



WELLINGTON



VEHICLE CLUB
Wellington

1971–2011

40 years of four wheeling in the capital!

**Cross Country Chronicle
June 2011**



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni 5045, Wellington

www.ccvc.org.nz

TYRES



2U

Your Total Tyre Shop in a Van



MOBILE TYRE SHOP

Cars, Vans, Trailers, Caravans, Boats, Quads, Light Trucks

Take the hassle out of your next tyre change

We Come To Your Home, Work

or Daily Car Park AT NO EXTRA COST

Price...Service...Convenience

Supplying all leading brands
at competitive prices

**Fitting . Balancing . Puncture Repairs . Nitrogen Tyre Filling . Tyre Rotation
Lock Nut removal . 24/7 Call Out service**

0800 897372 04 5268-310 email info@tyres2u.co.nz

0800 TYRES 2 U

www.tyres2u.co.nz

eftpos . visa +4% . master card +4% . cash . bank transfer

Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762

Te Puni 5045

Wellington

www.ccvc.org.nz



VEHICLE CLUB
Wellington

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

Position	Name	Home Phone	Work Phone	Cellphone	Email
Club Officers					
President					
Vice President					
Immed Past President					
Secretary					
Treasurer					
Club Captain					
General Committee Members					
Driver Training Officer					
Entertainment Officer					
Membership Officer					
Land Access Manager					
New Members Officer					
Newsletter Editor					
Publicity Officer					
Radio Officer					
Safety Officer					
Trip Coordinator					
Competitions Officer					
NZ4WDA Delegate					
Appointments and Other Useful People					
Archivist					
Asset Manager					
Assistant Trip Coordinator					
Club Night Photo's					
Club Recovery					
Help desk					
Membership Database					
External Search & Rescue					
Track Maintenance					
Trophy Officer					
Webmaster					
Welfare					
<u>CCVC Life Members</u>					
Tom Adams	Graham Barr	George Bean (Deceased)	Leith Bean	Peter Boniface (Deceased)	
Stuart Brown	Andy Cockroft	Owen Farghar	Mike Gall	John Hughes	
Bob Jeffery (Deceased)	Heather Jeffery	Ron Johnson	Steve Lacey	Colin Landy	
Phil Lewton	Vern Lill	Bruce Mulhare	Raynor Mulhare	Ron Oliver (Deceased)	
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	Ron Wadham	

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:

Anthony Reid 973 8262 or 027 273 6579 or 021 061 1831

Morris Jury 566 6197 or 021 629 600

Gavin Holden 478 4666 or 027 249 1959

Table of Contents

Cover	CCVC 40th Anniversary Cake
P. 3	Club Officers, Committee Members
P. 4	Help, Index, Editorial Rambling
P. 5	Safety Inspectors, National Events
P. 6	Sub-Committees, Presidents Piece
P. 7	NZFWDA Conference Report
P. 9	Firebreaks Trip Report
P. 9	Beware of what you publish
P. 10	Coromandel Trip 2012
P. 11	Glasses, Aka's 10 June Report
P. 15	Club Champs 2010-2011 Season Results
P. 16	ADT (aka Club Champs, Mountains to Sea
P. 17	2011 Club Awards
P. 20	Club Calendar - July to September
P. 21	Trip Categories



Editorial Ramblings

WANTED: Society Gossip, Scandal, Rumour, and if all else fails, NEWS! Photos also very welcome

Lots in this month's magazine which is good as last month's was a bit skimpy on the interesting stuff like trip reports. So long may it continue.

AGM been and gone, 40th anniversary been and gone, what's next - Christmas soon I guess unless you are into rugby closely followed by an election!

The 40th was a great night and to prove it I've included some pictures of prize winners - grand prize winner was Andrew gee so congratulations Andrew!

Better go and send this off to the printers, keep sending me stuff!!!

Alan!

We (CCVC) have been advised by the Petone Working Men's Club that everyone who is not a member of the Petone Working Men's Club **MUST** sign in when they enter the club, including CCVC members attending club nights, meetings, etc.

This is standard procedure for licensed clubs and it is a legal requirement that this be done so please ensure you sign in as a visitor whenever you attend CCVC events at the Petone Working Men's Club (if you are not a member of PWMC of course).

It is very important that we comply with their request if we wish to maintain the good relationship we have with them.

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 email to newsletter@ccvc.org.nz or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

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.



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

Pete Beckett

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

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

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

CCVC Trophies

We are trying to find out more details on the history of our club trophies and awards: things like previous winners, where the trophy came from, what it was originally given out for, etc.

So if you know anything that we don't know (see trophy page on the website to see what we do know) then please get in touch with a committee member or drop an email to:

newsletter@ccvc.org.nz



National Events

July 15-17: Runva Tough Truck Rotorua Challenge Get your trucks sorted and get involved for what is always one of the toughest winning challenges. See www.geyserland4wd.co.nz for more details.

July 23-24: CRC Speedshow Showcasing the newest and best in motorsport, new cars, motorcycles, trucks & 4WD's in the ASB Showgrounds, Greenlane Auckland.

Aug 06: Dunedin Offroad racing club endure. Part of the South Island series and a round of the Mickey Thompson 2011 Oranz National Championship.

Aug 19-21: Asset Finance Taupo 1000 The longest, toughest offroad race in the southern hemisphere - 1000km of high speed offroad race action over two days. See www.taupo1000.co.nz for more details.

