we knew it would happen, got half way up and then we started slipping and

(Continued on page 17)

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In between handing out cheques, Cross Country Vehicle Club members went on a tour of both Light Flight Trust and Wellington Free Ambulance's head quarters.

Cross Country Vehicle Club puts locally raised funds to good use

Money raised at the Pauatahanui Country Festival and the 2004 Deadwood Safari by the Cross Country Vehicle Club (CCVC) has been donated to Wellington Free Ambulance and Westpac Life Flight Trust.

Wellington Free Ambulance has received \$3000 and Westpac Life Flight Trust \$4000. Some of the funds were raised

at the Pauahatanui Country Fair, a Rotary project, held in March this year where CCVC volunteers gave members of the public rides in their 4WDs for a donation to Life Flight.

The majority of the funds donated were the proceeds of the Deadwood Safari, a round of the National 4WD Trials Championship held in October 2005 at Totara Park, Upper Hutt.

CCVC vice president Paul Adams says: "This was part of a regular commitment CCVC has to the community and it's great to be supporting these organisations which provide so much to so many within the community."

He said volunteers from the club had been great. "Without them this would not have been possible."

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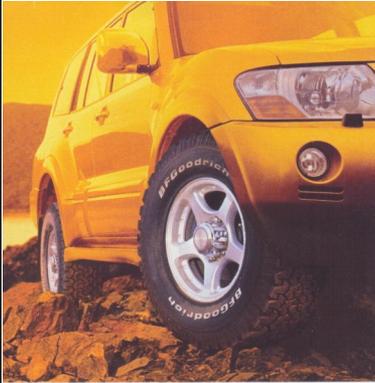
off the right bank. Stuck again! This time it was decided that some one would pull us up the rest of the way. While we waited, unbeknownst to me, Marty's truck must have thought that the rear end of my truck was attractive or something because it tried to rear mount us!

Steve, in a Suzi, showed up in front before our trucks got too intimate with each other and helped us out of our predicament. Of course everyone else made it thru with no problems. The Cleary's Rd curse got me again, twice this time!

Off went again, this time there was some confusion being heard on the radio. It seems like someone took a wrong turn somewhere (?). Could hear someone

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"NO!" And the guy lived happily ever
after and went fishing, hunting and
played golf a lot and drank beer and
farted whenever he wanted.

THE END

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(Continued from page 17)

saying "I know where I am, but I'm not sure" and followed by wee Leon "Let me get this right, you're not sure where you are but you're not lost?" "Yes, I know where I am, but I am not sure (?) where everyone else is".....

Soon we were all together again in convoy toward the last gate.

We were soon back to the start point of the trip, group photos and thank you's from the Canteen kids. The smiles and happy faces of those kids made the trip some much worthwhile and enjoyable!

Great job Giles and Leon, count us in on the next Canteen trip. And special thanks to Jerry for setting up the BBQ.

Almost forgot, "roll call of the injured"! David Coxon (mud flap), the Zebra

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Welfare

Our thoughts are with the following people:

Larry Haines (father has just died of cancer)

Gary Wong Too (lost his father recently)

Bartley Patterson, land owner & honorary member (lost his mother)

Terry Hughes (lost his father)

(Greg) minor diff-blowing incident, Giles a flat tire and Marty for putting his passenger to sleep! 8-)

BTW Does anyone know if Ashleigh ever got her hat back?

--- K205 ---

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Phone Phil on 567 9354

Deep in the back woods of Letcher County, Kentucky a hillbilly's wife went into labor in the middle of the night, and the doctor was called out to assist in the delivery. Since there was no electricity, the doctor handed the father-to-be a lantern and said, "Here. You hold this high so I can see what I am doing!"

Soon, a baby boy was brought into the world. "Whoa there", said the doctor, "Don't be in such a rush to put that lantern down I think there's another one coming."

Sure enough, within minutes he had delivered a baby girl. "Hold that lantern up, don't set it down there's another one!" said the doctor.

Within a few minutes he had delivered a third baby. "No, don't be in a hurry to put down that lantern, it seems there's yet another one coming!" cried the doctor.

The redneck scratched his head in bewilderment, and asked the doctor,
.....

"You reckon it might be the light that's attractin' 'em?"

Insert Trip Info Sheet 10 here

Insert Trip Info Sheet 9 here

Insert Trip Info Sheet 8 here

Insert Trip Info Sheet 7 here

Insert Trip Info Sheet 6 here

Insert Trip Info Sheet 5 here

Insert Trip Info Sheet 4 here

Insert Trip Info Sheet 3 here

Insert Trip Info Sheet 2 here

Insert Trip Info Sheet 1 here



Trip Categories

Family Shiny:

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

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

Members: Anybody is welcome, especially prospective new members.

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

Shiny 4x4:

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

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

Particularly important are experience in stopping, failed hill climbs, steep descents and 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 and participated in at least 2 Family Shiny trips after becoming a member.

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

Club 4x4

Non Members Cannot participate

Members CCVC Driver Training and participated in at least 2 Shiny 4x4 trips after becoming a member.

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

Hard Yakka

Non Members Cannot participate

Members CCVC Driver Training and participated in at least 3 Club 4x4 trips after becoming a member.

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

Cancellation Service.

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

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

Trip Departure Times.

