

Cross Country Chronicle



February 2007



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.*

Table of Contents

P. 4	Equipment Required
P. 4	Trip Categories
P. 5	Vehicle Inspectors
P. 5	Upcoming Events
P. 6	Club Clothing Order Form
P. 7	Trip / Convoy Rules
P. 7	Club Sub-Committees
P. 8	Off Road Dubai Style
P. 12	Sandblasted on South Coast
P. 16	Kindy Fundraiser 02/12/2006
P. 19	Club Champs Round II
P. 19	Foxton & the MacKenzie Trail
P. 21	CCVC Meeting Dates
P. 22	24 Hour Track
P. 24	Committee Meeting Highlights
P. 25	How many tools does it take?
P. 28	Foxton Bowl & MacKenzie
P. 31	Palliser to White Rock
P. 32	Foxton Photo's
P. 33	Foxton & Pencarrow Photo's
P. 34	Trip Information Sheets
P.40	Trip Categories
P. 41	Trip Details
P. 42	Trip Database

Cover Picture:

Here is our intrepid trip co-ordinator working out his frustrations with a blast around the Foxton Beach sand dunes.



**VEHICLE CLUB
Wellington**



Editorial Ramblings

Hi there

Welcome to a new year that, hopefully, will bring lots of interesting and exciting things to the club scene and lots of great trips as well.

I was planning on going along on at least one trip over the holiday period but work and home pressures prevented this. I also thought I had a vehicle problem (only three wheel drive) but that was soon sussed to be a sticking free wheel hub - no doubt from a lack of use in 2006!!!

Thanks for all of the trip reports sent in over the break - there were so many that I have had to hold some over till the March Chronicle, otherwise our printer would not be able to staple and fold the issue, sorry about that, but keep them coming.

Alan...



Equipment Required

In accordance with club policy, the following equipment is a requirement on all Cross Country Vehicle 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 vehicle**
- 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 (available from the website or any committee member). All member vehicles going on club trips must display a current club vehicle inspection sticker.



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.

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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

Feb 25: NZFWDA Rally Trial Series.

Being held in Manukau, for more details see www.nzfwda.org.nz

Feb 25: Waewaepa Range Adventure.

Lions Club of Woodville host this shiny trip but low range & AT's or MT's required. \$70 per vehicle incl driver, \$10 additional lunch. Contact Harold Kemp on 06 376 5798 (home), 06 376 5806 (work) or email on woodvillelions@hotmail.com

Mar 2-4: Hereworth School Science Block Fundraiser.

Suitable for all with easy & challenging options. Contact Mark Warren at hillseekers@xtra.co.nz

Mar 3: Kawakawa Bay - Orere 1st Response Team Fundraiser.

Relaxed scenic afternoon. Contact Duncan Munro on 09 292 2825 or www.pukerau.co.nz

Mar 9-11: Norwest Winch Challenge.

See www.norwestohv.co.nz

Mar 11: NZFWDA Rally Trial Series.

Being held in the Wairarapa, for more details see www.nzfwda.org.nz

Mar 11 or 12: 4th Annual Manukau 4 Wheel Drive Club Ramarama Fundraising 4WD Safari.

Contact Tony on 09 298 0194, burgess@ihug.co.nz or Rob on 09 236 064

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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Trip / Convoy Rules

1. The trip leader is always in charge. Please recognise their authority, follow their instructions and give them 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 a driver in front not obeying this rule.
1. 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.

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:** Phil Lewton with Carl Furniss, Grant Purdie, John Kowalczyk & Ray Harkness
- **Trip Leaders Forum:** Carl Furniss with any trip leaders who turn up
- **Web Project:** Stefan Cook with Andrew Farmer, Grant Purdie, Jay Montilla, Jeremy Ackley & Marcel van Dorrestein
- **Radio:** Jeremy Ackley with Jim Johnson, Grant Purdie, John Kowalczyk, Phil Lewton, Ray Harkness, Rodney Bracefield & Mark Wolstenholme

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

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Dubai Desert Trip - by John Parfitt

We were picked up as arranged at 3pm at our hotel reception and boarded our transport (late model 4500 petrol Landcruiser). After picking up three others from near by hotels we headed out of the city for the Dubai desert safari trip that we had booked prior to leaving New Zealand on holiday. It was an overcast day and there had been a couple of light showers, which is unusual for Dubai, but our driver said it was no problem and would keep the dust down.

We drove for about an hour out of the city until we came to an intersec-



tion with a number of roadside shops selling refreshments and souvenirs where there were some 20 to 30 four wheel drive vehicles assembled from various tour companies. The majority of vehicles were 4500 petrol Landcruisers like ours with a sprinkling of 4800 petrol

(Continued on page 9)

Working Bee
Sutherlands Track
17—18 Feb 2007

The plan is to cut scrub off the side of the track. Chainsaws and scrub bars would be the best option. If not just bring what you have got.

Bring all your cutting gear, capaps etc not essential.

Meet at the pinnacles camping area 9:30am.

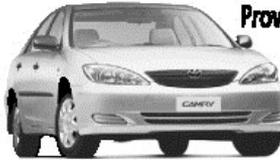
You can camp on track over night or at the hut. Waiuku lodge will also be available.

Contact Phil or Rod for more information.

Rod 06 308-8091
Phil 06 379-6437

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Welfare

Our thoughts are with the following people:

- Barry Carrington, who's father has been unwell and is going into a rest home.
- Josh Crayford (Greg's son) who damaged one of his eyes in an accident.
- Paul Hannan who lost his mother suddenly between Christmas and new Year.

(Continued from page 8)

Nissan Safari's and one H2 Hummer. The enticement to enter each shop is a large "TOILET" sign out the front, as that is the last chance for a toilet stop for a couple of hours, however, the quality of the provided facilities is dubious to say the least and generally not for the delicate amongst us

(Continued on page 10)

(Continued from page 9)

(very similar to those we had already experienced in Morocco and Egypt).

After airing down, each group proceeded to the common entrance gate to the desert dune area which was a further 1 to 2 kilometres up the highway from the gathering point. The compulsory photo session was held in the top of the first sand dune and then it was seatbelts on and we were off in a convoy of 5 vehicles (from the same tour company) for a couple of hours playing in the dunes.

The best description of the terrain would be the dunes at Foxton except that they went on and on as far as the eye could see in every direction. Both my son and I thought it somewhat like the rolling land of Ohiniwairua Station, travelling along a ridge then having a long down hill slope appear as you reach the ridges end with this being repeated over and over again, only this being golden sand rather than grass paddocks.