Sept 17-18: Hawkes Bay 4WD Club Tough Truck Challenge Teams of three club trucks (max tyre size 35" & at least 2 winches per team). Two day event with 15 timed sections. On site camping so teams need to be self sufficient. Includes Gwavas forest section too. Contact Errol Lilley on 021 490 244 or email errol@networktech.co.nz

Oct 01-02: Nelson Final of the Mickey Thompson 2011 Oranz National Championship

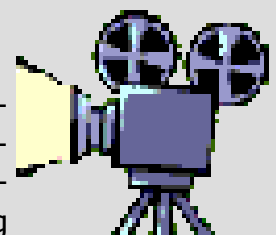
Oct 08-09: Manukau Winch Challenge More details closer to the time.

Nov 25-27: Wellington Winch Challenge To be held at Rallywoods 4WD Park, more details closer to the time.

Some details in this 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.

CCVC Video's and Pictures

At the 40th anniversary dinner there were some old video's and photo's shown - if anyone is interested in getting copies of these please drop an email to **newsletter@ccvc.org.nz**



We aren't sure what or how we are gonna do it but if there is sufficient demand then we will investigate options and costs.



Club Sub-Committees

The club has the following sub committees running currently (convenor named first, where applicable):

- **60k:** Terence Broad, Ron Johnson, Bruce Mulhare, Antony Royal, John Vruink, Mark Wolstenholme
- **Club Recovery:** Anthony Reid, Morris Jury, Rodney Bracefield, Gavin Holden
- **Competition:** Neil Blackie
- **Deadwood:** Paul Adams, Roger Seymour, Neil Blackie, Morris Jury, Nick Martin, Dennis Mckinley, John Vruink & Ray Harkness
- **Emergency Comms & Radio:** Ian Hutchings, Grant Purdie, Rodney Bracefield, Jim Johnson, Phil Lewton, Rick Smith, John Vruink, Mark Wolstenholme, Murray Wills, Steve Mercer, Tony Brown
- **Land Access:** Grant Purdie, All trip leaders
- **Police Search & Rescue (SAR):** ???
- **Safety:** Murray Taylor, Carl Furniss, Peter King, Steve Mercer
- **Trip Leaders Forum:** Charles Odlin, All trip leaders
- **Web Project:** Murray Wills, Grant Purdie, Stefen Cook, John Parfitt, Mike Stevens

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:** Stewart Burrell
- **Greater Wellington Regional Council:** Grant Purdie
- **Horowhenua District Council:** Grant Purdie
- **Tread Lightly!:** Ralph Dobson
- **Wellington City Council:** Grant Purdie & Barry Insull



Presidents Piece

For those who missed the 40th dinner I'm afraid you let pass an opportunity to be part of a historic event and another chapter in the clubs history. Fantastic turn out, most of the life members were present and from the feedback all had an enjoyable time. Congratulations to those members who were recognised for their contribution in making a successful club. A big "well done" goes to Ash Senior who was awarded the Young Person of the Year cup from the NZFWDA. Andrew Gee was one of the happiest participants on the night as he took out the grand prize of tyres from Coopers Tyres and G Guy Motors. Thanks to all our sponsors and to John V and his team who put the event together.

Below is a note I received from the President of Central Zone, Elizabeth Dawson, who attended the anniversary dinner with husband Noel from the Hawkes Bay:

"Noel and I would like to thank you very much for a most enjoyable weekend in Wellington for your 40th Anniversary. Your membership is out standing as is the competent way in which your club is run and that is a credit to all concerned. I was also please to meet and present on behalf of the national body to Ash Senior the cup for the young person of the year. Ash has an amazing level of confidence for one so young. Once again many thanks."

I attended the NZFWDA conference and AGM with Morris Jury, Ray Harkness and Roger Seymour on the clubs behalf which was held in Auckland this year, Morris has written a report that should be printed in this mag so I don't need to repeat things here. Pretty amazing sitting in a meeting and having a 4 yr old child drop in from the first floor balcony, good to see the first aid classes kicked in fairly quickly and all was well in the end.

The Suzuki has had a quiet few weeks, the Prado had a beach run so we did get to use the low range lever of the transfer case at least once over the month. Don't forget if you want to dob in a fellow club member then email the "mole", address on the web site. We are struggling a bit on club night to find winners for the gumboot and orange roughie, to the point when you president seems to be in the spot light. Imagine winning the gumboot for the second time in successive meetings and for trying to save the club money of all thing s, about time some other names got a mention.

Land access has come up lately and the fact that this time of year your vehicle can do a lot of damage to the tracks, tread lightly and respect all the access we get from friendly land owners, seems some clubs have forgotten this and will pay the price. I hope to see you all at club night.

Ralph Dobson - President

SNATCH MASTER

high elongation nylon recovery straps

Minimum breaking load 8,000 Kgs
Offers similar elongation to nylon rope,
but requires less storage space.

Described by users in trials as 'magic,
the best product I have ever used!'

Manufactured by **COOKES**
in
association with **DONAGHYS**
PERFORMANCE FIRST

100% New Zealand made

Bring in your club membership card and
receive 15% discount off our Snatch
Strops, Shackles and Chains.

Standard lengths 6.0 metres & 9.0 metres
with special lengths manufactured to order in
either our Auckland or Christchurch factories.

