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VEHICLE CLUB  
Wellington

**1971–2011**

**Cross Country Chronicle  
June 2011**



The Official Magazine of

**The Cross Country Vehicle Club (Wellington) Inc**

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# Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762

Te Puni 5045

Wellington

[www.ccvc.org.nz](http://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
<b>Club Officers</b>					
President					
Vice President					
Immed Past President					
Secretary					
Treasurer					
Club Captain					
<b>General Committee Members</b>					
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					
<b>Appointments and Other Useful People</b>					
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					
<b><u>CCVC Life Members</u></b>					
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**

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### Editorial Ramblings

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

This month we seem to be a bit scarce in the trip report department - ie we don't have any!!! Maybe everyone has been so busy that they haven't had a chance to write anything? So I have found some stuff on fatigue that I was gonna put in earlier in the year but ran out of space.

I actually have some more trip reports for the South Island trip run earlier in the year but there is a day missing so we will all just have to wait for the next installment.

Also, don't forget the 40th Anniversary Dinner and Awards Evening in June - see P. 14 for our celebration details—there maybe a few tickets left.

**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](mailto: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**

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

### **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!***



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

**June 11-12: Mainland Challenge** Run by the Canterbury Offroad Racing Club, the Mainland Challenge forms part of the South Island series and the 2011 New Zealand Offroad Racing national series. Held at West Melton, Christchurch. See [www.dirt.co.nz](http://www.dirt.co.nz) for more details.

**July 03: Hawkes Bay** Offroad racing club endure. A round of the Mickey Thompson 2011 Oranz National Championship.

**July 10: Ashhurst School PTA Fund Raiser** For shinnny 4WD's with reasonable ground clearance, starts 8.00am at Lincoln Park, Ashhurst. \$65 per vehicle incl driver, \$5 each per additional passenger with deposit of \$30 to Ashhurst School office by 01 July, includes BBQ lunch, afternoon entertainment and late afternoon hangi. Contact Greg on 06 326 7357 or 027 256 0470 or [megan.greg@xtra.co.nz](mailto:megan.greg@xtra.co.nz). Register at Ashhurst School Office on 06 326 8299.

**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](http://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](http://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](mailto:errol@networktech.co.nz)

**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.*



# 4WD EMERGENCY TEAM CANTERBURY [INC.]

P O BOX 11029, SOCKBURN, CHRISTCHURCH 8443

4WD Emergency Team Canterbury (Inc)  
PO Box 11029, Sockburn, Christchurch 8443

11 May 2011

Ralph Dobson  
Cross Country Vehicle Club President  
PO Box 38-762, Te Puni  
Lower Hutt 5045

Dear Ralph

On behalf of the 4WD Emergency Team Canterbury (Inc) I would like to thank the Cross Country Vehicle Club for the generous gift of gloves, hats and vests also the generous donation of fuel vouchers that was presented by Michael Murphy (Murf). These items will come in use for other activities that the 4WD Emergency Team undertakes.

It was heart-warming to know that your group appreciated and recognised the efforts that we undertook in supporting the USAR teams in the aftermath of the Christchurch February earthquake.

Once again, many thanks to your club.

Kind regards

A handwritten signature in purple ink, appearing to read 'Brent Mitchell', is written over a horizontal line.

Brent Mitchell

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## Presidents Piece, June 2011

Here we are in the sixth month and winter is setting in, have a quick thought for our Land Access Officer swanning about in warmer climates. The AGM has come and gone, what a great turn out. I would like to welcome our new committee members, Morris Jury as Club Delegate, Neil Blackie who is back as Competition Officer and also the appointment of Duncan Grocott as Assets Officer. Thanks goes to Ash Senior who did a great job as Competitions Officer, I hope you come back on board at a later date and Wayne Jensen who is travelling overseas again this year.