While both my son and I found the trip a bit tame, it has to be remembered that these people are doing this for a living as a tourist venture and they don't want to damage either their vehicles or the passengers, so it is not as exciting or adventurous as a club trip would be, but was really good all the same. Yes there was sand flying and we were sliding sideways down the side of the dunes with the engines screaming, but it just isn't that same if you are not driving yourself. The others in the vehicle were however thrilled and even scared by the trip.

We visited a camel ranch half way through the trip and then back into the sand for some more hills, eventually exiting through a gate on to the highway which we travelled along for a short distance before heading through another gate back into the desert eventually ending up at a "genuine" Bedouin camp for dinner and entertainment (all part of the package).

At the camp you could have your photo taken in Arab costume, have henna painting done etc while the drivers prepared a BBQ evening meal. The camp could cater for 200 but on this evening there were only about 30 of us in total as it was the off season for tourists. The meal was great and was followed by a belly dancer who was very good (compared to some we had seen during our journeys) and she got most of the crowd up and dancing around on stage.

Once the evening was over it was back into the trucks and following a stop at the same shops for the driver to air up the tyres, it was an hours drive back to Dubai city and our hotel. During the drive back it started to rain quite heavily and it was lucky that it had held off until our adventure was over.

All and all a very worthwhile experience although it would have been more exciting if you could have driven yourself. There may be such trips availa-

(Continued on page 11)

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(Continued from page 10)

ble but we arranged our trip (and whole 3 month holiday) in a hurry and so did not have time to investigate any alternatives. I had to wonder what trouble our club members would be able to get themselves into if we had such a huge area of dunes to play in at our doorstep, with no worries about conservation as nothing grows or lives there as the dunes are continually moving and according to our driver they change from day to day and week to week so no two trips are quite the same.

It was interesting that all the vehicles were petrol (shows that it cost less in the Middle East) and as expected they were all new or near new. Our vehicle had a beautifully fitted roll cage which I didn't even notice until we had been in it for some 15 minutes due to it being covered in leather which was colour coded with the rest of the upholstery in the vehicle. A beautiful job!

It was a great experience and well worth doing if you are in Dubai, although don't expect to be holding on to your seats with excitement and it would be well worth investigating the possibility of a self drive option.

Footnote:

The following day the rain continued and we were "forced" to head for the

(Continued on page 12)

(Continued from page 11)

Mall of The Emirates for some retail therapy (much needed after a couple of weeks in Egypt). This is the mall with the ski field on top which is called "Ski Dubai" and which you may have seen a couple of months ago on Discovery Channel. This is one of the largest malls in the world but, being Dubai, they have a much larger one under construction. They are also building what is to be the worlds tallest building which they will proudly tell you is being designed in such a way that, should anyone build one that is taller, they can simply add more floors on to the top in order to regain the tallest title.

We needed more time in Dubai as in 2 days it is not possible to even scratch the surface of this amazing city.

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 (person who administers the list servs)
- Trips@ccvc.org.nz (Trip Coordinator)
- Newsletter@ccvc.org.nz (to send stuff to the newsletter editor)
- Database@ccvc.org.nz (membership database administrator)
- Access@ccvc.org.nz (Chairman of the Land Access Management Committee)
- NZFWDAdelegate@ccvc.org.nz (NZ Four Wheel Drive Association delegate)
- Treasurer@ccvc.org.nz (club treasurer)
- Welfare@ccvc.org.nz (club welfare officer)
- David.coxon@xtra.co.nz (Club night photo submission)
- Helpdesk@ccvc.org.nz (any general questions)

Sandblasted on the South Coast - 02 January 2007

We assembled at the Owhiro Bay Quarry trying desperately to keep out of the wind as Greg outlined the plan. We were to go around the beach front all the way to Oteranga Bay and that the tide was in our favour. Parts of the beach are low tide access only. His Plan B was to come back through Terewhiti Station if this was necessary. Greg gave us all paper copies of the Red Rocks trip from Andy's Book.

11 vehicles started off with 2 prospective members joining us. The Range Rover in our party had to be pulled through the sand in one place. We stopped and looked at the seals with Jim giving a graphic description of their scratching habits. Next it was onto the Karori Stream. As we came around the corner we could see our leader and it looked as if he was stuck in the water. Jim to the rescue! However Jim's open top Suzuki couldn't

(Continued on page 13)

Would you like to receive club news announcements from news@ccvc.org.nz and do you have an e-mail address? 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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Contact Phil on 568 5045

(Continued from page 12)

budge him so Andrew with his modified Land Cruiser got him out. Ok now where do we get through the stream? We decided that the best place was right down by the water. It was just a matter of timing the waves to make our crossing. Brendon timed them wrong and had a rather spectacular crossing showered with water.

We had a play around in the driver training area with some trying the lesser of the two mud holes. We picked up a shopping bag full of spent ammunition, all just lying on the ground in this area. Some people are so careless or maybe that should be clueless!

Then it was onto Cave Bay. This is the last place you can get to unless the tide is out. "Very soft sand, often covered with seaweed" our paper said. It was right about the seaweed! It was so thick that it was hard to see what was hiding underneath. Greg went across and found a challenging bit at the end. He then gave us the option of crossing it. Jim and Andrew crossed it, followed by Dennis who found most of the lumps. He was towed across the first 20 metres and then the last section. Drivers were standing by at the end of the last section hooking Jim's strop on to whichever vehicle needed it. Jim must have crossed the patch a dozen times making it look so easy. This maneuver was taking a while as most vehicles had to be towed out by Jim and then he assisted most across the soft sand and through more seaweed past the cave.

(Continued on page 14)

(Continued from page 13)

Then it was our turn. Now let me say that we now own a Suzuki but at this stage it still has street tyres on. We waited until Jim had positioned himself across the seaweed ready to provide assistance. We couldn't get any grip on the seaweed and just sat there spinning our tyres. We had bellied out on a rock that was under the seaweed! Jim had to come back across the patch and tow us out backwards. By this time we had slid sideways into a hole, or off the rock and Jim hooked on frontwards and started to pull us across. However it took Jim many attempts to get us out of the hole and when he did he towed us the length of the beach to where everyone was patiently waiting. All this time the water was slapping closer and closer to the seaweed as the tide had started to come back in. Two vehicles opted out and turned around to go back.

We went up onto the hill above Oteranga Bay and the 2 lead trucks Jim and Greg took us on a muddy detour. We watched while several vehicles played around in the mud. Greg required pulling out twice from there.

Jim then took us up a creek bed. Oh to be out of the wind! There was a comment that the trip appeared to have gone from being a Family Shiny to a hard yakka and some of us opted not to follow parts of the stream bed after watching others floundering in a large hole. "Polecat" came back to assist Dennis out of a hole but said it was rather challenging just getting back.