**AUCKLAND
FACTORY**

6-10 Greenmount Drive
East Tamaki
09 274 4299

**WELLINGTON
BRANCH**

2 Udy Street
Petone
04 568 4384

COOKES & TWL

BRANCHES THROUGHOUT NEW ZEALAND

**NZFWDA Conference - Waipuna Hotel, Auckland
28th - 29th May 2011**

Fly the friendly skies with Jetstar President Ralph advised, well getting out of Wellington proved a slight problem, yes they were more than normally late. Never mind we finally arrived at the conference around an hour late - at least we made it for lunch (-:

First up on our arrival, well the National Party were also having a conference hence we received a visit from Phil Heatley MP Whangarei - Minister of Housing / Fisheries etc. Still really trying to work out the reason for this visit / speech! Oh well guess we could summarize it by categorizing it as 'Politicking'.

Then we started getting into it (politics aside) with some comments/ ideas to discuss from Tony Burgess ex Northern Zone PRO now President of our fine association. I should also add as well that we also have a new National PRO, yes none other than our own club member Roger Seymour - well done Roger and congratulations. Guess also need to add that Roger was the only one to actually get to have a word with our Prime Minister (JK). Also should add in that Ash Senior also received the Young Driver of the Year, well done Ash and congratulations. Of interest was the mention that we now have a Deaf 4WD Cub (around 20 trucks) as a member of the NZFWDA - South Island based.

Ok, back to the questions posed:

4WD WOF - later discussed and this is basically our Vehicle Inspection Sticker - yes we are well ahead of the other clubs. NZFWDA to look at providing a guideline for Minimum Standards for Vehicles.

South Island - Split the area into two zones. Benefit could provide up to 400 additional members. This would require a change to constitution / remit which would need to be sorted ready for the next AGM in 12months.

Winch Challenges - Separate Committee to be formed, similar to the Competition Committee.

The afternoon dawned with an enlightening presentation on Essential Welding Knowledge via Barry Robinson of Safe Group - www.safegroup.co.nz. Discussions ranged from quench, temper, harden, penetration and rooted with the welder. Heck for a while we thought we had digressed into an R18 discussion. All good though with

(Continued on page 8)

(Continued from page 7)

mild steel - easier to use (user friendly) but thicker diameter required, 4130 Chrome Molly, the stronger of the options but needs to be welded correctly / they need to know what they are doing. 4130 also has the spring back facility which is lacking in mild steel. Closest I have been to discussing welding since high school; yes that was a couple of years ago.

Next up was Ken McAdam from LVVTA, yes lots going on here re the lifting of vehicles i.e. are they certified. The police are starting to target such vehicles. We could possibly be looking at a given height of 100mm dispensation. Ken is looking into the Hot Rod Association and how we could possibly utilize a similar Authority Card i.e. Driver + Vehicle (Low Volume Vehicle Authority Card). It is expected that a Standard may be passed within the next 12 months.

It was then time for a two way interaction between members and Piet Nieuwland of DOC - sorry can't write to much on this as a young 4 year old boy tried a little stunt maneuver by falling off the balcony above where we were sitting. Immediate action took place with first aiders on the scene and stabilizing the young fellow in no time. We received great news later that night that he was spending the night in Starship Hospital, no broken bones thank goodness.

One thing that was informative from DOC was their Vision - **NZ is the Greatest Living Space on Earth - guess for us it means 'tread lightly'!!!!**

Westpac Rescue sent along Leon Ford one of their crewman to provide an overview of their operation which was well presented. He mentioned the 406 Epirb - Beacon, sends location to a satellite which then sends it to the closest Search and Rescue. Understand that these are what we currently use. Yes we are once again ahead of the rest, well done CCVC.

At the end of day and having listened to the conversations, discussion etc I had one thought - As a Club (CCVC), how far we are ahead of other Clubs and as Club Members we should be proud of what we have and the work over the years by past and present members in both designing and implementing the systems that we have. To all those members a big thank you.

Sunday morning started with a discussion period prior to the commencement of the AGM. I checked with Gail (Secretary) as to what has happened with our NZFWDA membership cards? It appears as though we still have a problem loading our membership data into the National System - I believe we sent it up via spreadsheet last year, think we need to revisit / discuss this as it wasn't actioned, hence no membership cards were received.

AGM - a few notes:

A training DVD is being produced for Competition Marshalling. Should be of assistance in hopefully obtaining some uniformity in the marshaling within different zones.

Twin City proposed a remit pertaining to Insurance verses Visitors.

Basically more attuned to runs were we have Visitors? President Ralph spoke against it on behalf of our club. We cover this by way of the trip fee verses day member. Remit failed by Vote.

Peter Varney was recognized for the work put into the club and was made the "first ever" life member of the NZFWDA.

General Wash-up:

Changing of the NZFWDA logo was muted - Why as the current logo now has recognition. Guess the question is why start from scratch. Looking to invite members to relook at the logo and vote on it at a later stage.

Introduction of a Welcome email to new members explaining the NZFWDA and information available via the website etc.

Overall Gail expressed the need for inter zone / club communications / sharing of templates and ideas.

May not have got it all, but what you have is an overview of the two days at the conference.

As a final note we flew home on Air New Zealand!