Thanks goes to Roger Seymour for his perspective as to what it is like running a trials truck for a season along with some great video clips at our last club night. Not sure why I ended up with a couple of awards, on one hand I got blamed for getting lost while doing a recce for a new club training ground on a trip I wasn't even leading and on the other hand can you imagine why I would be getting a Gumboot for shouting the committee a round of drinks one night. Well I have asked the wife to lower my pockets so I won't get into this situation again.

If you haven't booked for the 40<sup>th</sup> Dinner you should get on to it, places are filling up and we have had bookings coming from other clubs as they see it a real milestone for our sport.

The Suzuki had fun in the mud early one Sunday while we checked out the old Training Ground. It was so wet we had a new river flowing down the track, on the other side of the Valley John Vruink and his working bee had dry conditions as they worked on the access road to a new set of tracks I hope to enjoy soon.

The new committee held their first meeting on Wednesday evening, we had a very constructive meeting. David is working on the draft budget, looks like we have a few more tracks to maintain this year so we looked to allocate additional funds. We also approved a couple more trip leaders so a few more options for John over the coming months.

This weekend we are off to Auckland for the National AGM, don't think there is anything to controversial and we are likely to have a new National President. I look forward to see you all at the next club night, I have an interesting speaker arranged so come along.

Ralph Dobson, President

# CLUB CLOTHING - ORDER FORM



**OIL SKINS** - Complete clothing requirements (size, quantity and totals), together with delivery and payment details and post, fax or email to:

**Far South Clothing Company**

126 Clyde Street, Invercargill 9010

Tel 0800 327 768 Fax (03) 208 9012

Email: [sales@farsouth.co.nz](mailto:sales@farsouth.co.nz)

**OTHERS** - Complete clothing requirements (size, quantity and totals), together with delivery and payment details and post, fax or email to:

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Email: [sales@a1embroidery.co.nz](mailto:sales@a1embroidery.co.nz)

Cross out not applic L = Ladies	DESCRIPTION Ladies sizes, Cross out mens size	SIZE						QTY	Price \$	TOTAL \$
		S 8	M 10	L 12	XL 14/ 16	XXL 18/ 20	3XL 22			
86F	Vest, black lined oil skin								99.00	
tba	Forrester Jacket, black lined oil skin								tba	
P3308 L P29322	HERITAGE collar Polo Shirt - Navy/silver								37.69	
P3308 L P29322	HERITAGE collar Polo Shirt - Graphite/Black								37.69	
P3308 L P29322	HERITAGE collar Polo Shirt - Black/silver								37.69	
P3308 L P29322	HERITAGE collar Polo Shirt - Sand/black								37.69	
4015	Cap Black								24.75	
4015	Cap Navy								24.75	
Ice T	Cotton T shirt, Navy or Charcoal								19.15	
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Delivery, to be arranged at time of order										
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# Club Kit



Here's the new range of club clothing that our publicity officer has arranged to be available to members - and there's a order form elsewhere in the mag. There are male and female shirts, vests, a hat and a cap plus newly added oilskins.



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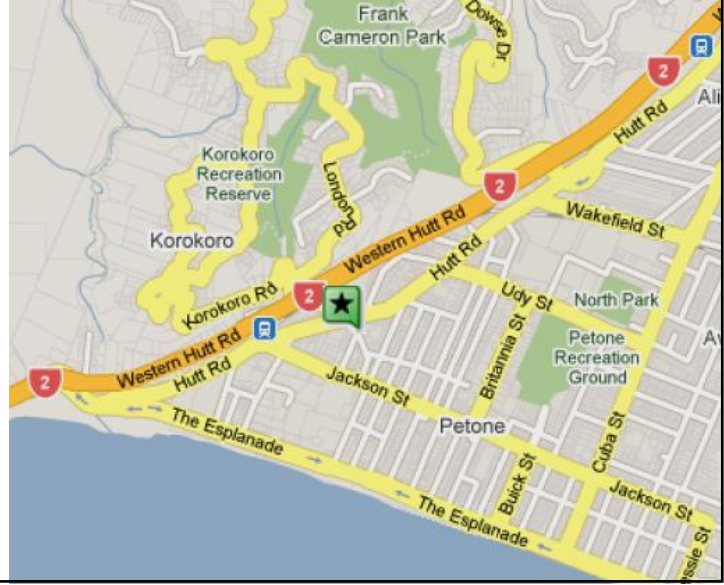
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## **Fatigue: Staying alert while you're driving**

