

Cross Country Chronicle



VEHICLE CLUB
Wellington

August 2009



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

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www.ccvc.org.nz

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VEHICLE CLUB
Wellington



Editorial Ramblings

Hi there

Club awards evening has now been and gone for another year, I will print a summary of this years worthy recipients next month but if you weren't there and can't wait they will be posted onto the club website shortly (if they're not there already). This was another great event that was well organised by John Vruink and enjoyed by all who attended.

Did you realize that the average cost to print and post our monthly newsletter is approx \$800? In an effort to save the club some money this month we are trying a new method of providing trip details - this is just a summary - the full trip information sheet is available on the website - this has the potential to drastically cut the costs and allow us to spend the money in more appropriate places.

Let us know what you think, plus any other suggestions (email and website options are also being looked at), thanks.

Alan...

Cover Photo:

Seeing it's winter I thought we should have a winter wonderland photo (can't remember my source, though?)!

CCVC Life Members

Tom Adams
Leith Bean
Andy Cockroft
John Hughes
Ron Johnson
Phil Lewton
Raynor Mulhare
Ross Perkins
Ron Wadham

Graham Barr
Peter Boniface (Deceased)
Owen Farghar
Bob Jeffery (Deceased)
Steve Lacey
Vern Lill
Ron Oliver (Deceased)
Grant Purdie

George Bean (Deceased)
Stuart Brown
Mike Gall
Heather Jeffery
Colin Landy
Bruce Mulhare
Peter Osborne
Tony Street

Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762

Te Puni 5045

Wellington

www.ccvc.org.nz



VEHICLE CLUB
Wellington

Club Officers

Position	Name	Home Phone	Work Phone	Cellphone	Email
President					
Vice President					
Immed Past President					
Secretary					
Treasurer					
Club Captain					

General Committee Members

Position	Name	Home Phone	Work Phone	Cellphone	Email
Driver Training Officer					
Entertainment					
Membership Officer					
Land Access					
New Members Officer					
Newsletter					
Publicity					
Radio Officer					
Safety Officer					
Trip Coordinator					

Other Useful People

Position	Name	Home Phone	Work Phone	Cellphone	Email
Assets					
Club Night Photo's					
Help desk					
Membership Database					
Track Maintenance					
Trophies					
Webmaster					
Welfare					

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

MAGAZINE CONTRIBUTIONS

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

WHEN HELP IS NEEDED

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

Rodney Bracefield - 234 8887 (Hm), 577 8033 (Wk) or 027 548 8808
Jim Johnson - 938 9404 (Hm) or 021 389 404 **Gavin Holden - 0274 249 1959**

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

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 027 686 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

Aug 10-12: Rotorua Winch Challenge. Enquiries to cam@team-camz.co.nz or 021 205 0761

Aug 20: Off-Road Racing. South Island round 2, double short course in Canterbury.

Aug 26: Off-Road Racing. North Island natopnal round enduro in Gwavas Forest, Napier.

Aug 27: Off-Road Racing. North Island round 2, endure short course in Palmerston North.

Aug 28-29: Queenstown Winch Challenge. Friday night stage, Saturday day stage, near Arrowtown hosted by the Shotover 4WD Club followed by a friendly prize-giving dinner at Hamills, Frankton with generous prizes. Contact Burt Chandler on 03 441 3628 or you can use this email address president@shotover4wdclub.co.nz

Sept 11-15: Off-Road Racing. Asset Finance Taupo 1000.

Oct 03-04: Reefton Challenge. Two days of teamwork on some of the more challenging tracks around Reefton. Teams of 3, all with winches, tyre restrictions apply. \$200 entry, limited numbers. Contact 4x4@ts.co.nz, Sav on 027 627 1927 or Brownie on 027 433 8711

Oct 10-11: Manukau 4WD Club Winch Challenge. Incorporating national series round, to be held at Manukau Club's Onewhere farm over two days with night stages. Two classes, club and challenge. Camping available. Cost \$150 per competing vehicle plus \$10 per person for supporters. Entries close 19 Sept. Details at www.manukau4wd.org.nz or email nathenp@manukau4wd.org.nz or phone 09 950 3241.

Oct 24-25: Off-Road Racing. South Island, National Round final. West Melton, Christchurch.

Oct 23-26: Just Jeep. Organised by the Canterbury Jeep Club, & based in Reefton. Aimed at Jeep owners of all capabilities with three grades of tracks; stock Jeeps, slightly modified Jeeps and seriously modified Jeeps. Limited to 60 vehicles. Free camping at "Camp Jeep" on the Reefton Racecourse with alternative accommodation available at local motels, hotels, etc. For more info go to www.justjeep.org.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.

Rallywoods - May 09

This trip was on the last Sunday in May. The forecast looked promising with a "cold snap" predicted and they were not wrong. Hail and heavy rain the night before pointed to slippery Rallywoods tracks the next day as we were about to find out.

I met Steve O'Callaghan and his trusty Surf at the Haywards turnoff at 930 and we waited for the other two trucks to arrive who had booked on the trip. Dave arrived shortly after in his in his Jeep and Cameron in his SWB Pajero so we headed off to the rallywoods entrance to air down.



