

# Cross Country Chronicle



VEHICLE CLUB  
Wellington

## May 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](http://www.ccvc.org.nz)

**Cross Country Vehicle Club (Wellington) Inc**  
**PO Box 38-762, Te Puni, Wellington**  
**[www.ccvc.org.nz](http://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](mailto: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.*

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### **Cover Picture:**

*Here is our intrepid trip co-ordinator battling his way over the top of Hells Gate on the south coast of Wellington.*



**VEHICLE CLUB  
Wellington**



## Editorial Ramblings

Hi there

I have finally got out and about off road for the first time in ages, and actually got the Nissan muddy again - been so long since it had been off the road that it took a bit of persuasion to get the free wheel hubs to "un free wheel" and actually lock! Also had to borrow some mud tyres as mine, purchased in 2001 are only just road legal o in the mud they'd be hopeless - thanks Dave!

Anyway, I helped the NZ4WD magazine on their readers trip based in Waiouru last weekend (see trip report by David Coxon) towards the end of the mag) - nothing to technical but nice to get out into the woop woops again. Not sure what's next but I'd better buy some tyres anyway.

Don't forget the AGM.

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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## 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

**May 11-19: ARB Warn Outback Challenge.** Broken Hill, Australia. For details see [www.outback4x4challenge.com](http://www.outback4x4challenge.com)

**May 12-13: Mesopotamia Station (Rangatata Gorge) Weekend.** Good accommodation in shearers quarters, suitable for stock standard vehicles with low ratio. Numbers limited, self catering, \$85 per person. Contact Murray Waters on 027 251 7055 or 03 347 4901.

**May 13: Hunua School Fundraising 4WD Sightseeing Safari.** Hunua Regional Park, limited numbers, good ground clearance needed, play area. In conjunction with the Manukau 4WD Club. Contact Martin Gabric on email [gabric@woosh.co.nz](mailto:gabric@woosh.co.nz) or phone 09 292 4646.

### **May 19-20: Far North Gold Rush.**

Based at the Ahipara Motor Camp. Gum fields, 90 Mile Beach, big sand dunes, sand surfing. Tough aspect option. Muddy on 09 360 4483 or [www.kiwioverland.co.nz](http://www.kiwioverland.co.nz)

### **May 20: Middle Districts Lions Club Annual Rally.**

Bulls / Scotts Ferry area, \$60, limit of 100, Murray on 06 326 9619 or [mdmills@clear.net.nz](mailto:mdmills@clear.net.nz)

### **Jul 21-22: NZ4WD Magazine readers**

**Trip.** South Island's West Coast two days. For information contact Hillary on 09 478 4771 or [subs@adrenalin.co.nz](mailto:subs@adrenalin.co.nz)

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

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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



## Notice of Annual General Meeting

### Cross Country Vehicle Club (Wellington) Inc

Notice is hereby given that the 2007 Annual General Meeting of the Cross Country Vehicle Club (Wellington) Inc will be held on Wednesday 9<sup>th</sup> May 2007 at the Petone Workingmans Club, Udy Street, Petone. The AGM will be in association with the May club meeting.

J. Parfitt  
Club Secretary.

#### Notes Regarding AGM.

##### **Rule 21: Nominations of Candidates for Elected Positions:**

- a. Each candidate for an elected position shall be a Voting Member, and shall be nominated in writing by one Voting Member and seconded by another.
- b. The nomination shall be with the written consent of the nominee, and is to be received by the Secretary prior to the Annual General Meeting. Nominations may also be received at the Annual General Meeting until such time as the Chairperson declares nominations closed.

##### **Rule 39: Procedure at General Meetings (Proxy voting)**

- a. .... proxy voting is not permitted.

##### **Rule 37: Notice of Motion for General Meetings.**

Any notice of motion for consideration by a General Meeting shall be sent in writing to the Secretary at least 20 days before the date of the General Meeting. Such notice shall include the full text of the motion and the names of the mover and seconder both of whom shall be Voting Members. A motion for which such notice has not been given, may be proposed from the floor only at the Annual General Meeting and then only with the consent of the Chairperson.



**Cross Country Vehicle Club**  
Annual General Meeting  
*9<sup>th</sup> May 2006 – Following Monthly Club Meeting*  
Petone Working Men's Club

**Agenda**

1. QUORUM ..... Secretary (John Parfitt)
2. APOLOGIES ..... Chairman (Roger Seymour)
3. MINUTES
  - Minutes have been mailed out.....Secretary
  - Accept? (*Minutes of 12 April 2006*)
  - Matters Arising
4. OFFICERS REPORTS ..... Chairman
  - President ..... Roger Seymour
  - Treasurer ..... Jeff Simpson
    - Annual Financial Statements (*Mailed out with May magazine*)
    - Annual Membership Fees
5. RETROSPECTIVE OFFICER REIMBURSEMENTS ..... Chairman
  - President \$200
  - Secretary \$200
  - Treasurer \$200
6. ELECTION OF CLUB OFFICERS ..... Chairman
7. ELECTION OF GENERAL COMMITTEE MEMBERS ..... Chairman
8. ELECTION OF AUDITOR ..... Chairman
9. OTHER BUSINESS ..... Chairman
10. CLOSE MEETING ..... Chairman



VEHICLE CLUB  
Wellington (inc)

**CROSS COUNTRY VEHICLE CLUB (WELLINGTON) INC**  
**ANNUAL GENERAL MEETING MINUTES**  
*12<sup>th</sup> April 2006 at*  
**PETONE WORKING MENS CLUB**

Meeting opened 7.44 pm.

**Count of Members:** It was agreed that there was a quorum present for the meeting.

**1. APOLOGIES**

Jeff Simpson, Graeme McKay, Rodney Bracefield, Eric Dodds, Dave Jones.

**2. MINUTES OF PREVIOUS MEETING**

There were no matters arising from the minutes of the meeting dated 08/06/2005 and the minutes were accepted as a true and accurate record of the previous meeting (Moved Grant Purdie, Seconded John Walls – carried)

**3. PRESIDENTS REPORT**

The Presidents report had been circulated along with the notice of motion.

Roger Seymour gave a short presentation as President thanking all those that had assisted him during the previous year

**4. FINANCE**

Jeff Simpson was not present but Roger Seymour gave a summary on his behalf.

Due to the short period from the end of the financial year 31/03/2006 the accounts had not as yet been audited although they had been prepared and forwarded to Lutz Wolters that day.

Moved "That the 2006 financial report be accepted" - Philip Bridgen Jerry Ackley Carried.

Moved "That the club fee be \$80.00 for an ordinary member next year".

- Paul Adams Seconded : Max George Carried

**5. RETROSPECTIVE OFFICER REIMBURSEMENTS**

- President \$200
- Secretary \$200
- Treasurer \$200

Moved "That these be confirmed" - Carl Furniss Seconded: Ray Harkness Carried

**6. ELECTION OF OFFICERS**

There were no nominations received on the night.

The following were nominated and elected as officers of the club:

President	Rodger Seymour
Vice President	Paul Adams
Secretary	John Parfitt
Treasurer	Phil McConville
Club Captain	Carl Furniss

Proposed: Leon Zwetsloot Seconded: Ray Harkness Approved

Competition Officer	Neil Blackie
Driver Training	Steve Mercer
Entertainment	John Vruink
NZFWDA	Ralph Dobson
Land Access	Grant Purdie
New Members	Steve O'Callaghan
Newsletter	Alan Donaldson
Publicity	Vaughan Heberley
Safety	Andrew Farmer
Trip Coordinator	Marcel VanDorrestein

Proposed: David Coxon Seconded: Gordon Fenwick Approved

It was agreed that Lutz Wolters be retained as Auditor

There were no other notices of motion.

## 7. Election of Life Members

The following were elected as Life Members of CCVC:

Peter Boniface (Deceased)  
John Hughes  
Ron Johnson  
Colin Landy  
Phil Lewton  
Peter Osborne  
Ross Perkins  
Grant Purdie

## 8. Other Business

The meeting was advised that the committee is proposing to appoint a number of Honorary Members in the near future.

Paul Adams proposed a vote of thanks to the retiring club officers:

Jeff Simpson  
Giles Sullivan  
Ray Harkness  
Grant Purdie

Meeting Closed 8: 15pm

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## Welfare

Our welfare drought has been broken: Charles Odlin advises that a new member, Damon Grant, lost his brother in law recently of a heart attack at the age of 33 - our thoughts are with Grant and family.

## **CCVC Presidents Report for year 2006 to 2007**

Last year I reported that I had been lucky to have had the support of a great team of managers running the various departments within the Club. The past twelve months have been equally as good with things running along extremely well. The Club is in good shape with no issues of any concern. The combined expertise and management ability of members of the committee make for a very strong and unified committee. It is indeed a pleasure to part of this team.

Land access and safety are the two things we must continue to manage beyond everything else. I see these two things going hand in hand. Without safety we will lose land, and without land we will have nothing so safety won't matter.

I believe that our land access management sets the standard for most other Clubs within NZ. This may be quite a significant statement but nevertheless I challenge anyone to dispute it. We have the respect of the land owners, whether large or small, with whom we deal. What more can be said.

The same can be said about our safety policy. The safety procedures written and actioned by CCVC are being "borrowed" by other 4WD Clubs in NZ. Again, what else can I say? We are the leaders in 4WD safety. This is not safety that prevents anyone having fun either, its safety that allows all categories of 4WD from shinys' with not too many scratches, to hard out rally trucks, and bush trucks that have nearly forgotten how to behave on tar seal. Isn't it great?