We then reached the first of the boggy up hill rutty patches. Dennis made it up there with a jubilant praise from the vehicle behind. We watched some vehicles go up on rather dubious angles and then the Suzuki in front of us had several attempts and ended up being stropped up. Strop on ready it was then our turn! We started off and got about half way up before we got stuck in the ruts leaning on rather an unusual angle. Our meter thing said we were on a 45° angle and I could have opened the window and touched the mud on my side. The closest thing to a "roll-over"! Stewart stood on our running bar outside the driver's door and we gracefully came upright again and then Greg towed us out. The second boggy uphill looked innocent enough and people chose different tracks to get up. Most got up it, although we required a tow. Jim however decided it was his turn to play and went through the muddiest section. He was determined to get out under his own steam but finally had to relent and be pulled out.

After that we came out past the Terewhiti Station farm houses, had a short on road section to the Karori Stream Road and then went down Long Gully and back onto the beach to come back where we started. We came back through Devil's Gate at 5:30.

Meanwhile the two vehicles that turned back originally had had a play

(Continued on page 15)

(Continued from page 14)

around in the driver training area and were heading out when they both got stuck in the sand at Windy Bay. The Range Rover got stuck first and when Brendon went back to help him he also got stuck. When they couldn't contact us they rang other CCVC club members for assistance and we met these vehicles coming in as we were coming out. Some of the party left us at this point while the rescue and support crew rushed back to help the two cars out of the sand. They were starting to get a bit stressed at this point as the water was splashing against the tyres of the Range Rover. They had also phoned the police and a police vehicle turned up after the two had been towed out of the soft sand. It was a large convoy that headed out (including a "Joe Public" Subaru that had to be towed out of the sand on the way back). Thank you Greg and Jim for a great day out.

Graeme and Linda Millard - K170

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Thank you to all the people that helped Nigel and I out of the sand (near Windy point on the South coast) on the 2/1/07 at about 17:30. Special note of thanks goes to the following people that were not on the trip but came to help us, Grant, Ray, David and Brent. The ones that were on the trip that came to give us a hand, Greg, Jim and Andrew. Plus a thank you to the other people that were part of the trip that also came back for support. I would also like to say thank you to the wharf police that were also called out. Any one that I have missed out Thank You as well. **Brendon Millard - K171**

Kindergarten Fundraiser - 02 December 2006

When we were approached to help out with Wainui Sun Valley Kindergarten 4WD tagalong fundraiser I was happy to help, and the need to do some pre-trip track repairs the Monday before the trip seemed a good opportunity to take a day off work. We knew from previous trips that the track around the Orongoronga coast had been somewhat cut up by the recent rain so the Monday trip was to re-mark the route through the shingle and repair the wash-outs.

The first shingle fan was not too bad, needing only minor grooming and the boulders that marked the route repainted. Then we hit the main washout. The easiest, although impractical solution would have been to just lie a container in the gully and drive over it! We spent several hours building ramps down into the gully from each side and smoothing off the creek at the bottom. By



the time the route was pronounced drivable, it was almost mid afternoon, we had a fine collection of blisters and lunch was well overdue. A well-earned lunch break was held on a nearby grassy paddock before tackling the rest of the track, which we hoped would not pose any more challenges.

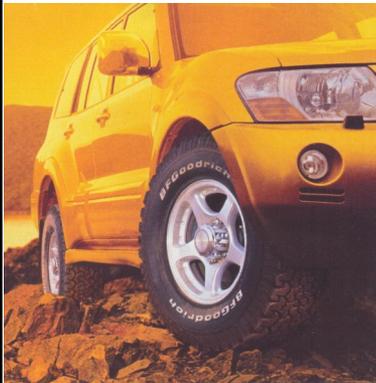
We were wrong! Fifty metres from where we had lunch the track disappeared into another washout. This time, however, luck was on our side and we were able to bypass the washout by driving on the beach. We found one more washout, which we reduced to a ramp in ten minutes flat before reaching Ocean Beach. After a seven hour trip to Ocean Beach, the return trip only took an hour!



Our track maintenance must have been good!

By the time Saturday and the main trip arrived, we had concerns that the wet weather had possibly undone all our hard work. With a forecast for two metre swells and strong southerly winds the parts of the track along the beach might also be interesting.

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(Continued from page 16)

Arriving early at the Eastbourne meeting point the ten CCVC helpers were treated to a beautiful Wellington morning: cool and calm with blue skies and the sun sparkling on the harbour. As an extra treat, an enterprising caterer had parked up his coffee caravan and was enticing us with the smell of a hot latte. Just what I needed.

A few eager participants had already arrived, but as the nominal start time approached, that number did not seem to have swelled significantly. The final tally of eleven participants must have been disappointing for the organisers and was probably a reflection on the threatening but inaccurate weather forecast. It did, however, mean that there were plenty of supporting vehicles to go round.

The first part of the trip was an easy drive down the eastern side of Wellington harbour past the lighthouse and a few beached shipwrecks. A few detours up into the hills to enjoy the views over the harbour gave everyone a chance to adapt to not being on a sealed road and to try out the low ratio option on the gearbox. Our final detour came down out of the hills at the end of the Wainuiomata Coast Road, with a short sealed road stretch to our lunch spot at the start of Orongoronga Station.

After soaking up lunch and the sun, and listening to the surf and the

(Continued on page 18)

(Continued from page 17)

sounds of kids playing, we headed off around the coast to Ocean Beach. The scenery was spectacular with azure blue sea and waves lazily breaking on the rocks. Even with the scenic distractions, the driving itself produced very little drama, with only a few strops needed, giving the rest of us the chance to enjoy the scenery. The many comments like "We drove across THAT!" and "Isn't it amazing what a standard vehicle will do" showed that people were thoroughly enjoying themselves.



Arriving at Ocean Beach, the official end of the trip, about 4:30pm we gave participants the choice of returning via the highway as planned or coming with us out to the Lake Onoko Spit then back the way we had come. Some people were obviously getting a little travel weary and decided to head home the easy way, but a few enthusiasts came with us. The run to the end of the spit was achieved without anyone getting stuck, despite the soft sand. An enforced break at the far end to change a flat tyre also gave my "Overheating Auto Transmission" warning light time to go off before we took a slightly firmer route back to Ocean Beach. Despite another puncture – the rock leapt out and bit the tyre, honest – the trip back was quite quick, ending a very full day of 4WDing in beautiful weather.

Thanks Ron for leading and to all the others who helped repair the track.

David Coxon - K247

IMPORTANT NOTICE

MARCH CLUB NIGHT

21 March 2007

Due to circumstances beyond the clubs control the March 2007 club night will be held one week later than the regular second Wednesday of the month.