Regards

Morris - CCVC NZFWDA Delegate

Beware of what you publish in Social Media

Every club member should be well aware of the phrase "Abuse it and we lose it". Members should also be well aware of CCVC's policy of being a responsible 4wd club that respects the tracks and properties we have the privilege of travelling on as well as a respect for the environment in which we live and play. This is all set out in the club's "Code of Conduct" published in the "Club Manual" section of the memberzone.

Recently another 4wd club was banned "forever" from Sutherlands Track due to their behaviour while on a trip through the track. They decided that it would be great fun to rip up the ground around the hut and specifically the area below the hut which is often used for camping. This has caused a lot of damage to the area and has not gone down at all well with the landowner (DOC) nor the administrators of the track (ARAC Wairarapa) and as a result the club has been banned from ever using the track again. Past experience would also suggest that they may also be banned from all DOC land throughout the country. The word has also gone out in the rural community so their chances of getting on to farm land in the Wairarapa will have also taken a huge dive.

How could people be sure it was them? You may ask.

Firstly, they were seen by hunters in the area, but to them they were just a bunch of 4wd's. More damning and conclusive were the photos posted by one of their members on Face book showing vehicles ripping up tracks of land where they shouldn't have been and generally making a huge mess of the area, in the name of "having fun".

There are lessons to be learnt here:

Respect the tracks and properties you travel on. Keep to the tracks and only "play" in areas you have been given express permission to do so by the landowner.

Be aware that Social Media networks are public places so please be careful as to what photos and videos etc you post. Please look at each item with a view as to what someone with an "agenda" could make of the photo or video. A single photo, taken out of context can be very damning when the intention is to discredit the club and the 4wd movement. It's a "PC" world out there and unfortunately one we all have to live and work with so please be careful as to what you publish in the Public domain. If you really want to publish (and it's your right to do so) perhaps think about removing details of the club and or location if there is any chance of the item being misused.

But most of all remember what it says on every trip sheet:

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"

Lower Hutt Firebreaks - Saturday 28 May

This trip had been set up as a once only trip as part of the 40th Anniversary celebrations. We were privileged to be able to go on it and numbers were limited. The day before had been drizzly but Saturday dawned bright and clear so the trip was on.



Stokes Valley from the firebreaks

About 30 trucks lined up at the start on Kakariki Rd off Johnson's Rd in the Blue Mountain's area. The road to the beginning of the track is co-jointly owned by the landholders in the area. Because of the sensitive nature of the trip we were advised to drop our tyres low enough so that we wouldn't do any damage to the track, keep below the speed limit and drive/park only on the track.

The trip wound its way along the ridge line with magnificent views of the Hutt Valley and Petone on the right hand side. We stopped at a skid site for morning tea and people were able to pick out and photograph their houses clearly. At one point along the ridge we could see both Wainuiomata on the left hand

(Continued on page 10)

(Continued from page 9)

side and Petone on the right hand side.

After morning tea the terrain got steeper with two interesting hill climbs before we reached the steep rock face just below the radio masts. This is where the challenging fun bit began. John the leader got up alright. Then it was Ian G's turn. He made several attempts and was given advice from John V and after about his 5th attempt and the same number of failed hill climbs he made it up. Liz in the Suzuki behind us asked if I was nervous! My answer to that was "Ummm!" The vehicles between him and us all made it up. When it was our turn we attempted the left hand line. No luck! We stopped near the top of the rock. Backed down and had another attempt. Still no luck! Actually once on the rock face it wasn't as scary as looking at it from below. Each time we went down we talked about which line or gear we should take the next time. "What if we put one wheel in the rut", No! That didn't work "I'll try first gear this time". After trying about 6 or 7 times Graeme was on the radio and said "Haul me up". Ross winched us up. Thank you Ross. John in the Suzuki directly behind us made it up successfully. Several vehicles had multiple attempts before they made it to the top and about three others after us had to be winched up. Charles decided on the trail blazing approach. He attempted the right hand approach and ended up spectacularly heading for the bushes. He backed down and tried a more sedate left hand side and made it up then.

We stopped at the radio masts for lunch looking down on Seaview, the Wellington harbour, and the hills on the Western side of Wellington. Wainuiomata was below us on the left hand side. The cars directly under the hill in the Hutt Valley looked like little beetles with the sun shining on them, all moving somewhere!

On the way back, after a complicated vehicle shuffle and retrieving Ian H. who had gone to cut gorse, we went a slightly different route and came onto the farmer's property from another direction. We met him with his bulldozer removing a couple of concrete blocks from a gateway.

Thank you for a great day John V.

Linda Millard - Suzi Blue

Hi everyone:

Expressions of interest (bookings) are being sort from members wishing to participate in all or part of a Club trip being planned for the period 7th to 21st January 2012.

The trip is being organised by "SuziBlu" (Graeme Millard), "Polcat" (Stewart Burrell) and "Dozer" (Greg Wilkins) and is described as follows:

"This is a relaxing Holiday with off road side trips. The intention is to tour up to Coromandel setup a base camp and explore, then move to Hot Water Beach and do the same. Tents or campers for the outdoor adventurer, motels for the rich and famous if you book in time."

Bulk bookings have been made at camp grounds so you need to be in now to secure a "spot" on the trip. Expressions of interest (bookings) should be made with Graeme Millard by 1st August, but of course the sooner the better.