Our training sets the basis for people to enjoy their 4WD years. They gain confidence and become part of the culture of CCVC. Our training is being borrowed, that's great. Our policies being borrowed give us the confidence and assurance that will ensure that it all continues.

For some years CCVC dropped behind in the 4WD competitions within NZ in favour of being a "shiny" Club. Now we seem to be having a resurgence of competition trucks in both trials and winch events. Our "family" attitude extends beyond dad driving around having fun while the family sits in the vehicle. Have you noticed the young people getting involved, not just driving, but we have got some very smart young people building some awesome trucks that one has to wonder how these boys get the engineering ability to produce such amazing machines. On another front many of our members have been doing 4WD tours in the outback of other Countries. This is great and shows the wide variety of uses of 4WD vehicles by CCVC members.

Have any of you not used your 4WD as an excuse (or reason) to have a

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holiday in some part of NZ that you would otherwise not go to. It is a wonderful experience doing a shiny 4WD trip through one of the many corners of NZ. If you have not considered it then do. Grab a small group and go do it. Places like Cape Reinga, Raglan, East Cape, Lake Waikaremoana in the north, down to West Coast, Haast, and Cromwell, just to mention only a few in the south. It can add such a lot to your 4WD experiences, helps justify buying good tyres, and builds your circle of friends.

I have been thinking lately that the membership of the Club can be split into three groups of people who make up the whole structure of the Club. There are the older members who have driven tracks all over the country, then there are the people who are presently driving tracks all over the country, and then the younger ones who are only just starting to drive tracks all over the country. My point here is that not only are we lucky that we are able to take part, but that we are all the history and future of this Club which spans not years but now generations. This is not a Club which came and went in one lifetime as many do. Our Club is one of the oldest, one of the biggest, one of the most diverse, one of the most stable, and one of the most proactive 4WD Clubs anywhere. This Club is set to continue providing a platform for people to enjoy 4WD tracks into the next generation.

Again, it's been a pleasure – Roger Seymour.



## **South Coast Rotary Day 14<sup>th</sup> April**

First of all on behalf of the Porirua Sundown Rotary club I would like to thank Ray, Marcel and all the members that helped out with seats on the day. I will thank myself for the outcome of the weather. We had three days of bloody cold southerly winds and the thought of cancellation was high on our minds. The fine warm weather came just in the nick of time, the way I had ordered it to be!

We started off from the wind turbine in Brooklyn with 15 to 18 trucks and around 40 Rotarians and guests. We headed through Long Gully with a couple of photo stops on the way. Thanks to the crystal clear day the views over Wellington, the hills and the south coast were perfect.

The plan was to continue on down around the coast towards Karori Light and then on to the seal colony; that is until we got to sandy bay when our plans turned to custard. The tide was high so Ray sent Marcel and Brent out to have a look. They soon came back with a no-go, the water was right up around the trucks. We now found we had to entertain our guests

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as it was a bit early for lunch.



While Marcel and Brent were away doing a recovery on a couple of trucks I felt I should entertain our guests on how we can get stuck and get ourselves out of trouble but Brent and Marcel had recovered the other trucks faster than expected, next I know they are on hand to recover me (well that is my story). This is my report so I get to control the pen.

By now it is time for lunch so we set up a couple of BBQs to cook a feast. After lunch we worked our way back to have a look at the hole in hells gate. It is getting quite deep. Some of us took a couple of the guests up and over and got a few pictures. We then headed back up long gully and worked our way around to the drift pad and small race track that has been built on the old air strip. We watched a couple of cars go around for a while then it was time to head back to the wind turbine to close off the day.

Most of the Rotary members enjoyed themselves and will probably be eating out on their experience for the next six months. The Rotary club raised \$515 on the day. This will go towards helping youth in the Porirua area.

**Once again many thanks to all those that helped out on the day.**

K249

**Noel Cook**

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## Three Brazilian Soldiers



Donald Rumsfeld briefed the President this morning. He told Bush that Three Brazilian soldiers were killed in Iraq. To everyone's amazement, all of the color ran from Bush's face, then he collapsed onto his desk, head in hands, visibly shaken, almost whimpering. Finally, he composed himself and asked Rumsfeld, "Just exactly how many is a brazillion?"

①

Easter 2009 at Ohnewairua Station with John Trunk.

Two years ago when I went to Ohnewairua Station it was completely covered with snow. This time it was warm and sunny the entire week end. On Friday afternoon we headed North toward a snow covered Mount Ruapehu. The paddocks were of a rolling nature to the top of the bluff, then down two very steep tracks toward the Mowhanga River boundary. A terrace between the two tracks had large, exposed sedimentary rocks with fossilised shellfish, showing we were driving on what was once seabed. I was thinking to myself, I would like to drive down here, in the wet. Wouldn't you know it the only wet patch was in a shady gully and as I came around the corner into sun strike slipped off the crest of the track into a monsoon type drain on the bank side. So I became the entertainment for a little while until we were winched sideways, front and rear back onto the track.

The station is big! Like 48,900 acres. Perhaps the size of Letone, Lower Kaiti and Upper Kaiti and from ridge to ridge give or take a couple of quarter acre sections. Each morning was a nine o'clock start. Not early you might think, but early enough to catch the morning dew on the slippery grass. Yes, you do need the transmission diff lock engaged. We went straight to the top of the bluff on Saturday to look down on the crater basin below. For those geologically inclined the basin was once a volcanic crater lake, but ruptured around the time of the Lake Taupo Eruption. From the Moeraki Boulders (geological round stones) on top of the bluff we could see most of the station like looking down on a topographical map. The previous day I had been a little disorientated but could now identify three significant land marks. The Mowhanga River Gorge, the central pine plantation and the river on the south side of the basin. Safari guide John Trunk is well versed with the area and was looking for a track down the bluff. Are you kidding! Yep were going down, down,

(2)

and more down. The zig zag was so steep that I even saw a pole Angus cattle beast do a three point turn to get around one corner. We joined the main gravel farm track part way down the bluff. <sup>The track was in</sup> surprisingly good condition, unlike the time expired grader that had put it there. The grader had died down by the river, looked like it had been shot, gutted and its entrails hung on the fence.

For some reason I enjoy the meander up the river, licking our way in and out of the ~~water~~ <sup>water</sup>, up and down the banks; it's a serene place to be. We left the creek to climb to ~~at~~ another high vantage point on the ~~Eastern~~ Eastern boundary where we stopped for lunch. The property next door is also large and is used for heli hunting. In fact we had to duck as we surprised a black helicopter flying up the ridge. It was probably carrying some wealthy tourist, hunting from <sup>the</sup> cold & perilous position of the passengers seat. Someone asked what the little "goat huts" were dotted up the boundary fence. Two small doorways front and rear identified them more as bait stations for ~~propaganda~~ <sup>propaganda</sup>. Ascending from this vantage point to the next, took us away from the grass and into that short scrubby manuka. The track became steep and deeply rutted often devoid of vegetation, to sloping sideways and quite smooth. The track was no problem for anyone, but would be challenging if it was wet. From this boundary it's about an hour and a half back to base, taking the goody track.

You can Sunday, saw us back to the North Eastern boundary. Because it was warm and sunny vehicles went wherever you pointed them. John Trunk for example pointed his Landcruiser to the sky, and that's where he went, with a demonstration of a rear wheel, wheel stand. We were not necessarily following a formed track go such but free lancing our way around the paddocks. Huge paddocks. Maybe 500 acre paddocks where every creek that flowed down the hills had to be ~~crossed~~ <sup>crossed</sup> traversed. If the slope across the creek was gentle it lead into

(3)

a deepish sedimentary bog. Those Suzukis are great arnt they! The bigger shennies though seem to bury their nose into it on a consistent downward angle of attack and get sucked in. Some creek beds seemed just wide enough for Nissan Safaris to drop into end to end, looking like a neatly fitted bridge for the next vehicle to drive across. Other creeks had a steep entry and exit requiring winching and stropping. The pathway to the next vantage point took us through a seldom used track. You could tell it was a seldom used track because you couldn't see it. As the vehicle in front drove over the manuka, the manuka trees sprung up again. Where did he go? The trip sheet was shot on about "some brush marks possible". What about damage to corners and sills? Yes this was possible to achieve ~~etc.~~<sup>etc.</sup>. Do bulldozer drivers make steep tracks because they can't see where they are going? To expediate the return to base we drove at an increased clip across the rolling paddocks to the gravelled farm track, avoiding the river meander, so all returned with dirty trucks.

The seasoned campers are well organised given they. Did you remember the garden hose to clean off the mud? What about the soap folder and toilet paper, the hardy brush and shovel, the rubbish bags and the social drinks.

The evenings ~~was~~<sup>were</sup> fine enough to have a braai set up outside with everyone gathered around, or the open log fire was going morning and night in the communal lounge. Its great to have the camaraderie, and talking trucks and tracks. Excitement in the faces of those able to get out and explore, to try out the latest improvement in traction and recovery and conquer the challengers of the day.

(C)

What about the explosive excitement of the littles. The Jim Johnson Junior Academy of four wheel drivers in the little Suzuki rock hopper.

Interesting engineering, engines, transmissions tyres and ground clearances etc. Have you seen a  $\frac{3}{4}$  inch epicyclic rear leaf spring suspension yet? Look out for it.

A great week end, and thanks to our Safari organiser and trip leader John Trink, and the support from the winch trucks and Suzuki ~~to~~ swamp hoppers.