Please note this change in your diaries.



VEHICLE CLUB
Wellington

Cross Country Vehicle Club



2006 Club Champs - Round II

Judds Farm, 03 Dec 2006

Name	Vehicle	Std/Mod	Round 1	Place
Pedro Osborne	Jeep	Modified	170	1
Jared Dodds	Suzuki	Modified	430	2
Dave Mahoney	Jeep	Modified	480	=3
Susan Lorns	Jeep	Modified	480	=3
Antony Hargreaves	Suzuki	Standard	520	5
Kane Hargreaves	Suzuki	Standard	620	6
Mitch Seymour	Suzuki	Modified	640	7
Glen Bearman	Nissan	Standard	670	8
Gary Rowden	Jeep	Standard	680	9
Terry Hughes	Nissan	Standard	690	10
Warren Perry	Toyota	Modified	700	=11
Glen Williams	Discovery	Standard	700	=11
Andy Rowden	Suzuki	Standard	720	13
Keil Behl	Suzuki	Standard	740	14
Paul Clarke	Toyota	Modified	870	15
John Hughes	Trials Car	Standard	980	16
Bruce Wilson	Toyota	Standard	1000	17

Foxton Bowl & McKenzie - 09 December 2006

The trip was a combined trip with the Foxton Bowl in the morning and the McKenzie trail in the afternoon. There were 5 of us that undertook the Foxton bowl trip. It actually turned into more of a training trip led by Marcel than a normal trip. A couple of us people new to Foxton quickly learnt some of the issues with regard to sand driving and progressed quickly from checking out most of the hills beforehand to having the confidence to simply follow Marcel up and over sand hills and trust that he would let us know via radio whether it was or wasn't safe to proceed. With driving in areas like Foxton beach the radios proved to be invaluable not only for

(Continued on page 20)

(Continued from page 19)

when people got stuck just over the crest of a sand dune but also for those times when Marcel found that where a track had been before was now simply a sheer drop. With a quick radio call he was able to stop and back us all up without too much of a problem.

It was great to be able to play with tyre pressures and see how low the tyres would go and the difference it makes to grip. I had mud tyres on my truck and also very quickly learnt that when the wheels start to spin if you kept the revs up (easy to do in a Pajero!) you would quickly dig yourself into a hole. It then became a matter of learning the fine balance between momentum, traction and gravity (thanks Steve- your training sessions do work). The failed hill climbs, sidlings and accelerating when you have lost traction downhill also got a lot of use. The thing that I couldn't get used to that morning though was the fact that we were watched closely and almost continuously by beach wardens. At times there seemed to be more of them than there were of us. I guess they have a job to do and if it means we get to continue to use the beach then why not. The wind was terrible and added to the interest as within an hour or so your tracks had disappeared from the sand and you couldn't tell where you had been.

At lunch time one of the group left to head home leaving Marcel, Phil, Stewart and myself and we were then joined by Grant. Marcel continued to lead the group and after the usual briefing, explanation of what to expect and some finer rules around what to do in various situations we headed off on the McKenzie trail. The trip was certainly a couple of steps up from what a couple of us had been used to before and gave us and our trucks a real workout. Some of the corners were even tight in a short wheel base so Stewart was working hard in his Isuzu to flick it around in one go. Add to that the lean that the track is on in places means that some of the turns became a bit of a challenge. On some you go flat out and use centrifugal force and on others you go slow and simply lean your vehicle onto the brush and drag it around. Some brush marks possible should probably mean avoidance of brush marks impossible. It'll buff out.

I have to admit that the only times I got stuck were times where I didn't do exactly what Marcel advised us to do- such as when I eased off the power near the top of a sand dune rather than keeping the power on hard all the way up and over a sand dune. It didn't take long to learn though and while we may have looked like lemmings it was easier and quicker to do exactly what Marcel told us to do. In short if you didn't get air under your front tyres when coming over the bigger sand dunes you weren't doing it right. Even to back up on the track was difficult as was getting into position to tow anyone given the corner angles and ridge angles. During the course of the afternoon we managed to drive along both the south track and the north track. The north track was the most challenging of the

(Continued on page 21)

(Continued from page 20)

two but for me the most enjoyable. I certainly came away from the day with much more knowledge and confidence- both in myself and my truck.

The trip also reinforced quite a few things for me:

Communication- radios (both club radio and PRS) were extremely useful during the trip and meant the trip was able to flow much easier knowing where everyone was, for both driving and recoveries, since you were unable to see more than one other truck most of the time.

Training- The training within the club is excellent and is very quickly put into practice. Training also never stops (if you are prepared to listen) with many of the experienced club members always happy to pass on knowledge or advice. It is appreciated.

Trip leaders- They end up being a real mixture of guide, tow truck operator, safety advisor, liaison point with owners, trainer and shepherd. On some trips we tend to forget the responsibility that sits on their shoulders. On this trip Marcel was excellent but all of the trip leaders I have had have been great – Ron, David, Ray, Leon, Greg, Steve etc. If you aren't sure of the trip talk to them first and take their advice as to whether you or your truck is up to the trip. Better a slightly dented ego than a broken truck that takes hours for others to tow out from the middle of nowhere.

Land access- A big hats off to all of the people that work hard behind the scenes on land access. For Foxton and the McKenzie trail it is Grant. Having seen some of the damage that some idiots had done in quad bikes, other trucks or motorbikes it is understandable why land owners get frustrated with allowing people access. Sometimes it must be frustrating for people like Grant when all of their hard work can be quickly undone by someone not in the CCVC (hopefully) who either damages some vegetation or has a needless injury accident. Thanks guys.

Rob MacLean

CCVC Meeting Dates - 2007

** Note: March, July & October meetings are NOT on the regular second Wednesday of the month.

14 February	08 August
21 March **	12 September
11 April	17 October **
09 May	14 November
13 June	12 December
18 July **	

24 Hour Track

Grant's parting shot after finishing the cruisey Track Opening Trip was "you'll be along for the 24 hour track?". Brent was keen but I had reservations. My truck and me had only done Club 4X4s so far and the reputation of the 24 hour track sounded like it'd tax everything on the Zook. Nah, not for me, not yet. Trouble is, I went out for dinner with an old friend and got talking about how much fun 4Wding is. John had never been and after 4 bottles of wine lay empty I'd convinced myself the 24 hour track was doable and he was keen to sit in the passengers seat – something we'd both think about regretting as time went by on the trip. I turned up at his place the day before and gave him the basics of snatch straps, towing and winching. "It may take 24 hours but we'll probably be out by 8 I told him. Rash words.