At the air down point was our first taste of the weather for the day with rain and at points hail whilst we went about dropping tyre pressures. From there after a quick chat about the trip and a few safety rules out of the way, we moved up the track to the first track where the digger with no tracks is parked up. Now this track is classed as a shiny track but either my Safari is a bit "fat" or the trees down the sides had it in for me, cos I must have hit or cleared every shrub in the place. Dave in his jeep was tucked safely in behind my Safari and I'm sure I was truning this track into a good shiny track for him. Irrespective the track was a good starter and my old Safari now has a couple for rub marks to match the several thousand it already has.

We left there and the next track was Pauls Loop which was where the fun started. It looked sedate enough but as Steve dropped in first and I saw his truck get chucked across against the clay bank things were starting to get a little more interesting. Steve drove out so I started my drop in and sure enough it was a nice little rutted hole awaiting me. Like Steve, my truck was pushed across to the right bank which was fine except I had my window part way down and those nice truck mirrors safaris have acted like little scoops and gouged out about a shovel of wet clay and rock and dumped it through my window and into my lap. Terrific! Wet arse and all the next issue was driving out. After a number of attempts it became clear I didn't have the clearance



under my diffs so with a bit of winching Steve helped me pull through that nasty little spot, with the help of Cameron who as tail end charlie had backtracked to help Steve and watch the excitement. Once I was out Steve was complaining about a nice new plate sized dent in his driver side door where that rub with the bank had left its mark.

Dave came through next and only needed stropping from the top section. It was about then that Cam decided to give it a go in the Pajero, risk of dents and all (good on ya mate!!). The Pajero handled it well but also needed a little tug at the top to get out, but once again that bank left a nice sized ding on his driver

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door.

From there we drove a bunch of tracks including Hilux Hill, Three Bogs, Dreamer and Nissan Way, and then we stopped at the green shed for lunch and a chat, where I was convinced if I went up to 35's from my 33's I might have a better chance of driving the previous track. Note to self, "Dear wife, please buy me some 35 inch swampers. Thank you".

After lunch we headed up to Surprise, Three Bogs, Cruiser Drive and to Cruiser lookout. It was about here that Steve started talking about dropping down a

steep wee track that would be in his words "a little challenging". The "little challenging" bit turned out to be the track down to big tree turn about and Neil's Climb. For those of you who know the track you'll know what its like. Those that don't, it's a well rutted shale/rotten rock track that descends at about 35 degrees on a razor back ridge to "Big Tree Turnaround". The turnaround is about a 10 point turn and then you just drive back up the shale and rotten rock track. I found this out at the bottom! So I watched Steve bounce his way to the top of the first climb and his Surf handled it easily. My Safari bounced, jumped, spat rocks, smoked and skidded but refused to get past about 1/2 way. So winch out again and Steve and the guys helped me winch to the top. Dave then drove up without issue but Cam got caught close to the top and needed to winch the final section. At the top Steve and Dave informed me they both had diff locks, Cam and I did'nt!! They then went on to advise me that I should tell my loving wife that its only money and she should buy me a rear diff lock for Christmas.

So once the excitement had drained slightly we moved on to take a run down Wong Way which was a great fun track and decided it was 4.30 and time to head out.

All in all it was a fantastic day and the combination of the great tracks, the guys who attended (Steve, Dave, Cameron and his mate) and the conditions with snow, sun, hail and rain made it a day to remember. Thank you guys for your patience helping me winch those sections and Steve for leading the trip.

PS, so you know I did ask my wife about buying me some 35's and a rear locker for Christmas. She kinda looked at me funny and said yeah right. So looks like that's gonna happen some time soon aye. Can't wait.

Kent Barrell



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Cheers to the man who saved my life

By MATT CALMAN - The Dominion Post Last updated 05:00 04/07/2009

Twenty years ago today an electricity substation explosion in central Wellington nearly took Rick Smith's life.

Today, reluctant hero Terry Hood, the security guard who dragged Mr Smith to safety, will be guest of honour at a 20th anniversary lunch in the city.

Every year, the two friends catch up over a dram or two of Glenfiddich whisky a tradition started by Mr Smith when he found out the security guard had sipped from a glass of it to calm his nerves after the accident.

Mr Smith was a 31-year-old electrician in 1989. He had been doing routine checks at the Stout St substation when a faulty circuit breaker exploded, leaving him with third-degree burns to his hands and legs and a charred face.

The two men met only the night of the accident but have since forged a special friendship, Mr Hood said. "It's made us close. I'm a quiet sort of guy but when we get together we just talk about all sorts of things."

Mr Smith said his friend was a reluctant hero and wonders if he would have survived without him. "He didn't think he did anything brave. He went a long way towards, if not saving my life ... he certainly made my life a little better by getting me out of that place. We've got a kind of bond that not many people have."

Nola Smith said many people helped in her son's recovery, but she was in no doubt who saved his life. "Terry's just the loveliest guy. I feel I owe him so much. I really feel he's my hero because he saved my son. He went into the burning room and helped him get out instead of just running for help."

Mrs Smith said helping her son recover helped her "heal" after the death of her late husband, Bob, who had died just eight months before.

Wellington Free Ambulance officer Lance Anderson said that when he reached Mr Smith, skin was falling from his face and his overalls had melted. Though his blackened and swollen face eventually recovered, his hands and legs bear permanent scars.

"If his hands had not been up near his face that's what his face would have looked like. He was a very lucky man," Mr Anderson said. Ambulance officer Ross Weddell, who counselled Mr Smith during his recovery, was looking forward to today's lunch. "It's really cool that Rick's making a big thing of his 20th. It's good to see he's moved on."