Martin Gibbs

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## Central Zone AGM & Meeting Report - April 2007

Once again the Central Zone meeting was held at the Palmerston North RSA and 15 club representatives turned up. This is a good time to meet up with members of other CZ clubs and get the low down on what is hap-

*(Continued on page 20)*

*(Continued from page 19)*

pening on the 4x4 front in the lower North Island.

The AGM saw a number of new faces in executive positions, the new committee takes over their rolls after the National AGM in May. The new executive consists of:

President	Neil Brown (Taranua Club)
Vice Presidents	Elizabeth Dawson (Hawkes Bay) & Gordon Burnside (Egmont)
Treasurer	Philip Orchard (re-elected and from CCVC)
PRO	Max Wheatly (Manawatu Club)
Secretary	Ralph Dobson (CCVC)

Other highlights from the meeting were

1. Off Road Express who are now NZFWDA members on a national level want to be included more at a zone level and therefore receive voting rights. CZ is in favour of this and ORE are sorting out some details before the national AGM.
2. This year the affiliation fees to the NZFWDA are going up to \$28.00 (due to GST) and CZ want to see the split go up to \$6.00 from the current \$4.00. This is the amount Central Zone receives to carry out track work and sponsor events, etc in our area.
3. Egmont club reported trouble with motor cycle fund raisers in their area as they are proving to have a bad influence on land access and sponsorship.
4. Off Road Wairarapa have built a gymkhana type course near the Masterton airport which has been a success.
5. Central Zone has committed to sponsor the land access fee for delegates attending the National AGM up to \$750.00.
6. Egmont club brought up the question of TV rights to the National 4x4 Series and it looks like this topic may be a hot potato at the National AGM. Sounds like some large dollar figures are being used and the association may not see any of it.

Regards

Ralph Dobson - CCVC NZFWDA Delegate

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### **Vehicle snatch straps a potential killer**

Fair Trading Minister Margaret Keech today warned Queenslanders to take precautions this Easter when using snatch straps for bogged off-road vehicles. Mrs Keech said the incorrect use of snatch straps could result in serious injury, even death. "Snatch straps, or recovery straps, are designed to stretch and recoil when pulling vehicles out of a bogged situation, but they

*(Continued on page 23)*



## 2007 CLUB OFFICER NOMINATION FORM

I wish to nominate the person below for *one* of the following officer positions of the Cross Country Vehicle Club Wellington Incorporated.

Tick One	
	<b><u>Club Officer Positions</u></b>
<input type="checkbox"/>	President
<input type="checkbox"/>	Vice President
<input type="checkbox"/>	Secretary
<input type="checkbox"/>	Treasurer
<input type="checkbox"/>	Club Captain
	<b><u>Additional Officer Positions</u></b>
<input type="checkbox"/>	Competitions Officer
<input type="checkbox"/>	Driver Training Officer
<input type="checkbox"/>	Delegate NZFWDA
<input type="checkbox"/>	Entertainment Officer
<input type="checkbox"/>	Land Access Manager
<input type="checkbox"/>	New Members Officer
<input type="checkbox"/>	Newsletter Editor
<input type="checkbox"/>	Publicity Officer
<input type="checkbox"/>	Safety Officer
<input type="checkbox"/>	Trip Coordinator

	Name (print)	Signature	Date
Person Nominated:	.....	.....	.....
Proposed By:	.....	.....	.....
Seconded By:	.....	.....	.....

Please complete this form **legibly** and return to the secretary (or any committee member) prior to the AGM starting, or post to CCVC, PO Box 38-762, Te Puni, Wellington

*(Note: if you do not wish to remove this page you can download the form from the CCVC website or send an email to [newsletter@ccvc.org.nz](mailto:newsletter@ccvc.org.nz) and I will email you a copy – ED)*

Affiliated to:      NZ Four Wheel Drive Association Inc.      Treating lightly

Cross Country Vehicle Club (Wellington) Inc.

PO Box 38-762, Te Puni, Lower Hutt

## CROSS COUNTRY VEHICLE CLUB

### 2006 CLUB CHAMPS - TOTALS



**Note:** The winner of the Club Champs is the driver with the lowest score from three scoring rounds. The highest scoring round or a Did Not Compete ( - ) is dropped to get the final score.

VEHICLE CLUB  
Wellington (inc)

<u>Name</u>	<u>Vehicle</u>	<u>Std/Mod</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>	<u>Round 4</u>	<u>Final</u>
Pedro Osborne	Jeep	Modified	55	170	350	92	317
Mitch Seymour	Suzuki	Modified	240	640	590	69	899
Jared Dodds	Suzuki	Modified	219	430	-	558	1207
John Hughes	Trials Car	Standard	156	980	1000	485	1621
Terry Hughes	Nissan	Standard	762	690	740	1073	2192
Lawrence Muir	Isuzu	Standard	510	-	910	815	2235
Warren Perry	Toyota	Modified	623	700	1300	-	2623
Dwayne Mead	Toyota	Modified	76	-	-	-	DNF
Mark Stockler	Toyota	Modified	99	-	-	-	DNF
Marcel van Dorrestein	Jeep	Modified	149	-	-	193	DNF
Steve Mercer	Suzuki	Modified	231	-	-	-	DNF
Dave Mahoney	Jeep	Modified	239	480	-	-	DNF
Roger Seymour	Nissan	Modified	279	-	-	-	DNF
Charles Odlin	Pajero	Modified	423	-	-	-	DNF
Susan Irons	Jeep	Modified	463	480	-	-	DNF
Marty Chung	Nissan	Modified	524	-	-	-	DNF
Neil Blackie	Land Rover	Modified	749	-	-	-	DNF
Paul Clarke	Toyota	Modified	-	870	1130	-	DNF
Shane Rumens	Suzuki	Modified	-	-	-	508	DNF
Gerard	Toyota	Modified	-	-	-	840	DNF
Andrew Gee	Jeep	Standard	280	-	-	-	DNF
Giles Sullivan	Nissan	Standard	467	-	-	-	DNF
Paul Adams	Pajero	Standard	473	-	-	-	DNF
Keil Behl	Suzuki	Standard	481	740	-	-	DNF
Phil McConville	Pajero	Standard	627	-	960	-	DNF
Andy Rowden	Suzuki	Standard	683	720	-	-	DNF
Glen Bearman	Nissan	Standard	731	670	-	-	DNF
Dennis O'Grady	Suzuki	Standard	766	-	-	-	DNF
Gary Rowden	Jeep	Standard	787	680	-	-	DNF
Ian Babet	Suzuki	Standard	865	-	-	-	DNF
Alex Currie	Nissan	Standard	873	-	-	-	DNF
Fran Bearman	Nissan	Standard	967	-	-	-	DNF
Simon Parker	Nissan	Standard	1044	-	-	-	DNF
Anthony Hargreaves	Suzuki	Standard	-	520	-	-	DNF
Kane Hargreaves	Suzuki	Standard	-	620	-	-	DNF
Glen Williams	Discovery	Standard	-	700	-	-	DNF
Bruce Wilson	Toyota	Standard	-	1000	-	-	DNF
Graeme Campbell	Suzuki	Standard	-	-	-	742	DNF

*(Continued from page 20)*

can be dangerous if used incorrectly or in unsafe conditions," she said.

"The deaths of two Queenslanders in 2003 and 2005 during attempts to recover bogged vehicles highlight the potential hazards of using elasticised snatch straps. "In one case a snatch strap catapulted a dislodged towing hook, striking the victim in the stomach. "The other death occurred when a tow ball was sheared off during the recovery process and struck a man in the head."

To ensure the safe usage of snatch straps, four-wheel drive enthusiasts should always consider the following:

- Make sure the loading capacity of the strap is suitable for the vehicle and its bogged situation.
- Always follow the manufacturer's instructions on strap usage and maintenance. Many 4WD vehicles have factory-fitted recovery hooks at the front and rear of the vehicle. Users should locate these points before setting off.
- In all other cases only connect the strap securely to a properly-rated recovery hook that is properly bolted to the chassis of the vehicle.
- It is dangerous to attached a snatch strap to a vehicle's bumpers, bull bar, axles, suspension, steering rods, or a trailer hitch ball.
- NEVER connect a snatch strap to a conventional tow bar, tow ball or tie down points. They are not designed to withstand the severe forces created by snatch straps.
- Always use an 'air brake' to restrict rebound forces should the snatch strap break or towing components dislodge. A heavy blanket or bag draped over the strap will also act as an effective brake.
- Always ensure bystanders take cover behind a solid object that is far away from the recovery effort.
- Drive slowly away from the bogged vehicle to minimise damage to the strap, the vehicles and injuries to bystanders if something goes wrong. A snatch strap is not a towing device.
- Remember that the stretching properties of snatch straps are significantly reduced when the strap is saturated with water or other fluid.

When not in use, store and protect the snatch strap from sharp edges or abrasion. Dirt or sand in snatch straps can cause damage and reduce effectiveness. Soak in clean water until grit is removed and dry out thoroughly

**Would you like** to receive club news announcements from [news@ccvc.org.nz](mailto:news@ccvc.org.nz) and do you have an e-mail address? Then drop our database administrator an email on [database@ccvc.org.nz](mailto: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.

## For Sale

A great example of an awesome off road machine. True left hand drive American model. 9 months B class registration

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- \*4 speed box and transfer
- \*four wheel disc brakes
- \*ARB rear diff lock
- \*rear diff tramp bar
- \*35 x 12.5 x 15 General Grabber muds mounted on beadlocks
- \*front coils with adjustable shocks (Howat Engineering)
- \*spare diff,drive shafts, p/s pump etc
- \*350 Chev motor
- \*6 point roll cage
- \*Warn 9000lb winch
- \*Club radio
- \*power steering

A very reliable and capable truck - \$8,000

**Contact: Andy Mitchell on 021 771233 or 04 9772797**

## Committee Highlights April 2007

**Club Accounts:** The Treasurer has completed the annual accounts and will send them to the auditor in the next day or so. Copies of the accounts will be available at the AGM.