We met at the Moonshine Junction at 0830. Early starters these Hard Yakka boys I thought. The CCVC tramping club had presence – Larry , Rob plus a small family – Stewart, Jane and Zack, but their leader (Marcel) had pulled up lame. I don't think there was much of a concern that the trucks were going to go faster than walking pace. Brent was there too but as leader Grants offside – blinking cop out I thought. Sucked me in to thinking he'd have his truck too. Good thing he didn't. Well we headed off. Just Grant and me doing the track but we all drove the tracks up to the Mangakotuktuku Gate where the 24 hour track begins. Just at the end of the main track Grant stopped a couple of times to point out where our track would come out and a couple of bail out options if things went badly. Oh well good to see anyway.



The walkers left their trucks at either end and then they started footing it while we lowered pressures once again. I decided 8 psi would be low enough and that seemed to pay off. Grant on his new Creepy Crawlers went down to 4 before they started to look soft. We fatted off and quickly passed the walkers. After driving through a couple of hundred metres of narrowing bush track that the quads use a lot, the track proper begins with some axel twisting ascents up some pretty gnarly ruts. We got surprisingly far without so much as a second attempt before I heard on the radio "winch time". We spent the next 7 hours driv-

(Continued on page 23)



(Continued from page 22)

ing, dragging, winching, running down the battery, overheating the motor while recharging and finally burning our clutches out. We'd covered about 2 km. It was great!



Some things that happen stay on the track. We all had a great learning experience that goes way beyond advanced driver training. We all set up winch points and snatch blocks (yep, I know Larry, I did make that mistake at the start but I'm used to rigging on fishing boats and all blocks are done up tight). With the batteries taking a big load all day we ended up using double and triple purchases. Over the course of the day I used all my recovery gear and covered everything in mud, including the roof of the truck. We broke for lunch at a place where the trucks needed a rest not us. Grant's winch came close to needing the fire extinguisher and Brent had to tease apart the melted wiring and make new connections. After a brew and a sammy all seemed well again and out of the bog we hauled. Only to find another and another and another. The trouble was that those blinking motor bikes had been through a lot and had dug out the ruts. Grants 35 inch Creepy Crawlies were not enough so we ended up dragging through on the chassis.



At about 6 pm the jokes started slowing down. Wee Zack was running out of energy and it was time to call in the cavalry for a bit of assistance. Fortunately we were in cell phone range, and someone was near their phone and sober. Grant drew on his huge experience and contact list to "put it on a few people" in the nicest possible way. The first

guy was keen to help but just happened to be in Hong Kong for the weekend - oh well. Others were up country on holiday, with broken trucks or simply not home but Colin and Carl came through. Colin called on his Tararua Club contacts and Carl railroaded Andrew and "Gertrude". "No problems - On our way" came the replies. What a response. We had to trek out a couple of hundred metres of rut and bog to the "lunch" spot and chilled until rescue time. The family headed off out well past Zack's bedtime with Larry and Rob to reorganise their trucks and rendezvous with those coming in. It wasn't long before we heard the throaty roar of capable trucks with good clutches and healthy batteries coming our way. Recovery was pretty quick considering the time of "day" - midnight and loca-

(Continued on page 24)

(Continued from page 23)

tion. Colin gave us all a lesson in fixing clutches in the ruts and soon had Grant mobile. Gertrude "hailed ass" showing just how powerful Andrew's truck really is while on four wheels and I only needed a slight tow from Pete's very capable Toyota powered Suzuki 410.

It had its humorous ending though when at full noise on a strop, I came flying out the hole too busy to call Pete and ask him to turn off his reverse spotlight. Tearing around a right turn I couldn't see the track let alone trees. Thump. Up close and personal with a stout trunk on my front bar and I saw the stretch go into the strop, until we were both stopped. He had come flying back into another tree and there we were wedged drum tight between them. But for the keen team of volunteers that were able to heave a bit of slack between us, the knife would've had to come out and that really is a last resort!. Then we were out. What a hoot. And what a great day of learning. Now I really do understand why we need to carry some many extra "things" in the toolkit. They all come in handy. Maybe a very small petrol generator to independently charge up the batteries sounds over the top but I'd be happy to leave it on my wish list - if only I had room in the truck.

Thank-you Grant and thanks to those hardies who dropped everything to come out and help us out. Its the difference between a club and a business and goodwill built up by Grant over many years of helping others. Got home at 2.00 am – early for some.

Steve 233

Committee Meeting Highlights January 2007

New Members:

Philip Mottram

Isusu Bighorn

Paul Joynes

Mitsubishi Pajero

Unpaid Membership Subscriptions:

Persons with unpaid subs as at the 31st December 2006 are to have their membership cancelled.

Club Financial Audit:

The annual audit report has been received from the clubs auditor. Members can obtain copies from the club secretary by request.

Safety:

Concerns have been raised in regard to modifications being done to vehicles (particularly tow hooks) after the vehicle has passed its annual safety inspection as these modifications are not always up to club safety standards. A presentation is to be given on club night by the Club Safety Officer.

(Continued on page 25)

(Continued from page 24)

Radio & Emergency Communications:

The sub committee is making good progress in conducting its analysis of the various options. An update will be presented at the February club night.

Land Access:

Terewhiti Station - It is important that members only go to areas of the station as agreed with the head Sheppard Alan Hobbs. This especially refers to the various "bogs" on the station.

Battle Hill - Battle hill has a new Ranger.

Hutt City Council - The recent recovery of car wrecks from the Wainui coast has been well received by the Hutt City Council. Thanks go to Gerry Ackley for his work in this regard.

NFWDA National AGM

Petone Workingmens Club has been booked as a venue for this for 19 May 2007.

Comments To Media on Behalf of the Club:

In anticipation of an upcoming TV programme on the dangers of 4wd's, it was reiterated that the only persons that can make comments to the media on behalf of the club are those specifically authorised by the committee, therefore members should refer any media requests for comments to either Roger Seymour, Paul Adams or Grant Purdie.

Meeting Dates:

Due to other activities at PWMC on three of our scheduled club nights, the following meetings have been rescheduled 1 week later than the regular 2nd Wednesday:

MARCH 2007	-	New date	Wednesday 21 st February 2007
JULY 2007	-	New date	Wednesday 18 th July 2007
OCTOBER 2007	-	New date	Wednesday 17 th October 2007

How many tools does it take to cut a tree down?

I have been a member of the club for over 5 years so I thought I better write the trip report (Yes I was the first person to get stuck, now I have been stuck before just never the first person. I have also run over some one's foot, Just about flooded my truck, written one truck off and had to call out people because I was stuck in sand).