Contact Graeme at:

04 526 7636 (home), 029 200 1700 or email graememi@paradise.net.nz



THE SHREDDER

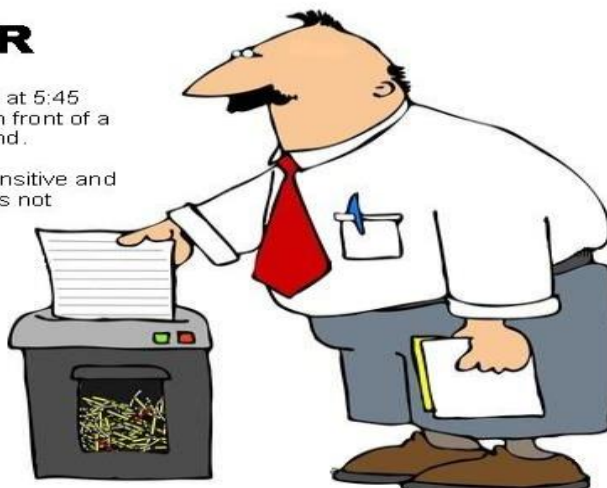
A young engineer was leaving the office at 5:45 p.m. when he found the CEO standing in front of a shredder with a piece of paper in his hand.

"Listen," said the CEO, "this is a very sensitive and important document, and my secretary is not here. Can you make this thing work?"

"Certainly," said the young engineer. He turned on the machine, inserted the paper, and pressed the start button.

"Excellent, excellent!" said the CEO as his paper disappeared inside the machine, "I just need one copy."

Lesson: Never, never, ever assume that your boss knows what he's doing.



CCVC 40th Anniversary Glasses

One 40th anniversary glass (as shown below) was given to each club member attending the recent 40th anniversary dinner - there are still some available for members who were unable to attend or for those members that would like to make up a set of six (or more?). If you would like more they are \$7 each and should be ordered directly from John Vruink by the end of July via email to john.vruink@xtra.co.nz - John will also have some at club night if you want to grab some on the night.



Aka's - 18 June 2011

The purpose of this trip was to provide a shiny tour around the Akas using some of the more challenging tracks, without getting into the Club 4x4 level. To ensure everyone was prepared for these challenges, I graded it a Shiny 4x4, meaning I could guarantee that everyone had mud tyres, tow hook and had done the driver training. This also limited it to members only and kept the numbers down a bit from the normal Family Shiny trips I run.

As we had been enjoying a few weeks of good weather I finally decided that the route would run from Bulls Run to the Hydro Valley and back using some of the more interesting shiny tracks and trying to tackle them uphill rather than down. When the weekend arrived cold and very wet, it was obvious that some of these tracks might be more of a challenge than we had expected.



The first track was to be Cookes B off the side of the (Clearys) Ridge track. We worked our way up the ridge track looking for the turn off to the right. The only track I found was so over-grown that I discounted it, but when I found the far end of the Cookes B track, also very overgrown, I had to admit that we had badly overshot. Knowing how overgrown the track was, and given the continuing wet weather, we decided that rather than getting soaked doing the needed track maintenance, we would skip it this time and organise a maintenance day when the weather improves a bit.

(Continued on page 14)



G. Guy Motors

4x4 Service Centre

4WD SPECIALISTS NZ

- 4x4 Accessories -
- Servicing and Repairs -
- Warrant of Fitness -
- Tyres -

Guy Motors
4WD SPECIALISTS NZ

STAUN
Racing



- Phone: 04 472 2020
- Email: gguy.motors@gmail.com

gguymotors.co.nz

41 Hutt Rd, Thorndon, Wellington, NZ

4WD/RV/SUV Tyres never looked so good and worked so well



www.coopertyre.co.nz

CONFIDENCE. PERFORMANCE. MILEAGE.

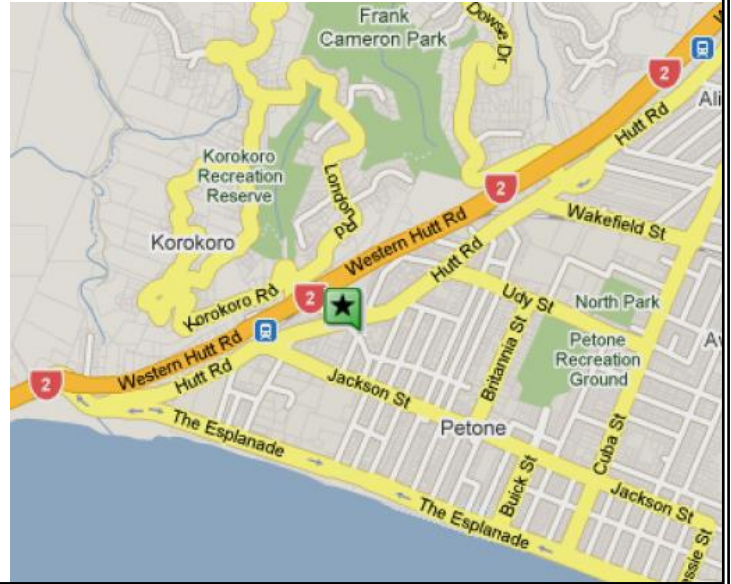
Autolign

THE STEERING & SUSPENSION SPECIALISTS

For all your suspension and steering requirements contact:

12 Petone Avenue
Petone
Lower Hutt

Ph. 586 7413



STEEL & TUBE

CHAIN AND RIGGING

9 Seaview Road
Seaview

Ph 570 3830
Fax 570 3881

www.steelandtube.co.nz

Chain & Rigging
OUR SERVICE - YOUR SUCCESS

LIFT MASTER **FREIGHT MASTER**

HEIGHT MASTER **MARINE MASTER** **LWD MASTER**

PWB ANCHOR **GUNNEBO LIFTING** **SpanSet** **PETZL**

STEEL & TUBE
CHAIN AND RIGGING

(Continued from page 11)

Next up was Junction Road, so it was back down Clearys and right onto Junction. This I found without any problems. There was some radio chatter about the difficulty of a rock ledge about 2/3 of the way up, but when we got to it, it was dead easy, as was the often slippery section above it. Then we came to the bog. A bit of poking with sticks proved that the only practical way through was on the RHS of the bog. Beyond the bog there was a stiff climb with a very deep rut on the right, followed about 100m further on by a gnarly looking step. So the plan was to take the right through the bog then hard left up the next section.



Not wanting to get the back caught up in the rut I was very focused on keeping left and taking the corner very wide – so much so that I took the LHS rather than the right through the bog, and promptly got bellied, much to the puzzlement and then amusement of everyone. That is why I am writing this report – to prevent a more graphic story coming from someone else! Luckily the water was just below the door sills so I got out dry, thanks to some gentle stroping.

Through the bog we all managed to avoid the clutches of the rut but a few people got caught on the next step, mainly by taking the wrong line and getting cross-axled. A few strops saw everyone through and on the to the top of Junction where it rejoined Clearys. A quick run around to Rimu then down to Long Crossing saw us having a late morning tea in among the gum trees just before the crossing. We managed to fit the 10 vehicles in without any trouble, making this a very pleasant and picturesque lunch spot for a convoy of up to a dozen or so vehicles.

After lunch we carried on over Long Crossing and along Whakatiki to Twin Gates before dropping down to the



Manufacturer's Challenge area. The first section down to the grassy plateau was quite easy, but once I started down the final run to the stream at the bottom it became VERY slippery. Just as I got into the trees, the Prado's nose decided to head into a deep rut on the LHS. I stopped, but it was too slippery to back up, so I winched the nose back across to the right of the track. Morris followed me down by bouncing through the rut most of the way, then ????? in an old FJ40 got bellied in the rut, taking quite a major recovery exercise. Finally Morris pulled him down through the rut. At this point John P decided to take those wanting a slightly less challenging trip back up then round to the causeway and up the stream to

meet us for lunch in the forest at the bottom of the hill. A few more people came down, but learning from the initial problems, stayed far to the right, risking a slip down the bank to keep out of the ruts.

After another 100 m of slipping, sliding and fishtailing I found some friendly ruts, and the rest of the trip down was relatively easy. We all regrouped for lunch in the forest, which was a bit dark and gloomy but at least out of the cold breeze and quite sheltered from the rain. Amazingly the track through the pines was quite easy so our trip out to the causeway after lunch was no drama. From there we planned to go up the fenceline track. I

(Continued on page 15)

(Continued from page 14)

always remember the climb up the fenceline track as being relatively easy at first but getting more cut up and gnarly nearer the top. In this case I barely got into the trees before I slithered to a halt among the tree roots. With a bit of a run and full use of both lockers I managed to get over the first set of tree roots, but Denis, following me was just wheel spinning in the mud, even with a rear locker. Although we could have made a route through the trees to bypass this section, I had serious doubts about getting everyone through, especially since it would probably get more difficult higher up, so I reluctantly abandoned the track in favour of visiting the bogs at the far end of the track directly from the twin gates end. Getting everyone who had followed me turned around was a bit of a mission but we finally made it and returned to twin gates via the main tracks. Since I was the last one out of the Fenceline, I was at the back for this with John P leading.

The plan was to take the relatively easy run from twin gates to the grassy area under the power lines and let those that wanted to explore the bogs. To my surprise the short climb through the trees, which is usually an easy shiny track, was catching people out because it was so slippery. To avoid damaging the track, I limited people to two attempts before using the easier loop track on the left. When it finally got to my turn, I needed both lockers to claw my way up. New tyres must be coming up soon.

I stayed on the grass, sorted out my recovery gear used earlier, and enjoyed a coffee while most others played in the mud. Amazingly, this time there was no damage done, although a few people did get well stuck. About 3:30 it was time to head for home, taking the main tracks back to Bulls Run road and getting back comfortably before dark.

Overall a good trip with some good challenges, most of which could be bypassed if people didn't want to take them on.

Go Wifey

An old man and woman were married for many years and they grew to hate each other. When they had a confrontation, screaming and yelling could be heard deep into the night. The old man would shout "When I die, I will dig my way up and out of the grave and come back to haunt you for the rest of your life! Neighbours feared him, they believed he practiced black magic because of the many strange occurrences that took place in their neighbourhood. The old man liked the fact that he was feared.

To everyone's relief he died of a heart attack when he was 89.

His wife had a closed casket at the wake. After the burial she went straight to the local bar and began to party, as if there were no tomorrow. Her neighbours, concerned for her safety, asked "Aren't you afraid he may indeed be able to dig his way up and out of the grave and come back to haunt you for the rest of your life?"

The wife put down her drink and said "Let him dig! I had him buried upside down!!!"