**Membership:** The following were approved as new members:

Levi Davey - Toyota Hylux  
Kris Kahu - Toyota Landcruiser

**Deadwood Safari:** Valley club have secured the date of 7/10/2007 for a round of the national champs. CCVC is to again allow them to use the trademarked name "Deadwood Safari" for the event.

**NZFWDA Central Zone:** A new Central Zone Committee has been appointed with Ralph Dobson (CCVC) assuming the post of Secretary.

**2007-08 Subscriptions and Membership Cards:** A start is to be made in preparing the 2007-08 invoices (once the subscription amounts are set at the AGM) and it is hoped to have them out early this year along with the 07-08 Membership cards. For those members that have still not received their 06-07 cards, these will be available for pick up at the AGM.

**AGM & Committee Nominations:** A reminder that the AGM is to be held on 9/05/2007 in conjunction with the May club night.

A notice for the AGM and a Committee Nomination Form have been included in the club magazine.

**May Committee Meeting:** The May committee meeting is scheduled for 7:30pm on Wednesday 30th at IBM, The Esplanade, Petone.

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## "Rallywoods with Steve O'Callaghan" April 8, 2007

The morning started at 9.30 with everyone meeting at the cnr of Moonshine Rd and Haywood's Hill, Everyone that is except me who went to the wrong end of Moonshine after a call to Steve I had to meet the group at

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the start of Bulls run Rd. Once I meet up with the group we drove to the start of Rallywoods, let down our tyres, had our drivers brief and we were off.

The first little mission was to tackle Paul's Loop which didn't prove too much trouble for any of the trucks; but this can't be said for the next track. Steve lead us to Hilux Hill and went up first to show us how it was done (which he did on his second bite at it), and then it was our turn. Of the eight remaining trucks only four made it up, now is the time I start making excuses about slippery rock and stuff like that because I was one of the four who didn't get up. Next was off to past the radio mast and through the three bogs, I was near the back and as I came down the hill to the bogs I made the mistake of listening to everyone standing on the other side telling me to go to the right, I got about 1mtr in and 33 inch boggers were just too small for the ruts and I was the first to get towed out (hence I am writing this report), but not to be beaten I just had to try the middle bog and once again had to be pulled out, defeated I took the easy way to the left and continued on the Dreamer. Nobody had any problems going down the Dreamer, past the Green Hut, through Terry's short cut and through Surprise. Then it was off to The Green Hut for an early lunch. After lunch we headed off back through the Surprise but this time Paul's Nissan needed some help after his bumper got a little close to the rut and he had to be pulled out for a second bite. We headed up Cruiser Drive and most of us headed down to a bog on the left. This is where the winches came out for the first time as the bog has a bit of a climb at the exit, and Campbell and Andrew both winched out but the rest of us all made it through and we carried on to Cruiser Lookout. Now we all had to decide if we wanted to head down to Big Tree Turnaround, Six trucks went down thru Neil's climb and Mercer bend turned around in a very small area at the bottom and got up again.

On the way back down Cruiser Drive some of us decided to try the bog again, I was in front and made it through, Andrew was next and also made it, next was Damon in another mighty Pajero he couldn't get up the other side so Andrew came back to give him a tow, but something went very wrong as a very loud bang was heard from the rear, when he got out there was a stream of oil coming out of a hole in his diff and that was the end of his day (luckily for him he trailored his truck in so only had to be towed back to the gate).

The rest of us headed off to Marks Way and as I was waiting at the bottom Terry called me to let me know he had no brakes so I got well clear of him and we carried on the Airstrip. Here is where we lost 2 more trucks as Terry had burst a brake line and Paul didn't want to take his Nissan down Diff Dinger Creek, So we headed down with 5 Trucks to go round the Dif-

*(Continued on page 26)*

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fdinger and down the Slide and back up to the airstrip, by now it was 5pm and Steve asked who wanted to go down The CR4ZEE Track. Only Steve, Campbell and I decided to head down to Jeremy's Turnabout (2 Pajeros and one Toyota). This track had not been driven for quite some time and was very mossy, Steve lead the way and almost landed on his roof as he got a bit sideways going down but the rest of the trip down was fairly uneventful apart from not been able to see the track which was extremely overgrown, getting up was a different story Steve went first and almost got up but we needed to winch him up the last 3 metres, I went next and stopped in the same place as Steve so we hooked up my winch only to find that

the bushes were stuffed so we hooked a strop to Steve and he pulled me up. Campbell was next and he also had to winch up the last bit.

By now the sun had set and we took the side track back to the Airstrip and down to the gate by 7.30pm. Thanks to Steve for an awesome day in Rallywoods.

Paul Joynes



### **The South Coast with Rotary - by David Coxon**

The request at club night for people to take members of Rotary on a trip around the South Coast sounded like a good social opportunity to get around the coast and have a BBQ, so I signed up. We met up with an enthusiastic group of Rotary members at the Brooklyn wind turbine at 9:30

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*(Continued from page 26)*

Saturday morning. As well as the expected number of people wanting seats, there were a few people bringing their own vehicles – great I thought – new people often make a trip more interesting.

After getting everyone into vehicles we headed off up to the Hawkins Hill radar station, fine weather giving spectacular views of the South Island. While Ray was giving a talk on the area, we could hear tyres squealing from the distance race track on Long Gully station – something to check out on the way home. It was an uneventful trip down to the beach, with a plaque at the side on one of the corners raising some interest from my passengers. The next thing I hear is Rick quoting the contents of the plaque from memory – show off. Getting down to the beach we realised that the tide was very high – in fact it was not only a high tide, but quite an exceptionally high one by the look of it.

The run round to the sand dunes before Karori Stream took quite a while since one of the new drivers managed to get stuck in the soft sand on the previous beach. Marcel was quickly on the spot and managed to not only get him moving but pull him out of the ruts and give him a quick detour along the beach. While this was going on, Noel decided to give an impromptu demonstration on how to get REALLY stuck by driving down onto the softest part of the beach. We finally got everyone moving and all regrouped in among the sand dunes. Marcel and Brent went on ahead to check the next section along Long Sandy Bay and reported back that the tide was too high and the sand too soft to get through at the moment. A good time to have our BBQ in a very pleasant environment in among the dunes. Unfortunately there seemed to be a dissenting view that we were going to get trapped by the tide and not be able to get back around the last beach. Finally local knowledge that we would not get stuck, and that the tide would go down again lost out to concern and we turned round to go back.

We had barely started back along the beach when the Jeep in front of me stopped with everything dead. The initial thought was that the alarm system had turned on and wouldn't turn off, but after further investigation Marcel found that the battery earth had come loose. He got the Jeep mobile and although it was now full high tide, we got back across the beach with no problems. Once we got to the picnic spot all the battery connections were checked and tightened.

After the BBQ we headed back to Devil's Gate where people could walk over or have a ride in one of the few trucks going over and back. As we weren't going all the way to Red Rocks I didn't bother going over and Ray gave my passengers the thrill. The final stop for the day was back up Long Gully to the racetrack to watch some youths doing donuts and wrecking their tyres. It all seemed a bit pointless to me, but good on them for using

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a purpose-build area rather than the public road.

The day ended back at the wind turbine when we dropped of the passengers, all of whom seemed to have enjoyed themselves.



### **NZ4WD Magazine trip - Central Plateau by David Coxon**

When I saw the NZ4WD magazine's initial advertising for a 2-day trip to the army land on the central plateau last year, I was eagerly awaiting the opportunity to book for it. Then the trip was cancelled due to the political unrest in East Timor (?). Apparently the army were busy training extra recruits to support our overseas peace-keeping activities and the land was too heavily used for us to get onto it. The trip was then re-advertised for this April and I put my name down. Then the lahar hit - off again? Clearance to use the area was given just in time for the trip to go ahead on the weekend after Anzac Day. This meant that I could take two days leave and get a nice long weekend. It also meant that I could leave on Friday morning and do a bit of exploring on the way up.

I decided to make "Basecamp" at the end of Rangitane Road out of Mangaweka my lunch stop. This is route 76 in Andy Cockrofts book "91 Back Country Adventures" and one I have been trying to tick off for quite a while. From Mangaweka most of the route is a scenic but sealed road, turning into an unsealed road for the last 10kms. The last few kms are over private property, and in a chat with the local farmer he was telling me about his horse trekking tours. Could be an opportunity here to do a trip out of Palmerston North then go up Basecamp via highway 54 and camp overnight before doing a 1HP trek as a bit of variety. After a peaceful and scenic lunch stop, I headed back, stopping at one point just past the farm to look at the view over the side of the road. I wished I hadn't! The only thing between the road and a sheer drop of about 30m was a low ½ metre wide bank of dirt! Not an area for speeding.

Rather than going all the way back to Mangaweka, I followed a signpost to Taihape that looked like being a more direct route. Unfortunately there was no signpost at the next "T" intersection. Luckily I guessed right - actually left - and was soon back on the main highway about 10 minutes from Taihape where I was staying.

Saturday was cold and unpredictable with a forecast for more of the same. I arrived at the meeting point at the Army Museum at 8:30 and by the end of the briefing sessions we had already had all seasons but summer. I was in the group that was going up into the army land east of the Desert Road on Saturday and around Ruapehu on Sunday, and with the forecast for improving weather on Sunday, I felt I might be doing the trips

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*(Continued from page 28)*

in the best order.