Club Sub-Committees

The club has the following sub committees running currently:

- **60k:** Terrance Broad, Ron Johnson, Bruce Mulhare, Grant Purdie, Antony Royal, John Vruink & Mark Wolstenholme
- **Club Recovery:** Rodney Bracefield
- **Competition:** Roger Seymour
- **Deadwood:** Roger Seymour
- **Emergency Comms & Radio:** Grant Purdie, Rodney Bracefield, Jim Johnson, Phil Lewton, Rick Smith & Mark Wolstenholme
- **Land Access:** All trip leaders
- **Police Search & Rescue (SAR):** Jim Johnson and Gavin Holden
- **Safety:** Brent Samson, Carl Furniss, Ray Harkness & Grant Purdie
- **Trip Leaders Forum:** All trip leaders
- **Web Project:** Grant Purdie, Stefan Cook, Charles Odlin, John Parfitt, Mike Stevens & Marcel van Dorrestein

The club also has the following external organisation liaison people:

- **Akatarawa Recreational Access Committee:** Ralph Dobson, Charles Odlin & Grant Purdie
- **Dept of Conservation Head Office Liaison:** Paul Adams
- **Foxton Beach Coast Care:** Bruce Mulhare, Grant Purdie, Russell Stevens & John Vruink
- **Friends of Belmont:** Roger Seymour
- **Greater Wellington Regional Council:** Grant Purdie
- **Horowhenua District Council:** Grant Purdie
- **Tread Lightly!:** Ralph Dobson
- **Wellington City Council:** Grant Purdie & Barry Insull

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TERAWHITI RE-VISITED or.... what is it about 62 and 2000

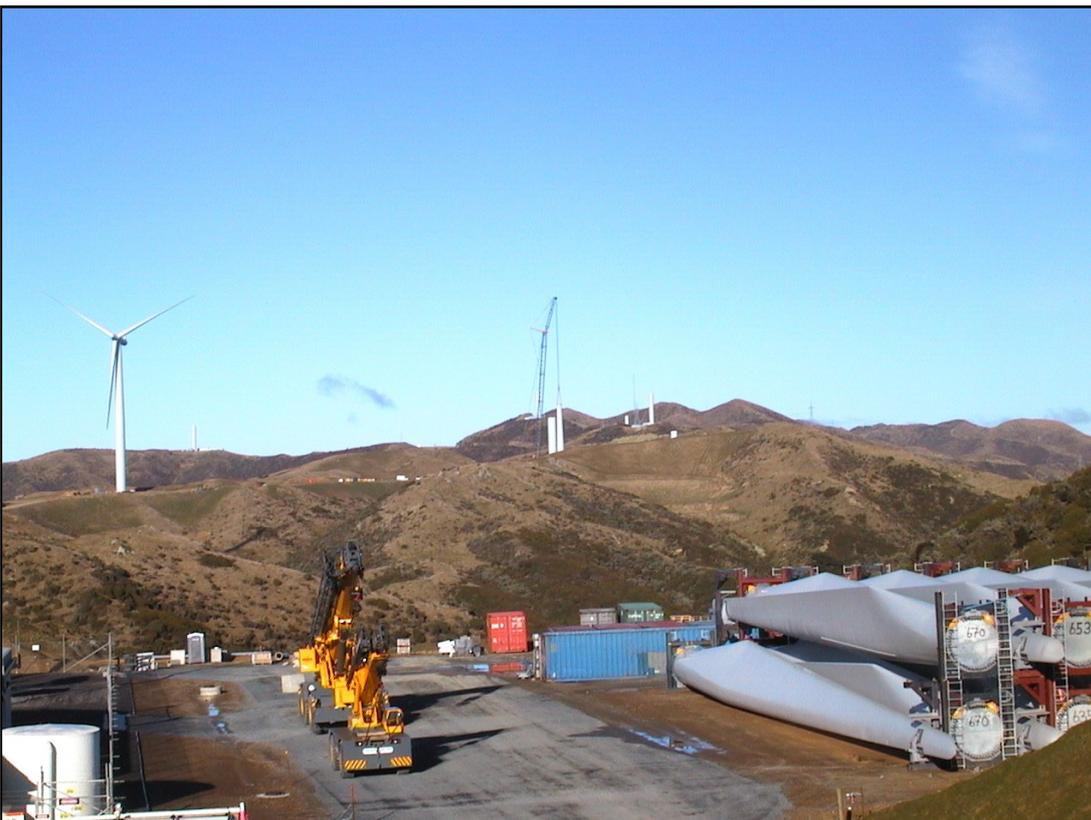
The Terawhiti Station has long been a trip location for CCVC until the wind farmers had to run a construction site across the station. But an opportunity to visit occurred recently and this report gives a bit of a window to what has happened.

The first number, 62 is the number of turbines being installed. From an original number about 70, eventually 4 were lost in the Resource Consent process, and a further 4 are not being built because of concerns about wind unsuitability on those spots (turbulence and gusts) and the turbine warranty not being extended to those spots. So the 62 turbines with a rating 2.3 M Watts each, under ideal conditions, are nearly completed. The power is hooked through tricky electronics and a step up transformer at each turbine via 33 KV underground cables to a central spot. This is tucked out of sight at White Rock Hill, on the way to the old woolshed. A bit more control and switching goes



on here before transformation to 110kV and a short (duplicate) line to connect into the Transpower lines between Wilton and Central Park. A full capacity it can make 142 MW, which is bigger than Te Apiti at Palmerston (90 Mw) and While Hill in Southland (58 MW).