The trip was an afternoon trip lead by Grant (with Greg as assistant) in the Boiler Gully area. There where 6 vehicles on the trip, every one had Bull bars, Winch and looked like they had a High lift done, and here was me with a Family Shiny with mud tries on. The Trip sheet said Shiny 4x4 to Club 4x4 but when Greg was doing the briefing he said that the trip

(Continued on page 26)

(Continued from page 25)
was a Club 4x4.

So after the normal information about a trip and lowering of tyres it was off up to the Boiler Gully area. First stop was to allow Greg to use the high lift jack to remove a stone from his brakes (we had not done any 4 wheel driving at this stage).



On the first part of Boiler Gully there is a rutted out right hand bend on the up hill – I had at least 6 goes at trying to get up the hill with different things each time (including letting the tyres down to 14 PSI – they were at 20). I was getting a bit further each time, but still not able to make it up, I had to be stopped up by Grant. After I had made the track all slippery for the other trucks they all went up with out any problems (if you count one truck having 2 goes at it, one truck coming totally off the track and one truck with one wheel airborne).

During the course of the trip we had to cut down 4 trees that were over the track and 1 tree that was high enough that we could drive under it after the branches were cut off. 2 of the trees were next to each other so we had to remove the first one before we could look at the second one. We seemed to use every tool we could find on one tree, 2 chainsaws, 2 axes, club hammer, Crowbar, hand saw, Grubber, High lift jack and a winch. We managed to get the chainsaw stuck again (Grant did not want to put his winch on the chainsaw to get it free) and in the process of trying



to get the chainsaw out we got both axes stuck. Another part of the trip required us to drive up a hill and then around a tree root, This caused me to become cross axeled, but I was able to make it up the second time with no problems (just keep

(Continued on page 27)

(Continued from page 26)

that left (*right maybe???* -Ed) foot flat to the floor).

Greg had to stop again to remove the mud from his eye (what do you expect when you are driving with the front window down). At about 19:00 Grant decided that it was a good idea to head out now so we drove back to the start point with out any problems.

Brendon Millard - K171

A big thank you for the members that turned out to the Wainui Beach cleanup, 4 large rusty car wrecks were dragged off the beach along with enough parts to make another, 1 wreck required 4 vehicles to tow it out....whilst another was dragged some distance around the coast on the Eastbourne side.... Len Priddle deserves a mention for roaming round the beach (sometimes by himself) picking up rubbish. Only casualty of the day was Greg Crayford's windscreen which accidentally caught a stone. (does anyone have one spare?).

Quote of the day was "There are some more wrecks up by the car park.....oops sorry they are our vehicles" I forget who said that....

The representatives there from Hutt City Council and GRWC were very appreciative of the work we did and commented how professional we were. Members seemed to enjoy this day out and wanted more....I'll let you know when and where the next one is :-)



Roger & Mitchell Seymour taking the long way home (roller coaster track)



Foxton Bowl and McKenzie Trail - 09 December 2006

Hi fellow 4wders here we are getting into the thick of things again, after a quick training with Steve the previous weekend we felt we would like to have a go at the Foxton Bowl as lots of club members said it was a day of fun. So off we went, it was a fine windy day on arrival at Foxton beach with Marcel there in his grunty suzi to greet a total of 5 vehicles of which we were the only longish one but ho hum off we went, get rid of the air in the tyres (phew 12psi) lowest I have gone but thanks to Jimmy the week before who needs air eh??

The Beach wardens were spoken to to assure we had the appropriate permit and their approval to proceed, they kept us in view at some point over the whole morning at one place or another, despite others coming in on their own, so we behaved appropriately. We learnt that the advice was good and found it amazing where you can go



and the angles and ascent and descent angles you can climb are simply in our own minds, the vehicles can tackle far more than we are aware and it is up to the mettle of the driver to have a go as Marcel led us up and down, over and round some amazing dunes, of course there were some dunes and angles that we simply were too heavy for and dug ourselves into the hillside, ok for the wee suzi (all power and no weight) but such a safe environment to practice under the watchful eye of Marcel and Phil. The procession put us under some very tricky spots in the bowl and we all got stuck, stropped



and sand simply everywhere either from the wind or off the tyres making rooster tails as a truck dug in. We continued to gain our confidence over the terrain and would thoroughly recommend this experience to all. We played until around 12.30 proceeding to Grant Purdie's for our lunch stop.

(Continued on page 29)

(Continued from page 28)

After our lunch break we had a bit of a discussion over the McKenzie Trail at which point Marcel stated there was a short leg we could try and if we were ok on that then we could proceed on the other longer leg, there were 2 of us as newish to this category and we were prepared to have a go so mirrors folded in, off we went with the warnings about the grasses that would be life imprisonment



and the ones that were the death penalty!! (thought we lived in NZ, oh of course this is administered by DOC, now understand!!) however it is good to see that these tracks are as you find them and we are happy in the knowledge that this example of tread lightly is in evidence.

Off through the gate and through the forest to the start point and away onto the short track twisting and winding, "just give it heaps" Marcel told us all, you need lots of momentum to get up and around the seemingly vertical walls of sand with matagouri at every corner to "take the paint off to the metal" Marcel chirped over the radio, fantastic a free strip job!! We just looked at each other and pressed on, it became clear these trips were not for the faint hearted with all the family hanging on for all they were worth as we negotiated the track?? (looked more like a line in the sand but what a ball, being the longest we did get stuck (thanks Marcel, nice place to stop, I think the pic shows we were all articulated to hell as we dug in, help!!) after a quick stop off we went to the next corner (oh dear,



haha) and so on apparently if we came 5 or 6 weeks ago it would have been a lot easier, oh the sands of time change and this was the theme of the trail as we made our way along, thanks to Grant for finding the odd "other way" for those of us who couldn't quite make some hills but what a blast, got to the end and the return leg seemed

(Continued on page 30)

(Continued from page 29)

so much easier and we just nailed it to get back driving the biggest sandhill I have ever been up like it wasn't there (f...n amazing, pure fear and adrenaline!!) to the start point for our decision to tackle the other leg with a slightly more confident "yes" off we went.

The second leg was certainly less windy but more a combination of ups and rounds with the usual trees and apparently radically changing dunes meaning a couple of directional guidance from Grant as the various trucks got some air over the vertical dunes, some wisecrack over the radio commented that "Polcat can polevault - we should have videoed that for them" sums up some of



the manoeuvres. Never thought you could hook these trucks round but boy the combination of power and momentum, incredible, slewing round in the sand any which way you can to get over and up to the next point,

the odd tow, the odd stranding and the ever encouraging voices of Marcel and Grant crackling over the radio telling us the lines to take. Lots of water bits to go through and my shiny now has a couple of mata-gouri/bank kiss marks on both rear doors that apparently will "buff out" we



finally got to 3 mile creek after 2 1/2 + hours for the second leg, seemed like 10 minutes, no really!