The Saturday trip started off with a lot of gravel road driving. There were a few stops to see the view and various long-drops and there was one optional short detour up the old part of the road. This involved an easy hill climb with a more challenging steep section in the middle. Everyone who tried conquered with more or less effort – in my case I was a little light on momentum and only just found enough traction to get up the last metre or so of the steep bit. A few people missed out on the fun and took the easy road instead.

We stopped for lunch at one of the army huts, but since it was in use we stayed outside. Unfortunately the rain set in at that point and we all ended up sitting in our trucks instead of socialising. A bit more driving after lunch took us to a quarry at what appeared to be the end of the road. A more challenging track carried on over a tussock covered hill, but this was considered too slippery for the convoy. A few trucks tried the climb but although the light Suzukis made it, the heavier, though well set up Nissans just dug in on the soft volcanic sand. Another Suzuki took a slightly different line through the soft part of the track and ended up totally off the track, teetering on two wheels. We were treated to a very entertaining and successful recovery before turning for home.

En route we stopped in a wide valley where there were some nice muddy ruts to attempt. Only about a third of the convoy tried these, with some sustaining a little damage from the bank and almost all needed recovering. To make matters more interesting, the clouds rolled in to the point where we couldn't see any of the trucks parked by the road, and even the far end of the rut was hidden in the cloud. This caused some fun with people setting off on their run only to find another vehicle, stuck in the mud, appearing through the mist, forcing them to stop with no hope of getting going again.

Dinner that night was a very good smorgasboard at the Army Museum Café. During discussions of the trip over dinner we came to the agreement that the actual trip that day had been too easy, although scenic, with the two main play areas mainly suited to those prepared to risk damage. After seeing the photos taken on the previous day's recce we realised that we had missed the best part of the trip due to the weather. If we had been able to get up the tussock covered hill where we stopped, the route was planned to go on for another 10kms into much more interesting terrain. Never mind – the weather is out of everyone's control and I was very pleased that the organisers had taken the safe option rather than trying to get everyone through.

The next day dawned fine and clear. The perfect day to visit the moun-

*(Continued on page 30)*

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tains. The first part of the track was through the army land on the eastern side of the Desert Road. Right from the start, the track was more interesting than the previous day with the first steep descent causing a few people some concern. I watched nervously as the Suzi a few vehicles in front of me carefully straddled the ruts rather than using them to guide the descent. He seemed to have no idea of the amount of ground clearance he had, and if he had slipped into the ruts he could well have rolled. I found that by accelerating over a bit of left foot braking I could go down as slowly as I wanted – no big deal. At the bottom of the hill there was a play area where people had the chance to try climbing some steep and rutted tracks up the next hill. There were a few interesting failed ascents.

After crossing the Desert road we went through the stream where the lahar had come down and stopped for a play in the sand dunes – great fun. We then followed the stream up past a number of structures built by the army engineers for various exercises, to the flank of Ruapehu. This was a barren rocky area with a sheer drop of about 30m down into the stream. There was a promontory where you could park a vehicle right on the edge of the drop as a photo opportunity. My nerves were not up to stopping that close to the edge.

By the time we finished here, the weather was clouding over and we headed rapidly for the highest point on the trip at 1300m, according to my altimeter. There was a great view from here, but it was also threatening to rain as we were under the clouds collecting around the mountains. There was some debate whether we should stop here for lunch or continue to the play area in a bowl where people could eat while watching others play. The final decision to continue was not well received by everyone, but at least the weather was better at the play area.

An interesting drive after lunch with a few small challenges with short slippery climbs took us to a final mud bog. Most people detoured around the bog to watch the action. First up, Cathy Parker went through effortlessly in the "Project Re-arRange" Range Rover, showing what a well set up vehicle on Symex's can do. Most people got through OK although with more drama. Those that got stuck did a good job of it and there were some fun and very muddy recoveries needed. Once finished at the bog, it was a 15 minute trip back to the road and we were heading home by 4:00.

Overall it was a fun trip with a chance to do a bit of exploring. Ashley Lucas from NZ4WD Magazine, the guys from the army and all the other marshals did a great job and overcame a lot of problems like the lahar and the weather to put on an interesting, fun and safe weekend with plenty of scenery and some great tracks to drive. The actual driving on Saturday was a little tame only because the weather stopped us completing the planned route, but that same weather made for some very interesting scenery. I really look forward to completing that route next time.

**STRETCHED LIMOUSINES**

The process by which stretched limousines can be LVV certified is now, after some 18 months of discussion and consideration, agreed between LVVTA and LTNZ, and is detailed within a new LVVTA Information Sheet. This new LVVTA Information Sheet will be released in the April mail-out, and will provide LVV Certifiers with details on which stretched limousines can and can't be LVV certified, and exactly what the procedure is for those that can be LVV certified. It doesn't solve all the problems, but it's a good start.



**BOSS HOSS MOTORCYCLES**

**NOT LVVS**  
 Brian Ford Engineering Ltd of Christchurch has been appointed the sale representative agent for Boss Hoss Motorcycles in New Zealand. While Boss Hoss motorcycles are considered low volume vehicles in America, they exceed New Zealand's 200 low volume manufacturer volume limit.

Therefore, Boss Hoss Motorcycles may be regarded for anti-theft, brakes, respectively. LVV certification without undergoing LVV certification, provided the vehicle has the correct FMVSS plate attached and is accompanied by a valid Certificate of Origin.

Note that Brian Ford Engineering is responsible for performing and signing off all Pre-Delivery Inspection (PDI) forms. Boss Hoss Cycles have been assigned a World Manufacturer Identifier (WMI) of 1B9\*\*\*\*\*283\*\*\*

**NEW LVV CERTIFIERS' DEED OF APPOINTMENT**

LVVTA has been working with Land Transport NZ over the past few months in the development of a new Deed of Appointment for LVV Certifiers. This is not something unique to LVV Certifiers; it is industry-wide, with all certification groups being required to sign an all-new Deed of Appointment.

LVVTA have had a lot of input into the LVV Certifiers' Deed, in an effort to ensure that the Deed reflected the LVV Certifiers, makes it clear as to the responsibilities of the LVV Certifiers, and solves some of the old on-going problems that the LVV system has had because of flaws in the existing Deed.

The new Deed will be e-mailed out to all LVV Certifiers early in April, and LVV Certifiers are asked to review the Deed and note down any comments and queries between receiving it, and attending the April-May LVV Certifier training sessions. A good amount of time will be allocated at the training sessions to answer questions and discuss concerns that any LVV Certifiers might have about the Deed. If satisfied with the Deed, LVV Certifiers can sign it at the training sessions, and LVVTA will return the signed Deeds to LTNZ.

**12-MONTH WOFs FOR SCRATCH-BUILT VEHICLES**

When asked by LVV Certifiers about WOF periods for new scratch-built vehicles, previous advice from LVVTA has always been such vehicles remain on 6-month WOFs. This advice reflected the agreement reached on the matter between LVVTA and Vehicle Policy section of LTNZ, which was based on the simple safety-related principle that, after referred to new vehicles, in the past made from used components, 6-monthly WOFs were also seen as a logical safety mechanism for vehicles that don't have the luxury of extensive testing that new high-volume (production) vehicles have.

However, we have recently identified that the latest version of the LT Compliance Rule (35000/1) makes no distinction between vehicle types, including scratch-built vehicles. This means that, from a legal point of view, any newly-registered scratch-built low volume vehicle is entitled to 12-monthly WOF inspections for the first 5 years, in exactly the same way as a new high-volume vehicle.

LVVTA does not consider this situation to be the most sensible approach, however it is the law at present.

**PARK-BRAKES REQUIRED ON ALL TRIKES**

For sometime, LVVTA has understood that a trike that is registered as a car is required to have a park-brake, whereas a trike registered as a motorcycle doesn't. It's likely that this understanding was based on old legislation that has been changed in recent times, and we have somehow overlooked the change in the Rule during the consultation process and when the Rule came out.

This current belief is in fact not the case. To clarify this, any 3-wheeled vehicle must have a park-brake, which from a logic point of view is of course exactly the way it should be – if a vehicle can roll down a hill, it should have a park-brake. Please ensure that, for all future LVV certifications of such vehicles, you ignore the implications in items 74 and A3 of the LVV Form-set FSD/S3 that not all trikes must be fitted with a park-brake, and ensure that any trike is fitted with an operating park-brake, regardless of whether it is registered as a car or a motorcycle. LVVTA will amend the form-set at the next amendment opportunity.

**PLASTIC WINDOWS IN REAR OF CAMPER VANS**

There has been a common belief that plastic cannot be used in any situation other than via a LVV Authority Card for motor sport applications. This belief has been supported by a reference to a requirement for 'safety glass' in table 5.1-2 in the LVV In-service VMW. However, when analysing the Land Transport Glazing Rule, it refers to 'glazing materials', which, if compliance with an approved standard can be demonstrated, means that plastic side and rear windows can in fact be fitted.

The primary situation where this would apply is in the case of the rear of camper van bodies. If a vehicle has plastic glazing in the rear or side windows, and standards markings specified in figure 5.1-1 of the LVV In-service VMW are present on the glazing material, it is acceptable. Obviously, this relies on the material being in good condition. Our thanks to Tania Lockow of the LVVTA VCU for helping us clarify this.

An LVV Certifier found such a situation recently on a camper van based around a 1992 Peugeot.