Each turbine has a two section tower, 75 and 40 tonnes, which support the rotating nacelle incorporating the actual generator, another 87 tonnes, and in turn the hub (just a few tonnes here) and blades (9 tonnes each). So all in all it is about 120 tonnes sitting up at 67m above ground going round in various ways. The nacelle rotates to point to the wind direction, the blade pitch adjusts to extract the optimum energy, and the hub and blades rotate at between 6



and 18 rpm. So there is more than a bucket or two of concrete and steel underground for each turbine to sit on. The turbines are all hooked up with fibre optic cables and with the right web surfing I am told the manufacturers in Denmark can turn them on and off if they wish!

Most turbines generate directly at the grid frequency of 50 Hz and just hook straight in through transformers. These are different in that they don't control the rotation speed so precisely and therefore the frequency and voltage can vary. A clever bit of water cooled

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power electronics at each turbine converts the couple of Megawatts of power to DC, then back to a 50 Hz frequency AC wave which can match into the national grid. This allows less stress on the turbine blades and importantly less acoustic noise which is a big issue for Makara residents.

My trip was by bus, up the road from the South Makara Rd (a fair bit sealed) along towards the woolshed, up to meet the Ohau Bay to Oteranga Bay route and down to Oteranga Bay. Roads are 6 m wide, sealed on steeper sections and the occasional white line! The road network (with road direction signs) extend along the ridge towards the Terawhiti Homestead until it is too low for turbines, and also to Quartz Hill across the Makara Farm (the old radio station site) to access every turbine. Oteranga Bay has a wharf and heavy lift cranes which were used to unload the heavy bits which were barged across from Picton. The wharf is temporary to be removed in year or so after completion. The Oteranga stream bed has (with consents) been excavated to gain about 70,000 cu m of roading metal, and now runs atop the ground, and looks clear and clean.



A recent helicopter cull has removed 2000 goats, but they are still in evidence, but innovations (for Terawhiti) such as new fences now divide the "single paddock" into several smaller blocks. Gates will follow once construction is over and re-stocking with at least cattle in underway. But do not despair, there are still interesting looking tracks to follow, some new fence lines to explore and maybe better access across the Makara Farm which Meridian own outright.

The wind farm has a design life of 20 years, but who knows if it will be longer, or superseded by more efficient technology before then. Already the identical turbine is being planned for a Consented wind farm at Waiouru but with 50 m blades (not the 40 m models at West wind). Of interest the blades are basically balsa wood, impregnated with tricky strength compounds and covered with fibreglass reinforced epoxy. Like all good motors, they turn clockwise (at least when viewed from one end). The 200 and 400 tonne cranes that now crawl over the site can erect a turbine in a day, given the right conditions. We saw a top mast section being lifted on, visited Oteranga Bay and saw the nacelle in place on the way back, and all before morning tea. When it is all going (December 2009) there will be a staff of 10-15 on site, doing maintenance such as greasing bearings, oil changes, any road and electrical repairs to keep in humming for the next 20 years.

Ian Hutchings



School Holiday Wednesday In The Akas

School Holiday Wednesday In The Akas

We met and had the drivers briefing in heavy rain at Moonshine/Haywards corner. Fortunately the rain tapered off as we headed up Moonshine Road, and was fairly light the rest of the day. After airing down we got off to a good start charging up a long hill with only one or two quick recoveries required along the way.

Near the top of the hill, however, a certain wagon (the Mole may know who's) was suddenly and mysteriously levitated off the track and dropped precariously part-way down a bank, by no fault whatsoever of the driver. After several tries, it was finally recovered in the following manner: Brendon's wagon was anchored to a tree.

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Charles' Pajero was anchored to Brendon's wagon. Charles' Pajero held a block. The block held a cable attached to the front of vehicle being recovered and winched by a Land Rover, which was facing Charles' wagon and parallel to the vehicle being recovered. The rear of the vehicle being recovered was anchored by another Pajero. The second Pajero may have been anchored to a tree as well, and perhaps the Mighty Suzuki was involved, but your humble author was not in a position to confirm this.



The recovery took an hour, and then we were happily on our way. But soon paranormal activity was again in evidence as a venerable Landover was also lifted mysteriously off a long uphill track, and this time thrown against a tree, severely creasing a front fender. Recovery was relatively quick though, and we had morning tea at the top of the hill.

More fun driving, then a barbeque at the Orange Hut, which the children especially seemed to enjoy. Then on to Pylon Hill to take in the view, which was quite good considering the weather. Next adventure was the short climb up the rock face at Pylon Hill; a new experience for several of the drivers. One of the wagons had to winch itself up anchored to Charles' truck at the top (thanks to front and rear disc brakes), but all was good. The steep Zigzag down to Wainui Stream, though greasy in parts, was descended calmly and safely by all with no problems.