(Continued on page 31)

(Continued from page 30)

We agreed that Rob and I would go out the beach way and let Grant, Phil and Marcel do a 40 min return trip over the trail (hmm... we wonder) so we lined up, said our thanks and farewells and returned to Foxton Beach to re-air our tyres and set off for home.

I wish to express my thanks to all the support, guidance, assistance and encouragement given, we thoroughly enjoyed the experience of a challenging drive through the dunes, My family came away fully exhausted and satisfied we survived the experience. Boy that was great!!

Stewart, Jane Burrell and 1 very tired Zac - Polcat K292

Palliser to White Rock and Tora - Sat 27 January 2007

No gumboot awards at all on this trip but since we'd invited our out of town 4WD friends to tag along we've been asked to write the trip report, so here goes.

Eleven trucks lined up at Featherston where leader, David Coxon briefed drivers under a grey sky and persistent drizzle. We'd actually left Martinborough in fine weather.

We set off and drove down to Lake Ferry. The previous night we'd dined at the popular Hotel there on their basket of Famous Ferry Fish 'n' Chips. Not bad for \$9. Before tackling the tricky tracks along the beach we let down our tyres. Everyone negotiated the sand successfully and back on the bitumen we found our convoy becoming merged into another convoy of cars going as far as The Pinnacles. We continued on without stopping for morning tea, as we needed to meet the farmer at midday to enter his property. The steps up to Palliser Lighthouse were shrouded in mist so we gave them a miss. A few drivers were caught napping on the really rocky section of the route and gave their passengers the odd bump.

We pulled in below the waterfall and parked for lunch. Unfortunately, it was still raining so wearing our rain jackets we sheltered under the tall kanuka or our umbrella doors. The two washouts presented no problems to our careful drivers and we went on to drive through White Rock Station. There the weather improved and we all enjoyed the stop by the shipwreck not only for rusty old hull but for the many seals lying on the shore and swimming along that particular part of the coast. Before three o'clock we reached our last gate and the end of the trip. Time to inflate our tyres and say goodbye. Of course, the weather was blue sky and sunshine now. Murphy's Law!

Thanks to David and Ron who did a great job and Stuart as tail-end-Charlie too. Our Gisborne friends just loved this trip and the CCVC hospitality.

Gillian and Max George

Foxton Beach and
the MacKenzie Trail



Foxton Beach and
the MacKenzie Trail



Kindy fundraiser trip
passing through Pen-
carrow Station

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Sutherlands Track clearing - NON CCVC invite

Sat 17/02/2007

Organiser: -tba-

Description: this is a non ccvc trip that we have been invited to attend **Category:** Family Shiny

Trip location(s):
Sutherland's Track

Trip leader: -tba-
Home phone Cellphone

Trip fee \$0.00

Bookings are not required.

Meeting point(s):
see notes section

Finishing point(s):

Dates:

Meeting time Sat 17/02/2007 09:30

Drivers briefing Sat 17/02/2007 09:30

Finish Sun 18/02/2007 16:30

Fuel required for: 250 kms.

Weather Restrictions:

Light rain/wind OK

Subject to landowners discretion

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 type="checkbox"/>	<input 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
Low ratio gearbox
Mud tyres preferable

Track type: **Mostly Some Optional**

Dirt roads and tracks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
Gravel	<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: non-CCVC trip meeting at the Pinnacles 9:30am for more information contact Rod on 06-3088-091

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



The Steepest of the Steep - Sat 17/02/2007
 Organiser: Grant Purdie

VEHICLE CLUB
 Wellington (inc)

Description:

Category: Hard Yakka

Trip location(s):

Akatarawa Forest - Roller Coaster

Trip leader: Grant Purdie

Home phone (04) 233 - 1192 Cellphone 021612216

Trip fee \$15.00

Bookings are required.

Meeting point(s):

Maungakotukutuku Gate

Finishing point(s):

Maungakotukutuku Gate

Dates:

Book by... Thu 15/02/2007 00:00

Meeting time Sat 17/02/2007 09:00

Drivers briefing Sat 17/02/2007 09:15

Finish Sat 17/02/2007 18:00

Fuel required for: 60 kms.

Weather Restrictions:

Rain, hail or snow "We go"

Subject to landowners discretion

Possible vehicle damage expected on trip:

Some bush marks possible

Some damage to sills & corners possible

Trip suitable for:

Dry Wet

Novice drivers

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

Low ratio gearbox

Club radio or PRS required

Good mud tyres essential

Winch required

Extra recovery gear an advantage

Track type:

Mostly Some Optional

Dirt roads and tracks

Clay or mud

Steep ascents/descents

Gravel

Rocky or river boulders

Creeks, small rivers

Deep mud holes

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"

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

4WD Driver Training - Sun 18/02/2007
Organiser: Steve Mercer

Description:

Category: Family Shiny

Trip location(s):

-tba-

Trip leader: Steve Mercer

Home phone 042331121 Cellphone 0274422898

Trip fee \$10.00

Bookings are required.

Meeting point(s):

-tba-

Finishing point(s):

Dates:

Meeting time Sun 18/02/2007 09:00

Drivers briefing Sun 18/02/2007 09:00

Finish Sun 18/02/2007 16:30

Fuel required for: 100 kms.

Weather Restrictions:

Light rain/wind OK

Subject to landowners discretion

Possible vehicle damage expected on trip:

No damage likely

Some bush marks possible

Trip suitable for:

Dry

Wet

Novice drivers

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

Low ratio gearbox

Any tyres suitable

Track type:

Beach or sand

Mostly Some Optional

Dirt roads and tracks

Average ascents/descents

Gravel

Clay or mud

Creeks, small rivers

Deep mud holes

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Notes: Bookings essential. A training booklet will be sent out and MUST be read before the trip.
\$80 Training and Subscription fee (which includes the trip fee) will apply to non-members / visitors.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Day in the Hills - Sat 24/02/2007
 Organiser: John Hughes

VEHICLE CLUB
 Wellington (inc)

Description:

Category: Club 4X4

Trip location(s):
 Judd's Farm

Trip leader: John Hughes
 Home phone (04) 234 - 8477 Cellphone

Trip fee \$15.00

Bookings are required.

Meeting point(s):
 Judds Farm top paddock Haywards Hill Rd

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

Dates:

Book by ... Thu 22/02/2007 19:00
 Meeting time Sat 24/02/2007 09:30
 Drivers briefing Sat 24/02/2007 09:35
 Finish Sat 24/02/2007 16:30

Fuel required for: 75 kms.