**5th WHEEL COUPLINGS**

LVVTA has clarified with LTNZ that the fitting of a 5th wheel coupling onto a NA-class light goods vehicle does not require LVV certification. On occasion, sites are retro-fitted with a 5th wheel coupling, usually in order to tow a 5th wheel motor home trailer.

The retro-fitting of a 5th wheel coupling is effectively a 'towbar', and therefore it is to be treated in the same way as a towbar – normal entry or in-service requirements apply, and no LVV certification is required.

**UN-AFFIXED LVV CERTIFICATION PLATES**

During recent Police and LTNZ operations on boy racers and their vehicles recently, a number of modified vehicles have been found with LVV certification plates simply un-afixed, lying about in the glove-box or door pocket. In most cases, the culprit was the person who had been delegated by the LVV Certifier to affix the plate on his behalf, however because in many cases the LVV Certifier hadn't used the F003 Plate Attachment Delegation Form to track the plate affixing, it came back to bite the LVV Certifier who did the LVV certification.

Make sure that in every case, you either fit the LVV Certification Plate yourself, or if you are delegating that responsibility, cover your backside by making sure you fit it out and follow up the F003 Form.

Something as minor as this is not worth getting yourself a black mark from LTNZ over!

**RE-USING SEATS FROM AN ACCIDENT-DAMAGED VEHICLE**

We had a query from someone recently on whether or not seats from a vehicle involved in an accident and subsequently written off could, or should, be removed from the wreck and re-used in a replacement vehicle.

Worthy of consideration in this debate is that modern vehicles, due to the high costs of replacing expensive trim, lighting, stereo, equipment, etc., are often bought, but without after-works people would consider relatively minor accident. The high costs of aftermarket seats, especially stressed seats, make their re-use a desirable proposition.

LVVTA discussed this with the Vehicle Policy section of LTNZ, and the agreed view is this:

Seats from a vehicle that has been written off due to accident damage could be re-used, provided that:

1. the seats were unoccupied at the time; and
2. the vehicle's damage is considered moderate (this is subjective, but a lack of any injuries to the occupants, along with minimal structural damage sustained by the vehicle, would help in determining this); and
3. a thorough inspection is undertaken by the LVV Certifier, or someone else with an appropriate level of expertise, to ensure that the seats have not sustained any damage as a result of the accident especially in the area of the legs and binding mechanism (even if unoccupied, goods behind the seats could impact them). Trim may need to be removed to establish the condition of the seats.

## SCRATCH-BUILT VEHICLES DESCRIBED AS PRODUCTION VEHICLES OVERSEAS

There have been examples of scratch-built vehicles imported into New Zealand from overseas where the description on the overseas registration documents do not match New Zealand's legislation, or the instructions provided by Land Transport NZ to the entry certifiers. This is usually regarding the make, model, year of manufacture, and first registration date, and applies mostly to replicas, hot-rods, home-bults, and kit cars.

Where there is a conflict between overseas and NZ legislation and definitions, the NZ legislation and definition must take precedence. As the information on the overseas registration paperwork is not necessarily always correct for NZ, we have to go by what the vehicle actually is, not what the documentation from overseas says it is - remember that people in some countries have to tell porties in order to get their scratch-built vehicles on the road.

If the vehicle meets the definition of scratch-built, then the date of manufacture must be the date the vehicle was manufactured in scratch-built form overseas, not necessarily the date on the overseas registration documents. The make and model should be described as what the vehicle actually is. Is the vehicle a 1971 Volkswagen as the US registration papers say, or is it in fact a Porsche Spyder replica using a custom tubular frame and a fibreglass repro body? Remember that two wrongs don't make a right, and that you - the LVV Certifier - are the experts, and no-one else will do a better job of assessing exactly what the vehicle is than you will.

## FRONTAL IMPACT RULE SUBMISSIONS

Land Transport is going through the consultation phase of the development of a series of amendments to the Frontal Impact Rule. LVVTA reviewed this in January and made a number of submissions. There are no negatives or potential threats within the amendments for the LVV world, however one of the proposed amendments is to the benefit of vehicle enthusiasts. This relates to the establishment of a process by which LITNZ can enable specialist or enthusiast vehicles that are not manufactured to comply with a frontal impact standard to nevertheless be permitted to be registered for road use in New Zealand, without the need for going through the exemption process (which invariably delays such applications).

Last year, LVVTA submitted a proposal to the Ministry of Transport that set out a process by which genuine specialist and enthusiast vehicles can be identified and approved under a blanket approval system, which forms the basis of one of the options by which the Ministry might manage the proposed systems. We'll keep you informed of any progress in this area.

## EXHAUST NOISE EMISSION LVV STANDARD AMENDED

The LVV Exhaust Noise Emissions Standard went through an amendment process during February. This came about as a result of Land Transport NZ and the Ministry of Transport requiring some minor changes to be made, as a result of the knowledge gained on the subject since the standard was introduced. There's nothing amongst the changes that are of concern to us as enthusiasts; if anything a couple of the changes are to the benefit of the hobbyist.

There was a tight time frame as the MOT wanted the amendments made in time for the release of the public consultation on the Land Transport Noise Emissions Rule, so that anyone commenting on the Rule could access the correct version on the LVVTA website.

The amended standard, together with the amended Exhaust Noise Emissions form-set, will be issued to LVV Certifiers in the April LVVTA mail-out.

## EXHAUST NOISE EMISSION TESTING

Whilst the noise testing regime continues to mirror the activities of a dead and decomposing duck, LITNZ and the MOT are working towards the implementation of the Land Transport Noise Emissions Rule later this year.

Once developed and in place, depending on what requirements are specified by the Rule, things may crank up in the noise testing department for those many LVV Certifiers who have found themselves all dressed up with nowhere to go.

## NEW MANAGERS AT LAND TRANSPORT YCU

Two new section managers have been appointed at the Vehicle Certification Unit of Land Transport NZ. Dave Rabson is the new Response Team Manager (a new unit set up to deal with responding to complaints and problems), and Ian Baggott is the new Technical Manager.

LVVTA met with them both in February at the LVVTA Auckland office. Together with Alex Simms, the YCU National Manager, we took Dave and Ian out to see some hobby car construction in progress at Terry's Chassis Shop, and a hot rod undergoing an LVV certification inspection by Mark Stokes, in an effort to give all three chapz (Alex is also relatively new a bit of an insight into our complex little corner of the certification industry).

We're pleased to report that Dave and Ian both seem to be very nice guys, with a well-balanced and sensible approach towards things. We look forward to making continued progress and improvements within the LVV system with the help and support of Dave and Ian.

## KENDALL BRADLEY NOW PERMANENTLY BASED IN WELLINGTON

We can now confirm that Kendall's role of Technical Officer will be permanent, and based in Wellington. A recent trial posting plan had suggested that Kendall would be temporarily based in Wellington. Apart from the wind, rain, biller, motorway jams, earth-quake, and difficulty in finding a car-park, Kendall reckons Wellington is OK.

Kendall will continue to provide his technical support role from within the same office as the plate production operations managed by Graham, and in addition to his technical support role, Kendall has provided his apprenticeship in plate production so as to provide on-the-spot back-up for Graham, rather than the system having to rely on Linda as has happened in the past. Kendall has discovered that there's a huge amount to know in relation to plate production - while it might appear simple enough on the surface, Graham has developed a very sophisticated but complex computer programme to enable plate details to be recorded through the use of short keys. To do this job well, in addition to strong motor vehicle/modification knowledge, very specific Access programme skills are required, so Kendall will be on a steep learning curve for a while yet.

## WELLINGTON LVVTA OFFICE CONTACT DETAILS

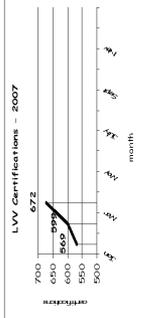
Please note the following contact telephone numbers for LVVTA personnel in Wellington:

- Graham Soal  
(plate production queries) (04) 477-4373
- Kendall Bradley  
(technical queries) (04) 477-4372

To save Graham time transferring calls, please ensure that you call Graham for any plate production queries or problems, and Kendall for any technical issues; using the correct numbers for both Graham and Kendall.

## LVV CERTIFICATION NUMBERS

Total monthly LVV certification figures since the last newsletter have been 569 for January, 599 for February, and 672 for March.



## NEW HOBBY CAR TECHNICAL MANUAL

By now, all LVV Certifiers (other than those that certify only motorcycles, trikes and vehicles for people with disabilities) will have their copy of the new NZHRA Hobby Car Technical Manual.

LVVTA will be devoting some time at the forthcoming LVV Certifier training sessions to discuss any issues that any LVV Certifiers might have with the new manual. We will also ask you to review the manual before the certifier training sessions start, and make notes about any issues you have, or questions you wish to raise. This will be a good opportunity to help you understand any parts of the manual that you are having difficulty with, and it will also be an opportunity for LVVTA to get any feedback from LVV Certifiers for the on-going development and improvement of the manual.

## GOOD PRESS FOR NEW HOBBY CAR TECHNICAL MANUAL

The New Hobby Car Technical Manual of the New Zealand Hot Rod Association has been well received by the specialist automotive magazines, including Petrolhead, NZ Roadster, NZ Hot Rod, NZ'68, and Performance Car. NZ Hot Rod Magazine in particular recognised the significance of the new manual and devoted a considerable amount of space to showcasing the manual (two full double pages, plus the subject of Editor Paul Grace's editorial).

Sales of the new manual are going very well for NZHRA at this early stage. If anyone wants to obtain a copy of the new manual, e-mail NZHRA on [nzaha@nzahra.co.nz](mailto:nzaha@nzahra.co.nz) to obtain all of the costing and purchase information.