Bloody women think of everything!

Club Champs 2010-2011 - Overall season winners

The following people were awarded at the recent 40th anniversary dinner for these positions in the 2010-2011 season of Club Champs:

Round I

1st Standard	Alan Geeves	1st Modified	Antony Hargreaves / Mitch Seymour
2nd Standard	Mike Becker	2nd Modified	Kane Hargreaves

Round II

1st Standard	Martin Taylor	1st Modified	Peter Osborne
2nd Standard	Craig Freeman	2nd Modified	Mitch Seymour

Round III

1st Standard	Martin Taylor	1st Modified	Mitch Seymour
2nd Standard	Craig Freeman	2nd Modified	John McMasters

Overall

1st Standard	Peter Becker	1st Modified	Mitch Seymour
2nd Standard	Martin Taylor	2nd Modified	Damon Grant
3rd Standard	Craig Freeman	3rd Modified	Ash Senior



Congratulations to all winners, and thanks to Ash and his organizing teams for putting on another great club champs season.

Advanced Driver Training (aka Club Champs)

It can take a long time to learn how to drive off-road by doing the occasional trip. I've always looked at Club Champs as a form of Advanced Driver Training, a way to learn how to drive up or through difficult tracks where it doesn't matter if you fail - you don't have to get through or even attempt a section, unlike a trip situation. Just back out and go on to the next section. And there are always more experienced drivers there who you can watch and who are more than happy to give advice. And there's no worries about stuffing up - they've all done that.

I really want to encourage more members to participate in Club Champs and took on the role of Competitions Officer again with the idea of changing how the events are run. Happens that others were thinking the same thing and Charles had already put pen to paper and the Committee has agreed to some changes for this year.

Consequently Club Champs will now consist of three classes -

Standard
Club
Modified

Without listing all the restrictions Standard class will be for Shiny 4x4 type vehicles - no modifications, max 32" tyres, no lockers used, WoF required. Club class - original chassis, with doors, windscreen, roof, max 35" tyres, lockers OK, WoF not required. Modified - all other vehicles (ie trials trucks). The sections will also be set so they're suitable for the class. The idea being that you should only be competing against similar vehicles and there will be sections you can get through. OK, so it's about learning and having fun, but it's also about being able to complete sections and, on a good day, having a chance of scoring well. It is a competition! There's nothing motivating about not being able to drive anything (and I know because that's what last Club Champs was like for Leroy - unfortunately I helped set the sections up too).

Now, the first round of Club Champs won't be run until spring as winter is usually too miserable, traction is more of an issue than necessary and damages the ground more than necessary, although this winter could be the exception. If this mild weather continues I'll review that. I just want you to think about trying Club Champs again. We'll continue to put on a BBQ and have a port-a-loo there so it'll be a family oriented event. I'll have a few other ideas together by the time the first event is in the trip calendar. Hmm - thinking about some mods to Leroy now

Neil - Comp Officer (Assisted by Leroy)



Mountains to the Sea, 29 May

After a smooth and quick drive to Ashhurst I waited for the rest of the trip members to arrive. We had six visitors and one other club member Simon Parker along. In reviewing my trip directions I realized I had missed out one T intersection and hoped that they would see the error of my ways!

By 9.30 there were still three cars to come. The inevitable phone call and as we were speaking two pulled up. The third was a no show. A quick roadside briefing then off up to Takapari Road. The clouds were down around the Whariti mast so I wasn't sure what it was going to be like on the top of the hill.

We didn't stop to air down as the road is in good condition and there was a fair bit of road driving later in the day though we did go in 4wd to avoid chewing up the road. Once through the gate we pulled on up the hill passing a hunter and a couple of cars while gradually clawing our way up into the clouds. As we crossed the range the cloud seemed to hold then, just as we got over the top, a window momentarily opened up perfectly framing Dannevirke below. We headed along the A-frame and stopped there for a cup of tea and to put on a few more layers of clothes. After a short stop of about 15 minutes we turned back along the road stopping a couple of times to point out some items of interesting vegetation. However it was too cold to linger long so we carried on out in the hope that it would be warmer at the gate where we could enjoy lunch and the view.

Once through the gate it was still too cold so after checking that the kids would hold out we headed out towards Tangimoana where we would stop for lunch. After returning to the Pohangina Road we turned at Valley Road and headed towards Fielding, Sanson, the Tangimoana turnoff then 13k later, drove out on the estuary sand flats and parked up for lunch. It was considerably warmer than it had been earlier in the day. With the tide receding there was a fair bit of activity with casual drivers and fisherman going back and forth and a semi continuous procession in all sorts of weird and wonderful contraptions. While we were there it did get me thinking about the coast trip Roger Seymour ran some years ago and perhaps revisiting that. Another time.

Stomachs refueled with the late lunch we drove out to the river mouth then followed the tracks through the

(Continued on page 17)

(Continued from page 16)

driftwood onto the beach proper to turn south. I was trying to locate a fenced off dune slack which I had seen some weeks earlier but my recollection of the landmarks wasn't as good as it should have been so we kept on trundling down the beach. It is difficult to resist the temptation to drive along towards Foxton a little faster than the signs indicate. Probably even more so for the younger visitors amongst us who I imagine were probably getting a little frustrated. But to their credit we held the line and got into the Manawatu estuary around 3.00pm. From there it was sign off to be home at a civilized hour.