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

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

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

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

Date	Name	Organiser	Category	Place	Status	Notes
August 2006						
Wednesday 9th	Club Night	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 12th	Gisborne Trip	Paul Adams	Shiny 4X4	see notes section		
Sunday 13th	A quiet day in the Akas... Yeh Right	Grant Purdie	Club 4X4	Akatarawa Forest	Planned	
Monday 14th	Belmont Regional Park	Roger Seymour	Meeting - 19:30			
Monday 14th	Safety Sub-Committee	-tba-	Meeting - 19:30			
Saturday 19th		-tba-				
Saturday 19th	Around the Akas to Deadwood Ridge	-tba-	Family Shiny	Akatarawa Forest - Cannon Point		
Sunday 20th	Akatarawa Trip Leader Training	Roger Seymour	Family Shiny / Shiny 4X4	Akatarawa Forest	Planned	For CCVC Trip Leaders and those in the Trip Leaders training programme.
Monday 21st	ARAC Committee	-tba-	Meeting - 19:00			
Saturday 26th	Rally of Wararapa	Ray Harkness	Shiny 4X4	Wairarapa		
Saturday 26th	Teams Challenge event	Neil Blackie	Club 4X4			
Wednesday 30th	Committee	-tba-	Meeting - 19:30			
September 2006						
Sunday 3rd	Odlin's Road	Steve O'Callaghan	Club 4X4	Odlin's Road		
Sunday 3rd	Pencarrow Coast to Wainui	Ron Wadham	Family Shiny	Pencarrow Station		
Monday 4th	Trip Leaders' Forum	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 9th	Bout time we visited Colin James (if we're allowed) ?	-tba-	Shiny 4X4 / Club 4X4	Colin James' property, Whiteman's Valley	Tentative	
Monday 11th	Belmont Regional Park	Roger Seymour	Meeting - 19:30			
Wednesday 13th	Club Night	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 16th	4WD Driver training	-tba-	Training (Driver Practical)			
			Family Shiny		Confirmed	
Saturday 16th	The Akas - Hosted with the Club 4x4 trucks	-tba-	Family Shiny / Club 4X4			
Thursday 21st	FBCC Committee	-tba-	Meeting - 19:00	Foxton Beach - PALS Building		
Saturday 23rd	Keep NZ Beautiful Hokio to Foxton	Marcel Van Dorrestein	Family Shiny			
Saturday 23rd	Keep NZ Beautiful Wgtn	-tba-	Family Shiny			
Saturday 23rd	McKenzie trail	-tba-	Shiny 4X4 / Club 4X4			
Wednesday 27th	Committee	-tba-	Meeting - 19:30			

Date	Name	Organiser	Category	Place	Status	Notes
October 2006						
Sunday 1st	Club Champs Round 1 (new competition)	-tba-	Shiny 4X4			
Saturday 7th	4WD Driver Training	-tba-	Training (Driver Practical)			
			Family Shiny			
Saturday 7th	Play time at Deadwood site	-tba-	Shiny 4X4 / Club 4X4			
Monday 9th	Belmont Regional Park	Roger Seymour	Meeting - 19:30			
Wednesday 11th	Club Night	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 14th	Fun / Kids Family 4wd Gynkhana	Peter Osborne	Family Shiny	Aotea Block, Porirua	Confirmed	
Monday 16th	Safety Sub-Committee	-tba-	Meeting - 19:30			
Saturday 21st	Foxton Weekend	-tba-	Family Shiny / Club 4X4			
Monday 23rd	Labour Day	-tba-				
Wednesday 25th	Committee	-tba-	Meeting - 19:30			
November 2006						
Sunday 5th	Guy Fawkes	John Vruink	Family Shiny			
Wednesday 8th	Club Night	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Sunday 12th	Team Challenge event	Neil Blackie	Club 4X4			
Monday 13th	Belmont Regional Park	Roger Seymour	Meeting - 19:30			
Monday 20th	ARAC Committee	-tba-	Meeting - 19:00			
Thursday 23rd	FBCC Committee	-tba-	Meeting - 19:00	Foxton Beach - PALS Building		
Sunday 26th	Club Champs Round 2	-tba-	Shiny 4X4			
Wednesday 29th	Committee	-tba-	Meeting - 19:30			
December 2006						
Sunday 3rd	4WD Driver Training	-tba-	Training (Driver Practical)			
			Family Shiny			
Monday 4th	Trip Leaders' Forum	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 9th	Advanced Driver Training / Shiny Competition	-tba-	Shiny 4X4			
Monday 11th	Belmont Regional Park	Roger Seymour	Meeting - 19:30			
Wednesday 13th	Club Night	-tba-	Meeting - 19:30	Petone Working Men's Club, Udy St		
Monday 18th	Safety Sub-Committee	-tba-	Meeting - 19:30			
Monday 25th	Christmas Day	-tba-				
Tuesday 26th	Boxing Day	-tba-				



www.wgtn4wd.co.nz



Repairs and maintenance of all
off road vehicles.

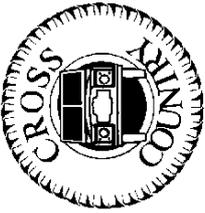
Modifications a speciality.

CCVC safety inspections

Contact Carl at

Wellington 4WD Specialists Ltd
26 Hawkins Street
Lower Hutt

Phone (04) 976 5325, Fax (04) 976 5313
or 027 201 2529



VEHICLE CLUB
Wellington (inc)



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