Then a fun splash through Wainui Stream, up the short hill to the clearing to re-group, then up a longer hill where trees had recently been felled. Because of this the soil was unstable, and soon the 70 Series Cruiser's left rear wheel slipped off the crumbling track as it was taking a tight uphill curve. Recovery again took some time, as the Cruiser was in a difficult spot and the track was steep and narrow. The nearest working winch was eight cars behind on the Mighty Suzuki. The heroic Suzi squeezed past two cars, but could go no further. So the winch rope was pulled up the hill, past six cars, through a block anchored to a felled tree on a bank above the Cruiser, then back down onto the Cruiser. However the tree moved more easily than the Cruiser, so the block was finally anchored via strop to a tree up and over the other side of the bank. Here much credit goes to those who spent a good hour or more scrambling up and down the bushy, steep bank to find a secure

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anchor point for the block. Also to those who conducted the recovery in a calm and deliberate manner, ensuring complete safety in a tough spot.

After the recovery it was prudently decided to retreat rather than advance, which meant another good splash through Wainui Stream as dusk was falling.

There were just two more climbs until we could all get back to supper in our warm homes. The last climb proved a bit tough though. Todd's Pajero was the first to signal trouble by slamming with rather a loud thump (likely heard in Paraparaumu) into a bank of hard clay. Despite visions of extensive panel damage to his new toy, it was by some miracle unscathed. He and several other cars were winched and stropped up this last bit, and then finally it was down the road, through the gate and on home, another happy day of four wheel driving over. It sure beat a day at work!

Todd Forsythe



Bout time you joined

Hello, my name is Willy Wilson. I am a new member to CCVC, and at Stewart Burrell's suggestion, I thought I might contribute a story for the newsletter (or at least try to).

My 4wd background started when I purchased a Jeep Cherokee. I decided I wanted to be one of those owners who actually took their vehicle off-road, so I attended a driver familiarisation day to learn the basics in and around Aotea Block. That was back in 2007.



From then onwards I, with my niece as co-driver, have enjoyed a number of family shiny trips, from John Parfitt's trips along the South Coast, to trips over the Orongorongos with David Coxon, and many visits into the Akatarawas lead by Ian Dixon, Marcel, Leon, Ray and David. I have also done a number of trips up Odlins road to Renata Hut, which I can say sure does beat walking there any day.

What I enjoy about these trips is you get to see what I reckon is some great views and scenery in and around Wellington. The people too are friendly, always happy to make conversation, be it talking about vehicles, giving advice on equipment or tips on driving techniques. And should you ever get stuck, people are always willing to lend a hand to get you going again.

You also get a real appreciation of what your vehicle can do. There have been many times when I have thought, 'No way can I make that', only to be proven wrong.

The only downside I know is cleaning the vehicle after a day out. So if you have any tips especially for cleaning under the vehicle, please feel free to impart your knowledge if you see me.

I now own a Mitsubishi Pajero, having sold the Cherokee. Quietly I think it was a good decision, but no doubt there would be a few members who would disagree.

On John Parfitt's recommendation and nomination along with Steve O'Callaghan assistance, I am finally now a member of the club. Some would rightfully say after two years, it was about time.

Central Zone Meeting – August 1st



This month we did something different at the meeting and invited Tony Burgess, Northern Zone President, to come down and give his presentation on the pro's and con's of the NZFWDA joining SPARC. We had the better side of 40 people turn up on a wet Palmerston North Saturday which was the best turn out for years.

Tony's presentation was very thorough and it is obvious he has looked into our joining in some depth. The NZFWDA meets all criteria for joining except we do not have a drug free policy. We can either write our own policy that would need to be accepted or, the preferred option, join Drug Free NZ.

The delegates asked a number of questions and by the end I think the majority of issues were addressed. From here it looks like the National Executive will send out a postal vote to each clubs delegate and a vote taken. When this happens I will be asking members at club night how they want the vote cast. Personally I will be in favour of joining SPARC as it allows the association to be officially recognised, there is a chance to apply for funding and it gives us additional credibility.

Apart from that the meeting was pretty standard. Not a lot happening with the other Central Zone clubs. Manawatu is keen to hold another interclub event, they are also going to host the next National AGM in May next year.

Ralph Dobson
CCVC Delegate



Highlights from the Committee

A vote of thanks to John Vruink for his superb organising of the Awards Dinner. This was tremendously successful and appreciated by all who enjoyed the evening. Awards to people who weren't there will be presented at the August club night.

The budget for this club year has proved problematic and some difficult decisions were debated at length before the committee was able to achieve a budget that balances. The significant points will be presented to members at the August club night.

Subs invoices have been mailed out and are payable by 31 August. Please help the club achieve its budget and pay the NZFWD Association levy by making your payment promptly.

And a reminder that your annual vehicle inspections are also due by 31 August, so that your vehicle remains eligible to participate in club trips and events.

Welcome to Mike Stephens, joining the committee as our Membership Officer, and to Ian Hutchings, as our Radio Officer. These two new General Committee Members positions were formally approved at the 29 July committee meeting. *The constitution allowed for this once the General Committee Member positions of Competitions Officer and NZFWDA Delegate were disestablished, with these responsibilities being taken on by the Immediate Past President and Secretary respectively.*

Mike is now the contact point for all enquiries or changes relating to membership details in the club database. Steve O'Callaghan will continue to be responsible for new members applications.

Ian is now the contact point for all matters relating to club radios.

The Little Pajero's That Could

A couple of little Pajero 4WD were members of a 4WD club in Wellington, and went off road many times, as this was what they were built for, driving up steep hills, through deep mud and pulling Toyotas out of trouble.