## DATES FOR LVV CERTIFIER TRAINING SESSIONS

The dates have been set for the next round of LVV Certifier training sessions, and all LVV Certifiers should have received their invitation forms in the last mail-out.

The locations and dates are:

- Wednesday April 18 Auckland;
- Monday April 23Rotorua;
- Tuesday April 24Wanganui;
- Thursday April 26Wellington;
- Tuesday May 1Christchurch;
- Thursday May 3Dunedin

If any LVV Certifiers have not received their invitation with venue details and times, please contact Linda at the Auckland LVVTA office ASAP.

**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)

## **Lake Rerewhakaaitu School RUGGED 4WD BUSH RUN Fundraiser**

The Lake Rerewhakaaitu School in conjunction with the Taupo 4wd Club are holding a fundraising "RUGGED 4WD BUSH RUN" on 31 June - 1 July 2007

- The run will be in the Kaingaroa Forest on trails not previously used by 4wd's.
- This is not for shiny trucks and no Rego or WOF is required for vehicles
- Vehicles must be capable of self recovery or as a team working together (e.g. 3 vehicles)
- Cost \$170.00 per vehicle (2 people included), extra passengers \$40.00
- Saturday BBQ Dinner, Sunday breakfast & lunch provided with entry fee.

Limited to 50 vehicles

For more information contact:

Scott on 07 366 616

or email [asplin@slingshot.co.nz](mailto:asplin@slingshot.co.nz)

Or email [andrew@lakerere.school.nz](mailto:andrew@lakerere.school.nz)

A copy of the details and entry form can also be obtained by request from the club secretary.

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



Central Regional Teams Challenge - Shannon

Sat 12/05/2007

Organiser: Roger Seymour

VEHICLE CLUB  
Wellington (inc)

**Description:** Teams winch event

**Category:** Club 4X4 to Hard Yakka

**Trip location(s):**

see notes section

**Trip leader:** Roger Seymour

Home phone (04) 586 - 2518 Cellphone 021424351

**Trip fee** \$20.00

**Bookings** are required.

**Meeting point(s):**

**Finishing point(s):**

**Dates:**

Meeting time Sat 12/05/2007 09:00

Drivers briefing Sat 12/05/2007 11:30

Drivers briefing Sun 13/05/2007 10:30

Finish Sun 13/05/2007 16:30

**Fuel required for:** 100 kms.

**Weather Restrictions:**

Rain, hail or snow "We go"

Subject to landowners discretion

**Possible vehicle damage expected on trip:**

Some bush marks possible

Heavy bush marks & scratches expected

Some damage to sills & corners possible

Body damage from rocky/dirt banks expected

**Trip suitable for:**

	Dry	Wet
Novice drivers	<input type="checkbox"/>	<input type="checkbox"/>
Average drivers	<input 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 or PRS required  
Roll bar/cage recommended all vehicles  
Good mud tyres essential  
Winch required  
Extra recovery gear an advantage

**Track type:**

	Mostly	Some	Optional
Clay or mud	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Creeks, small rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Deep rivers, water holes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Deep mud holes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average ascents/descents	<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:** Johnson Farm, Hennesey Rd Shannon, 4wd access only. Camp onsite Saturday and Sunday night if required. NO PETS onsite. Last year CCVC entered 2 teams (event limited to 8 teams). Each truck will need a fit co-driver. Great experience and heaps of fun, come along and watch if you aren't in a team. I have heard that the event will be a little less challenging than last year.

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

The A Frame Hut and a look up North Range Road

Sat 12/05/2007

Organiser: Ron Wadham

Description:

Category: Family Shiny

Trip location(s):

A Frame Hut - Takapari Rd

Trip leader: David Coxon

Home phone 045674501 Cellphone 0274510361

Assistant trip leader - Ron Wadham

Bookings are required.

Trip fee \$0.00

Meeting point(s):

Ashurst Mobil Service Station

Finishing point(s):

see notes section

Dates:

Book by... Thu 10/05/2007 00:00

Meeting time Sat 12/05/2007 10:00

Drivers briefing Sat 12/05/2007 10:15

Finish Sat 12/05/2007 15:30

Fuel required for: 250 kms.

Weather Restrictions:

Light rain/wind OK

Subject to landowners discretion

Listen to radio cancellation service

on NewstalkZB 1035AM from 07:30

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 strap, shovel

First aid kit, fire extinguisher

Roll bar/cage for all soft/open tops

Low ratio gearbox

Club radio preferred

PRS radio preferred

Any tyres suitable

Mud tyres preferable

Track type:

Mostly Some Optional

Gravel

Dirt roads and tracks

Average ascents/descents

Clay or mud

Creeks, small rivers

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

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

**Notes:** Visit the A frame Hut, if its fine the views are awesome if the weather's bad it can be spectacular! followed by a look at North Range Road to see the changes for ourselves. Ps: Thanks David and Ron for arranging this at short notice

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

The Ruts - Sat 19/05/2007

Organiser: Ian Dixon

**Description:**

**Category:** Shiny 4X4 to Club 4X4

**Trip location(s):**

Akatarawa Forest - Ruts

**Trip leader:** -tba-

Home phone Cellphone

**Trip fee** \$15.00

**Bookings** are required.

**Meeting point(s):**

Moonshine/Haywards corner

**Finishing point(s):**

Where we started...

**Dates:**

Meeting time Sat 19/05/2007 09:30

Drivers briefing Sat 19/05/2007 09:40

Finish Sat 19/05/2007 16:30

**Fuel required for:** 120 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 strap, 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

**Track type:** **Mostly Some Optional**

Dirt roads and tracks

Clay or mud

Deep mud holes

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

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

**Notes:** this can be a challenging trip for the Shiny 4x4's with some potential damage, please talk to Ian about your suitability

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

Rides for NZ4WD Association Delegates in the Akatarawa Forest

Sun 20/05/2007

Organiser: Ron Wadham

**Description:** Trip to host out of town delegates from the AGM      **Category:** Family Shiny

**Trip location(s):**  
Akatarawa Forest

**Trip leader:** Paul Adams  
Home phone 042346997 Cellphone 0275941343  
Assistant trip leader - Ralph Dobson

**Trip fee** \$15.00

**Bookings** are required.

**Meeting point(s):**  
Moonshine/Haywards corner

**Finishing point(s):**  
Maungakotukutuku Gate

**Dates:**

Meeting time Sun 20/05/2007 09:30

Drivers briefing Sun 20/05/2007 09:30

Finish Sun 20/05/2007 14:00

**Fuel required for:** 80 kms.

**Weather Restrictions:**

Light rain/wind OK

Subject to landowners discretion

**Possible vehicle damage expected on trip:**

No damage likely

<b>Trip suitable for:</b>	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

Club radio or PRS required

**Track type:**      **Mostly**      **Some**      **Optional**

Dirt roads and tracks                 

Clay or mud                 

Average ascents/descents                 

Gravel                 

Creeks, small rivers                 

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

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

**Notes:** PRS Channel 10. Seats needed for delegates who are in town without their trucks. Trip Leader still required

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

Akitio away trip - Sat 26/05/2007  
Organiser: Jim Johnson

**Description:** away trip - 12 Huts

**Category:** Shiny 4X4

**Trip location(s):**  
Taranaki

**Trip leader:** Jim Johnson  
Home phone 049389404 Cellphone 021389404  
Assistant trip leader - Eric Bon

**Bookings** are required.

**Trip fee** \$5.00

**Meeting point(s):**  
see notes section

**Finishing point(s):**

**Dates:**

Book by... Tue 22/05/2007 00:00  
Meeting time Sat 26/05/2007 09:30  
Drivers briefing Sat 26/05/2007 09:30  
Finish Sun 27/05/2007 16:30

**Fuel required for:** 450 kms.

**Weather Restrictions:**

Rain, hail or snow "We go"  
Subject to landowners discretion

**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 strap, shovel  
First aid kit, fire extinguisher  
Roll bar/cage for all soft/open tops  
Low ratio gearbox  
Club radio preferred  
PRS radio preferred  
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"/>
Creeks, small rivers	<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:** meeting at Plimmerton W/Station, other details from trip leaders

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

McKenzie Trail in the dark ! - Sat 02/06/2007

Organiser: Marcel Van Dorrestein

**Description:**

**Category:** Club 4X4

**Trip location(s):**

Foxton Beach - McKenzie Trail

**Trip leader:** -tba-

Home phone Cellphone

**Trip fee** \$0.00

**Bookings** are required.

**Meeting point(s):**

-tba-

**Finishing point(s):**

Foxton Beach general area

**Dates:**

Book by... Sat 28/07/2007 00:00

Meeting time Sat 02/06/2007 17:00

Drivers briefing Sat 02/06/2007 17:05

Finish Sat 02/06/2007 23:00

**Fuel required for:** 80 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

BBQ Provided

**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

Any tyres suitable

**Track type:**

**Mostly Some Optional**

Beach or sand

Average ascents/descents

Steep ascents/descents

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

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

**Notes:** How about a quick BBQ and then The McKenzie Trail in the dark. BBQ Location to be confirmed but it will be up the coast probably about 3:30 weather permitting. Bring WARM clothing and a torch!