Weather Restrictions:
 Dry day only
 Subject to landowners discretion

Possible vehicle damage expected on trip:
 Some bush marks possible
 Some damage to sills & corners possible

Trip suitable for:

	Dry	Wet
Novice drivers	<input type="checkbox"/>	<input type="checkbox"/>
Average drivers	<input checked="" type="checkbox"/>	<input 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
 Low ratio gearbox
 Club radio preferred
 PRS radio preferred
 Good mud tyres essential
 Extra recovery gear an advantage

Track type: Mostly Some Optional

Dirt roads and tracks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steep ascents/descents	<input checked="" type="checkbox"/>	<input 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"/>

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Notes: Venue to be confirmed.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Belmont Park carrying passengers
Sun 25/02/2007

Organiser: Roger Seymour

Description: Woolshed Stratton Street to Cannons Creek

Category: Shiny 4X4

Trip location(s):
Belmont Regional Park

Trip leader: Roger Seymour
Home phone (04) 586 - 2518 Cellphone 021424351

Trip fee \$0.00

Bookings are required.

Meeting point(s):
Belmont Regional Park - end of Stratton Street
Mangaraki

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

Dates:

Book by... Fri 23/02/2007 00:00
Meeting time Sun 25/02/2007 09:30
Drivers briefing Sun 25/02/2007 09:40
Finish Sun 25/02/2007 16:00

Fuel required for: 150 kms.

Weather Restrictions:

Light rain/wind OK
Subject to landowners discretion
Listen to radio cancellation service
on NewstalkZB 1035AM from 08:00

Possible vehicle damage expected on trip:

No damage likely
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
Low ratio gearbox
Club radio or PRS required
Good mud tyres essential

Track type: Mostly Some Optional

Dirt roads and tracks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Average ascents/descents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clay or mud	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Steep ascents/descents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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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 where CCVC is providing seats for a drive through the park, a rare opportunity

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

1/2 day challenge, Makara meanda

Sat 03/03/2007

Organiser: Greg Crayford

Description:

Category: Family Shiny to Shiny 4X4

Trip location(s):

Bennett's Farm, Makara

Trip leader: Andrew Farmer

Home phone 04 567 6677 Cellphone 027 444 6803

Assistant trip leader - Greg Crayford

Bookings are required.

Trip fee \$15.00

Meeting point(s):

Old Makara Garage - Makara Village

Finishing point(s):

Where we started...

Dates:

Book by... Thu 01/03/2007 00:00

Meeting time Sat 03/03/2007 09:15

Drivers briefing Sat 03/03/2007 09:30

Finish Sat 03/03/2007 14:30

Fuel required for: 50 kms.

Possible vehicle damage expected on trip:

Some bush marks possible

Weather Restrictions:

Light rain/wind OK

Subject to landowners discretion

Trip suitable for:

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

Pets: No
Food: BYO Food
BYO Drinks

Vehicle Requirements:

Tow hooks front and rear
Recovery strap, shovel
First aid kit, fire extinguisher
Roll bar/cage for all soft/open tops
Low ratio gearbox
Any tyres suitable
Mud tyres preferable
Extra recovery gear an advantage

Track type: Mostly Some Optional

Dirt roads and tracks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Average ascents/descents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steep ascents/descents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Deep mud holes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Notes: A new property in Makara. A bit of a drive through a range of terrain, plus there will be a few pegged (optional) hazards to have a play in. For the really keen there is a BIG mudhole! NOTE: the property is a bit scratchy in places.



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 sidlings.

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
February 2007						
Saturday 10th	GWRC Sunset Tour	Ron Wadham	Shiny 4X4	Battle Hill & Akatarawa Forest	Confirmed	
Sunday 11th	Club Champs Round 3	Neil Blackie	Shiny 4X4 / Club 4X4	McAdam's Farm	Confirmed	
Monday 12th	Radio / Emergency Comms Project	Jeremy Ackley	Meeting - 19:00	-tba-		
Wednesday 14th	Club Night	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 17th	Rotorangi Revenge	Paul Adams	Shiny 4X4		Planned	
Saturday 17th	Sutherlands Track clearing - NON CCVC invite	-tba-	Family Shiny	Sutherland's Track	Confirmed	
Saturday 17th	The Steepest of the Steep	Grant Purdie	Hard Yakka	Akatarawa Forest - Roller Coaster	Confirmed	
Sunday 18th	4WD Driver Training	Steve Mercer	Family Shiny	-tba-	Confirmed	
Saturday 24th	Day in the Hills	John Hughes	Club 4X4	Judd's Farm	Confirmed	Venue to be confirmed.
Saturday 24th	Wellington West Coast	Ray Harkness	Family Shiny		Planned	
Sunday 25th	Belmont Park carrying passengers	Roger Seymour	Shiny 4X4	Belmont Regional Park	Confirmed	
Sunday 25th	Goldies	Paul Adams	Shiny 4X4		Planned	
Wednesday 28th	CCVC Committee Meeting	Roger Seymour	Meeting - 19:30	Paul Adams' Work		

Date	Name	Organiser	Category	Place	Status	Notes
March 2007						
Saturday 3rd	1/2 day challenge. Makara meanda	Greg Crayford	Family Shiny / Shiny 4X4	Bennett's Farm, Makara	Confirmed	
Sunday 4th	Trip Leaders Teams Recovery challenge	Neil Blackie	Shiny 4X4 / Club 4X4		Planned	
Saturday 10th	Aka's booked for Motor bike race 10 & 11	-tba-	Event		Planned	
Saturday 10th	Club Champs Round 4	Neil Blackie	Shiny 4X4 / Club 4X4			
Saturday 17th	The foot hills	John Vruink	Shiny 4X4	Levin	Planned	
Wednesday 21st	Club Night	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 24th	Stone Hinge	Paul Adams	Family Shiny	South Wairarapa	Planned	
Wednesday 28th	CCVC Committee Meeting	Roger Seymour	Meeting - 19:30	Paul Adams' Work		

Date	Name	Organiser	Category	Place	Status	Notes
April 2007						
Wednesday 11th	Club Night	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Sunday 15th	Up Cattle Ridge and round the ridges	-tba-	Family Shiny	Orongorongo Coast	Planned	



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Repairs and maintenance of all
off road vehicles.

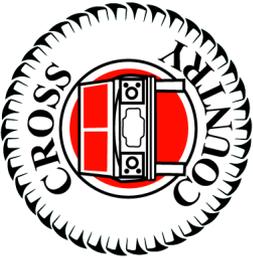
Modifications a speciality.

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



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