One morning, up in Otaki, the Little Pajero's were waiting for a number of Levin 4WD Club trucks to come back down a very steep and muddy track, when one of their Toyota Hilux trucks slipped off the track and onto its roof. The members of the Levin 4WD Club asked the big Nissan to pull it back up the hill, but he said "I can't, that is too much a pull for me, and I do not know if I can do it," said the great 4WD built for hard work. Then the club members asked a Toyota, and another, only to hear excuses and be refused.

In desperation, the Hilux asked the Little Pajero's to come back up the track from the clearing and pull him back up. "We think we can." Growled the Little Pajero's, and they put themselves in front of the great big heavy Nissan. They hooked up the Little Pajero's winches, and as they wound in, and the Hilux was dragged up the bank, the Little Pajero's kept bravely growling faster and faster, "We think we can, we think we can, we think we can."

As the Hilux neared the top of the track, which had so discouraged the Nissan and Toyotas, their winches went more slowly. However they kept saying, "We--think--we--can, we--think--we--can." They dragged the Hilux up to the top by drawing on bravery, shear guts and the fine pedigree behind them, and they left the Hilux there by the side of the track, and went back down to the clearing, congratulating themselves by saying, "We thought we could, we thought we could."

Apologies to Mary C. Jacobs (1877-1970) who wrote "The Little Train That Could"



Mt Thompson trip

My neighbor and I were up before dawn, stowed our food and gear into the back of the Green Heep, and we departed from Linden at about 6:20am. Cruising up the highway, we decided Makkas at Paraparaumu was the first stop for a hot Moccha. We were soon to find that the coffee department was closed. Oh well, on to Otaki, bound to find a coffee there. We did, and then popped into BP to fill up with gas. We met two four wheelers from the Levin club while we were there, and followed them to our destination. Over the next 45 minutes, all manner of machinery arrived. The highlight being an eight wheel Scania, with a 4wd on the back, a CCVC member unknown to me. He pulled off the road and promptly lost all traction, but was rescued by Charles, with his Pajero doing its impression of a kangaroo, on the end of a snatch strap. Discussing the two available trips with a couple of the Levin guys, we opted for the softer trip for the day, being Thompsons track.

After a little bit of confusion re the starting point, and following the wrong person, were recalled half a click back from where we came, and the trip started. Our group consisted of, For the CCVC Andy and his mate Dave driving a Suzuki Vitara, Todd (ex Jeep owner) in his Paj, Two unknown dudes in another Paj, and Wayne and myself. The Levin crew were Gary in his Nissubishi, an earlier nissan with a Paj body on top, and a Turbo 3.6 litre diseasal, Brent the trip leader and his family, Jeep V8, Another Brent in a mahindra Jeep with a hold-en motor and a Tupperware body, Two young couples driving two Suzukis, one 413 truck, and a 410 Van, lastly was another Gary in a V8 Fj40, with two mischievous young girls who delighted in constantly giving Andy, Dave and his Zook a barrage of mud grenades. The FJ40 continued to smoke us out most of the day. I would class the track as being in desperate need of a haircut. The track was a steady upward climb to start, with quite a few low trees to suck in underneath, and then some severely scoured out ruts, compliments of the rain.

The first incident was Garys Nissubishi, which he brought to an abrupt stop when one of his starter batteries exploded. After examination, it was considered ok, he was tow started and we carried on. The next obstacle we encountered was a good sized rut, which had an easy option on the right, and after watching a couple of others, I opted to straddle the rut to make it a bit more interesting. Half way through, the front left dropped into the rut, so I reversed up a bit to get a better line, we then fell into the deepest hole backwards and the front wheel shot skywards. No sounds of damaged, fingers crossed. We were so stuck that Wayne could not get out, and the two Levin guys standing nearby didn't know how to use an electric winch! After a bit of instruction, we were soon winching ourselves back to a more level plane. A quick look round the Heep, and we found the wheels and the rock sliders saved us any damage.

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Carrying on up the track, we neared a corner, and met 3 motorbikes, and when I looked ahead, there was Todd trying to drive out of a very slippery and muddy ditch up against a bank on his left side. Many hands make light work and he was soon on track again. When I asked how on earth you ended up there, he said I was looking at those motorbikes. Brent with the tupperware Jeep was having fuel starvation problems, but they appeared to correct the problem, and we headed on up to Mt Thompson for a bit of Lunch. The views from Kapiti right through to Wanganui were brilliant. In the far distance we were able to see Mt Taranaki. After lunch we headed down the hill towards Otaki, the track was very interesting with a couple of excellent slippery rough undulating rock sections.

We then found a new skid site with a few muddy areas and we all had a play. Brent Mahindra had an incident, and a something blew a hole in the cover of his Dana44 diff. Fluid started to leak out and he decided to park it and collect it on the way back. We carried on and Brent then took us down some interesting little tracks which ran in the same direction as the gravel road, but were narrower, and more slippery, great stuff!! We came to a track that started out quite level, but in the distance climbed quite steeply, and I wondered about the capabilities of the some of the other vehicles. Brent blasted up the track and called me on the radio and gave me the go. We hit it hard, travelled about ten metres and ran out of traction, even at 10psi!! Oh well hit it harder I thought, with the heep bouncing off the rev limiter we did no better. I tried about six times and then told Brent we couldn't make it. After some friendly abuse, he backed down to snatch me up the hill.