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

McKenzie trail for the Wardens - Sun 03/06/2007

Organiser: Grant Purdie

**Description:** Beach wardens are being hosted through the trail **Category:** Club 4X4

**Trip location(s):**  
Foxton Beach - McKenzie Trail

**Trip leader:** Grant Purdie  
Home phone (04) 233 - 1192 Cellphone 021612216

**Trip fee** \$0.00

**Bookings are required.**

**Meeting point(s):**  
-tba-

**Finishing point(s):**

### Dates:

Book by... Fri 01/06/2007 00:00  
Meeting time Sun 03/06/2007 09:30  
Drivers briefing Sun 03/06/2007 09:30  
Finish Sun 03/06/2007 16:30

**Fuel required for:** 80 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	<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 strap, shovel  
First aid kit, fire extinguisher  
Roll bar/cage for all soft/open tops  
Low ratio gearbox  
Club radio or PRS required  
Any tyres suitable

### Track type: Mostly Some Optional

Beach or sand	<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"/>

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

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

**Notes:** Trip not yet confirmed - contact Grant and watch for updates via E-mail

**Cross Country Vehicle Club (Wellington) Inc.**  
 Trip Information Sheet



VEHICLE CLUB  
 Wellington (inc)

Terawhiti Station on Queens Birthday Sunday  
 Sun 03/06/2007

Organiser: Brent Samson

**Description:**

**Category:** Family Shiny

**Trip location(s):**  
 Terawhiti Station

**Trip leader:** Ray Harkness  
 Home phone 049705348 Cellphone

**Trip fee** \$20.00

**Bookings** are required.

**Meeting point(s):**  
 Old Makara Garage - Makara Village

**Finishing point(s):**  
 Terawhiti Station gate

**Dates:**

Book by... Fri 01/06/2007 00:00  
 Meeting time Sun 03/06/2007 09:30  
 Drivers briefing Sun 03/06/2007 09:40  
 Finish Sun 03/06/2007 16:30

**Fuel required for:** 120 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:**  
 Some bush marks possible

**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  
 Mud tyres preferable

<b>Track type:</b>	<b>Mostly</b>	<b>Some</b>	<b>Optional</b>
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"/>
Creeks, small rivers	<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:** Some steep bits so Mud tyres if wet please. Call Brent to book on ph232-3087

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

Odlins Road - showing the Shiny trucks the area

Sun 10/06/2007

Organiser: Charles Odlin

**Description:**

**Category:** Club 4X4

**Trip location(s):**

Odlin's Road

**Trip leader:** Charles Odlin

Home phone Cellphone

**Trip fee** \$5.00

**Bookings** are required.

**Meeting point(s):**

Odlins Road - summit carpark

**Finishing point(s):**

Where we started...

**Dates:**

Book by... Thu 07/06/2007 00:00

Meeting time Sun 10/06/2007 09:30

Drivers briefing Sun 10/06/2007 09:45

Finish Sun 10/06/2007 16:00

**Fuel required for:** 100 kms.

**Weather Restrictions:**

Light rain/wind OK

Listen to radio cancellation service

on NewstalkZB 1035AM from 07:00

**Possible vehicle damage expected on trip:**

Heavy bush marks & scratches expected

**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

Extra recovery gear an advantage

**Track type:**

**Mostly Some Optional**

Dirt roads and tracks

Clay or mud

Average ascents/descents

Gravel

Rocky or river boulders

Creeks, small rivers

Steep ascents/descents

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

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

**Notes:** showing a few Shiny trucks through Odlins Road, there should be time to check out a few side roads too.

# Cross Country Vehicle Club (Wellington) Inc.

## Trip Information Sheet



VEHICLE CLUB  
Wellington (inc)

Odlins Road combined trip - Sun 10/06/2007

Organiser: Charles Odlin

**Description:**

**Category:** Family Shiny to Shiny 4X4

**Trip location(s):**

Odlin's Road

**Trip leader:** Charles Odlin

Home phone Cellphone

**Trip fee** \$5.00

**Bookings are required.**

**Meeting point(s):**

Odlins Road - summit carpark

**Finishing point(s):**

Where we started...

**Dates:**

Book by... Fri 08/06/2007 00:00

Meeting time Sun 10/06/2007 09:30

Drivers briefing Sun 10/06/2007 09:45

Finish Sun 10/06/2007 16:00

**Fuel required for:** 100 kms.

**Weather Restrictions:**

Light rain/wind OK

Listen to radio cancellation service

on NewstalkZB 1035AM from 07:00

**Possible vehicle damage expected on trip:**

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 strap, 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

Clay or mud

Average ascents/descents

Gravel

Rocky or river boulders

Creeks, small rivers

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

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

**Notes:** Mud Tyres if wet please - go in with a few tuff trucks but stay on the main tracks



# 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
<b>May 2007</b>						
Tuesday 1st	Web Project POSTPONED TO NEW DATE	Grant Purdie	Meeting - 19:30 - 21:30	-tba-		
Saturday 5th	Aka's challenge - Slippery forest	Marcel Van Dorrestein	Family Shiny / Shiny 4X4	Akatarawa Forest - Slippery Forest	Confirmed	
Wednesday 9th	Club Night and AGM	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 12th	Central Regional Teams Challenge - Shannon	Roger Seymour	Club 4X4 / Hard Yakka	see notes section	Confirmed	teams bookings to Roger
Saturday 12th	The A Frame Hut and a look up North Range Road	Ron Wadham	Family Shiny	A Frame Hut - Takapari Rd	Confirmed	
Monday 14th	Web Project TENTATIVE	Grant Purdie	Meeting - 17:30 - 19:30	-tba-		
Saturday 19th	NZ4WD Association AGM	Ralph Dobson	Meeting - 09:00			
Saturday 19th	The Ruts	Ian Dixon	Shiny 4X4 / Club 4X4	Akatarawa Forest - Ruts	Confirmed	
Sunday 20th	Rides for NZ4WD Association Delegates in the Akatarawa Forest	Ron Wadham	Family Shiny	Akatarawa Forest	Confirmed	
Saturday 26th	Akitio away trip	Jim Johnson	Shiny 4X4	Taranaki	Confirmed	
Saturday 26th	ARAC Trip Leaders Training	Grant Purdie	Family Shiny	-tba-	Confirmed	Half day classroom training. Will be repeated later in year.
Wednesday 30th	Committee	-tba-	Meeting - 19:30 - 22:00	-tba-		

Date	Name	Organiser	Category	Place	Status	Notes
<b>June 2007</b>						
Saturday 2nd	McKenzie Trail in the dark	Marcel Van Dorrestein	Club 4X4	Foxton Beach - McKenzie Trail	Confirmed	
Sunday 3rd	McKenzie trail for the Wardens	Grant Purdie	Club 4X4	Foxton Beach - McKenzie Trail	Tentative	
Sunday 3rd	Terawhiti Station on Queens Birthday Sunday	Brent Samson	Family Shiny	Terawhiti Station	Confirmed	
Monday 4th	Queen's Birthday	-tba-	Event		Abandoned	
Sunday 10th	Odlins Road - showing the Shiny trucks the area	Charles Odlin	Club 4X4	Odlin's Road	Planned	
Sunday 10th	Odlins Road combined trip	Charles Odlin	Family Shiny / Shiny 4X4	Odlin's Road	Confirmed	
Wednesday 13th	Club Night	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 16th	Our Teams recovery event	-tba-	Shiny 4X4 / Club 4X4			
Monday 18th	60k Sub-Committee	Grant Purdie	Meeting - 19:30 - 21:30	Antony Royal's Residence		
Thursday 21st	FBCC Committee	Grant Purdie	Meeting - 19:00 - 21:00	Foxton Beach - Holben Pavilion (formerly known as the PALS Building)		
Saturday 23rd	Deadwood Ridge - Akatarawa Forest	-tba-	Family Shiny	Akatarawa Forest - Deadwood Ridge		
Saturday 23rd	Thompson Track - Otaki Forks	Jim Johnson	Club 4X4	Otaki gorge		
Wednesday 27th	Committee	-tba-	Meeting - 19:30 - 22:00	-tba-		
Saturday 30th	Orongorongo station area	Leon Zwetsloot	Shiny 4X4	Cattle Ridge & Orongorongo Valley	Planned	

Date	Name	Organiser	Category	Place	Status	Notes
<b>July 2007</b>						
Saturday 7th	10 Hour track both ways?	-tba-	Club 4X4	Akatarawa Forest		
Saturday 7th	Drive to, then watch the 10 hour track	-tba-	Family Shiny	Akatarawa Forest		
Sunday 8th	4x4 Driver training and familiarisation	Steve Mercer	Family Shiny	-tba-		
Monday 9th	Safety Sub-Committee	Phil Lewton	Meeting - 19:30 - 22:00	Carl Furniss', Hawkins St		
Sunday 15th	Mid Winter Foxton Beach	-tba-	Family Shiny	Foxton Beach - Bowl		
Wednesday 18th	Club Night	Roger Seymour	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 21st	Round the Aka's in winter	-tba-	Family Shiny / Shiny 4X4	Akatarawa Forest		
Sunday 22nd	Odlins Road after the rain	-tba-	Club 4X4	Odlin's Road		
Wednesday 25th	Committee	-tba-	Meeting - 19:30 - 22:00	-tba-		
Saturday 28th	Akitio - The A frame hut	Jim Johnson	Shiny 4X4 / Club 4X4	Akitio Hut	Confirmed	
Monday 30th	60k Sub-Committee	Grant Purdie	Meeting - 19:30 - 21:30	Antony Royal's Residence		



[www.wgtn4wd.co.nz](http://www.wgtn4wd.co.nz)



Repairs and maintenance of all  
off road vehicles.

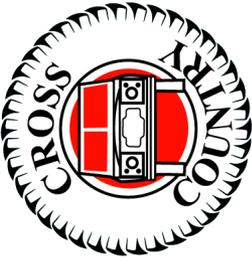
Modifications a speciality.

*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**



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