Reflecting back on the trip probably a March date would be better next time when there is more to see of the subalpine plants on Takapari Road and it is less likely to be so cold – though you never can tell!

David Sole, K116

2011 CCV Club Awards

The annual club award presentations were done at the 40th anniversary dinner last month - here is a selection of winners (thanks to David Coxon for the photos)



Left - Ash Senior receiving the NZ4WDA Young Person of the Year.



Below - Peter Becker receiving the Ron Wadham Trophy (1st std truck in Club Champs).



Above - Gillian George receiving the Barbara Blackie Memorial Trophy (most active members partner).



Right - Mark Wilson receiving a special award and thanks for his pioneering CCVC website & support over many years.



Left - Mitch Seymour receiving one of his many wins of the night.



Below - Morris Jury receiving the Andrew Farmer Memorial Trophy (most active new member).



Left - Terry Hughes receiving the Reporters Award (filling in during Alan's big OE).



Below - Paddy Dixon receiving the Bob Jeffery Memorial Cup (helping hand).



Left - David Kibblewhite receiving the Presidents Cup.



Left - Morris Jury receiving the John Findlay Award (trip leader of the year).



Below - David Sole receiving the Glengary Award (conservation)



Left - Rae Mulhare cutting the anniversary cake (absolutely delicious, baked by club member Jen Gage)

Below - Andrew Gee, grand prize winner of the night.



Date	Name	Organiser	Category	Place	Status	Notes
July 2011						
Friday 1st	10 Hours in the Dark - Bookings Required (Restricted numbers)	Charles Odlin	Hard Yakka	Akatarawa Forest - 10 hour track		
Sunday 3rd	CCVC Training Day for Prospective Members - Bookings CLOSED	Steve Mercer	Family Shiny	Find out when you book.		
Saturday 9th	Akitio Winter Wander (overnight trip) - Bookings Required (email preferred)	Greg Wilkins	Shiny 4X4	Akitio		
Wednesday 13th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 16th	Dune Planting on the South Coast with WCC	Barry Insull	Family Shiny	Wellington South Coast	Tentative	
Saturday 23rd	Orongorongo in July - Phone Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area		
Wednesday 27th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			
Sunday 31st	McKenzie Trail with Wairarapa 4x4 Club	Ian Dixon	Shiny 4X4	Foxton Beach - McKenzie Trail		
Aug 2011						
Monday 1st	CCVC Hideaway (New year trip) - Book by Date!	Graeme Millard	Family Shiny	Coromandel		
Monday 8th	CCVC Trip Leaders Forum	Charles Odlin	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 10th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Sunday 28th	Orongorongo in August - Bookings required for non members	-tba-	Family Shiny / Shiny 4X4	Orongorongo area		
Wednesday 31st	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			
Sept 2011						
Tuesday 6th	CCVC Safety Sub Committee Meeting	Murray Taylor	Meeting - 19:30	-tba-		
Wednesday 14th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 28th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			

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@extra.co.nz (Club night photo submission)
- Helpdesk@ccvc.org.nz (any general questions)

Blonde Payment Plan.

Last year I replaced all the windows in my house with that expensive double-panel energy efficient kind, and today, I got a call from the contractor who installed them. He was complaining that the work had been completed a whole year ago and I still hadn't paid for them. **Hellllloooooo** just because I'm blonde doesn't mean that I am automatically stupid.

So, I told him just what his fast talking sales guy had told me last year, that in ONE YEAR these windows would pay for themselves!

Hellllloooooo? It's been a year! I told him.

There was only silence at the other end of the line, so I finally just hung up. He never called back. I bet he felt like an idiot!!

Trip Categories

The following trip category definitions, plus any *additional* requirements specified on individual Trip Information Sheets, will be enforced, for safety reasons. Trip Leaders will turn away vehicles or drivers that do not comply. The vehicle and driver requirements given here are a summary of the full requirements listed on the club website. Please refer to www.cvc.org.nz for a definitive list of requirements.

For all Categories: All open or soft-top vehicles must have a roll bar or roll cage.

All Categories **other than Family 4X4** 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.

Family 4X4:

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, particularly important are experience in stopping, failed hill climbs, steep descents and sidelings. Club members must have completed CCVC Driver Training and participated in at least 2 Family 4X4 trips after becoming a member.

Vehicles: Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip.

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. Club members must have participated in at least 2 Shiny 4X4 trips.

Vehicles: Must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & 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.

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, must have approval of Trip Leader. Club members must have participated in at least 3 Club 4X4 trips.

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



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



The choice is yours:
Cold 5°C OR Sun 20°C



1, 2 & 3 Bedroom Air Conditioned Fully Self Contained Apartments located opposite the Famous Mooloolaba Beach with a short stroll to all the Cafes, Restaurants and Shops on Mooloolaba Esplanade.

137 Mooloolaba Esplanade, Mooloolaba, Queensland
www.windwardapartments.com.au info@windwardapartments.com.au

Winter Sales

Short Break - Stay for 4 Nights and Only Pay for 3
OR

Long Break - Book for 2 Weeks and Receive the 3rd Week Free
Call +61 7 5444 1800 and Please Quote CCVC

Valid to 16th September 2011. Not valid with any other offer or discount.



Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762
Te Puni 5045
Wellington



tread lightly!
LEAVING A GOOD IMPRESSION