He took off and we immediately lost sight of him as we disappeared off the track into the gorse, and he still continued to go hard oblivious to our plight He came back down, we reversed out of the gorse and carried on to the top. After the first few metres, we got traction, and the rope went slack and we nearly caught him. Next up was the smokey V8 FJ40, I was happy when he didn't make it either. At this point I radioed Todd and advised him and the other Paj to abort, but they couldn't go anywhere as Gary,s Nissubishi had stalled behind them. A little zook had a go, and also had to get a snatch to the top. Andy was next and I thought with his 6:1 transfer box he might just do it. He got bout half way up, reversed down to have another go, only to get bogged in a little swamp at the bottom. We had a reasonable view of some of the action. Gary was back on the move again, he let Todd n co out, and he went in to retrieve the second zook, and then to get Andy and Dave who weren't going anywhere fast!. It transpires he had destroyed his front CV joint. To make matters worse when Gary was pulling him out the Vitara fell onto its side. Down to 2wd. Only damage was to his rear bumper which he is doing away with anyway, and his rear section of exhaust was now pointing forward.

We all now decided that the best thing to do was to head out as we now had two disabled trucks and it was 3:30pm. The quickest way out was to retrace our footsteps. We stopped and collect the Mahindra, Gary filled the Nissubishi with water, and we cut a track. As the Mahindra drove along, its right wheel was wobbling at all sorts of angles and we wondered if the axle would finally pop right out. We got to the first of our slippery rocky climbs, and to line up a tight right hand hairpin was the go. Gary blasted up the track in the Nissubishi, Brent headed up the track hooked up the mahindra and gave it a tug, thinking they were out of the way I rounded the corner to see them 5 car lengths in front going nowhere. Gary backed down, hooked up, and they both towed the Mahindra up to the top. Andy slid his Vitara in behind my Heep, Wayne hooked him on, and I advised him we would probably not get up there unassisted. I hooked first cog (auto) and planted the hoof...we lurched up the hill, and made about 40% and we stopped. Not to be beaten, backed up a metre hooked first cog again and gave it death, we made it to the top unassisted.

There was one more similar climb on the way back, but not quite as steep. Gary at this stage was having major overheating problems in his Nissubishi, and went on ahead to allow time to cool down. We made it to Mt Thompson, just as daylight was failing. We meandered through the forest and I decided to put my lights on so we could see what we were driving into, Brent in the mahindra did not, nor did Brent the trip leader. About an hour later they were stopped on a tight corner with a large fallen tree, which had a section removed for us to get through. Every time they tried to pull the Mahindra through the gap, it went sideways, and jammed up. We see-sawed him back and forth about eight times and he finally got through. We then decided I should lead, as I had lights, and they would follow. It was very dark!! As I rounded one of the myriad of corners we suddenly saw arms waving at us, Gary had driven off the track and into a culvert....no lights!! A quick snatch and he was off again.

At this point the "E" band started making noises, someone was talking. Finally Charles's voice came through asking how we were doing, and if we were alright, or did we need assistance. As we were making reasonable progress I assured him we were under control. That may have been around 6:00pm. Rounding one of the corners I noticed the Jeep, now driving with the aid of a LED headlamp, did not come round. We backed up to find the Mahindra had fallen over the edge of the track!!! It was teetering right on the point of balance, and people were holding it steady, and the owners were abandoning ship. The trip leader made the call to tie the Vitara to the jeep, the cruiser to the Vitara, and so on for six vehicles back. Wayne and I decided it would be

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Date	Name	Organiser	Category	Place	Status	Notes
August 2009						
Sunday 2nd	Odlins Road Track Clearing	Charles Odlin 021 372 990	Club 4x4 / Hard Yakka	Odlins Road		
Saturday 8th	The Streams Tracks	David Coxon 027 446 7953	Shiny 4x4	Akatarawa Forest	Confirmed	Bookings required
Saturday 8th	Trip Leader Firefighting training Trip leaders only	Steve Mercer 027 442 2898	Hard Yaka	Firewatch Wgtn Unit 8, Kenepuru Drive, Porirua		Trip leaders only
Monday 10th	Web Project - Sub Committee Meeting	Murray Wills	Meeting - 1930	tba		
Wednesday 12th	CCVC Club Night All welcome	Paul Adams 027 594 1343	Meeting - 1930	Petone Working-men's Club		
Saturday 15th	Ocean Beach with K5	Ant Reid 021 061 1831	Family Shiny / Shiny 4x4	Orongoronga coast & ridges	Confirmed	Bookings required
Saturday 15th	Otapawa Winter Wade	Stewart Burrell 021 999 263	Club 4x4	Otepawa Station Haunui Rd off Route 52, Tiraumea	Confirmed	Bookings essential & limited numbers
Sunday 16th	CCVC Driver Familiarisation for prospective members	Steve Mercer 027 442 2898	Family Shiny	Find out when you book	Confirmed	Bookings essential
Monday 17th	Club Recovery - Sub Committee Meeting	Rodney Bracefield 027 548 8808	Meeting - 1930	tba		
Wednesday 19th	60k - Sub Committee Meeting	Terrance Broad 04 586 9049	Meeting - 1930	tba		
Wednesday 20th	CCVC Committee Meeting	Paul Adams 027 594 1343	Meeting - 1930	tba	Confirmed	
Sunday 30th	Advanced Driver Training for Shiny's	Roger Seymour 021 424 351	Shiny 4x4	Colin James' property in Whitemans Valley	Confirmed	Bookings required

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more controllable if we winched it out, using the six trucks as an anchor point. We shot down the track in an effort to find an area to turn around, only to find Gary half in and out of another washout. Another extraction. We turned around, and headed back up the track, When we rigged the winch, and started the pull, all we did was to pull the six vehicles 1.5 metres closer to us. The stuck Jeep did not move. We re-rigged the winch via a nearby tree, and extracted the jeep with no drama.

The Levin boys then decided it was time to add lights, out came wire, pliers and insulation tape, Mahindra was now a Cyclops, and Brent's had two dullish lights all rigged direct to the batteries. The rest of the trip went slowly, but reasonably smoothly. We finally got out at about 7:45pm, aired up, and arrived home at about 8:45pm.

Excellent day, good to go somewhere new. Nice bunch of people. Thanks everyone.

Gary, K219
Green Wrangler Heep

Saturday morning I got up early, dressed quietly, made my lunch, grabbed the dog, slipped quietly into the garage, got into the 4WD and proceeded to back out into a torrential downpour. The wind was blowing 50mph. I pulled back into the garage, turned on the radio and discovered that the weather would be bad throughout the day. I went back into the house, quietly undressed and slipped back into bed. There I cuddled up to my wife's back, now with a different anticipation and whispered, "The weather out there is terrible".

My loving wife of 20 years replied, "Can you believe my stupid husband is out 4W-driving in that shit".

I still don't know to this day if she was joking, but I've sold the 4WD.

Date	Name	Organiser	Category	Place	Status	Notes
September 2009						
Tuesday 1st	Safety - Sub Committee Meeting	Brent Samson	Meeting - 19:30	-tba-		
Sunday 6th	Keep New Zealand Beautiful Clean Up - Foxton Beach (Does not qualify as a membership trip)	Grant Purdie	Family Shiny	Foxton Beach	Tentative	A big effort from members please.
Sunday 6th	Keep New Zealand Beautiful Clean Up - Waitarere Beach (Does not qualify as a Membership trip)	Marcel Van Dorrestein	Family Shiny	Waitarere Beach	Tentative	A big effort from members please.
Wednesday 9th	CCVC Club Night - all welcome	Paul Adams	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 12th	Keep New Zealand Beautiful Clean Up Eastbourne Coast (Does not qualify as a membership trip)	Darren Young	Family Shiny	Eastbourne Beaches to Harbour Entrance	Tentative	A big effort from members please
Monday 14th	Deadwood Safari - Sub Committee Meeting	Roger Seymour	Meeting - 19:30	-tba-		
Sunday 20th	Club 4X4 in the Ackers With Levin Club - Bookings Required	-tba-	Club 4X4	Akatarawa Forest - Slippery Forest & Ruts	Planned	
Sunday 20th	Hard Yakka in the Ackers with Levin Club - Bookings Required	Charles Odlin	Hard Yakka	Akatarawa Forest - Devil's Staircase and Rock Garden	Planned	
Sunday 27th	Fun Gymkhana for Shiny's - Bookings Required	Roger Seymour	Family Shiny		Planned	Bookings Required
Monday 28th	Trip Leaders Forum - Meeting	Charles Odlin	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 30th	CCVC Committee Meeting	Paul Adams	Meeting - 19:30	Porirua Club		

Date	Name	Organiser	Category	Place	Status	Notes
October 2009						
Saturday 3rd	Ruts and Slippery Forest with Ian - SWB Only - Bookings ESSENTIAL	Ian Dixon	Shiny 4X4 / Club 4X4	Akatarawa Forest - Slippery Forest & Ruts	Confirmed	Bookings Essential
Monday 5th	Deadwood Safari Sub Committee Meeting	Roger Seymour	Meeting - 19:30	-tba-		
Monday 12th	Web Project Sub Committee Meeting	Murray Wills	Meeting - 19:30	-tba-		
Wednesday 14th	CCVC Club Night - all welcome	Paul Adams	Meeting - 19:30	Petone Working Men's Club, Udy St		
Sunday 18th	CCVC Driver Familiarisation Day for Prospective Members - Bookings Essential	Steve Mercer	Family Shiny	Find out when you book.	Confirmed	Bookings Essential
Monday 19th	SAR Recovery Sub Committee Meeting	Jim Johnson	Meeting - 19:30	-tba-		
Wednesday 21st	60k Sub Committee Meeting	Terence Broad	Meeting - 19:30	-tba-		
Wednesday 28th	CCVC Committee Meeting	Paul Adams	Meeting - 19:30	Porirua Club		

Date	Name	Organiser	Category	Place	Status	Notes
November 2009						
Monday 9th	Club Recovery - Sub Committee Meeting	Rodney Bracefield	Meeting - 19:30	-tba-		
Wednesday 11th	CCVC Club Night - all welcome	Paul Adams	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 14th	Keep New Zealand Beautiful Clean Up - Wellington South Coast	Barry Insull	Family Shiny	Wellington South Coast	Tentative	A big effort from members please
Monday 16th	Deadwood Safari - Sub Committee Meeting	Roger Seymour	Meeting - 19:30	-tba-		
Wednesday 25th	CCVC Committee Meeting	Paul Adams	Meeting - 19:30	Porirua Club		



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