People often think that driver fatigue means falling asleep at the wheel. Falling asleep, however, is an extreme form of fatigue. Fatigue is tiredness, weariness or exhaustion. You can be fatigued enough for it to impair your driving long before you 'nod off' at the wheel. For example, when you are fatigued:

- your reactions are much slower
- your ability to concentrate is reduced
- it takes longer to interpret and understand the traffic situation.

### **Why fatigue is a problem**

The most common effects of fatigue on driving are:

- difficulty keeping your car within a lane
- drifting off the road
- more frequent and unnecessary changes in speed
- not reacting in time to avoid a dangerous situation.

These effects lead to a high number of single vehicle crashes involving a car striking a tree or other rigid object, and severe head-on collisions. In New Zealand between 2002 and 2004, driver fatigue was identified as a contributing factor in 134 fatal crashes and 1703 injury crashes (approximately 11 percent of fatal crashes and six percent of injury crashes each year).

Driver fatigue is difficult to identify or recognise as contributing to a crash. This means it's likely that fatigue is under-recorded, and contributes to more crashes than we realise. Australian estimates indicate that fatigue accounts for up to 30 percent of single-vehicle crashes in rural areas.

Fatigue needs to be taken very seriously.

### **How fatigue interacts with other factors that affect driving**

Driver fatigue often combines with other factors, such as alcohol and speed, to cause road crashes.

#### **Alcohol**

Drink-driving is particularly dangerous in combination with fatigue. Of the 134 fatal crashes in which driver fatigue was a factor between 2002 and 2004, 39 also involved driver alcohol. These figures are likely to be on the conservative side, because alcohol can affect a driver's alertness long before the legal limit is reached. Any amount of alcohol can combine with fatigue to affect your driving.

#### **Speed**

Speed and fatigue are also a bad combination. The faster you drive, the less time you have to react to the unexpected. When you're tired, fatigue slows your reactions. Speed was a contributor to 12 of the 134 fatigue-related fatal crashes between 2002 and 2004. As with alcohol, it's possible that speed makes up a larger proportion of fatigue-related crashes than we can identify. Speed often goes unreported in crashes because drivers don't often admit they were speeding, especially if they've admitted they were tired.

### **Causes of fatigue**

#### **Sleep loss**

Loss of sleep is one of the main, and most commonly known, causes of fatigue. Everyone has a basic sleep need. This can vary from person to person, but the average is seven to eight hours a day. If you don't get a full night's sleep, you're likely to be fatigued the following day. As little as two hours sleep loss on one occasion can affect reaction time, mental functioning, memory, mood and alertness.

Several nights of restricted sleep leads to a sleep debt. If you allow a sleep debt to get too large, the brain will eventually go to sleep involuntarily (micro-sleep), even if this puts you at risk. Micro-sleeps generally only last a brief period, but can be very dangerous if they happen while you're driving. For example, if a driver has a micro-sleep for just one second while travelling at a speed of 100 km/h, the car will have gone 28 metres without a driver in control.

#### **Circadian rhythms**

We have an in-built body clock in the brain, coordinating daily cycles known as circadian rhythms. The clock programmes us to feel very sleepy between 3 am and 5 am, and to experience a secondary peak in sleepiness between 3 pm and 5 pm. At these times, you'll experience your worst physical and mental performance of the

*(Continued on page 13)*



day. There's an increase in fatigue-related crashes at these times.

### **Time spent on a driving 'task'**

Studies that have looked at driving 'tasks' show that the length of time spent on a task affects the quality of performance. As more time is spent on a task the level of fatigue increases, the time to react is slowed, attention and judgement are reduced, and the chances of falling asleep during the task are increased.

### **People who are most likely to be affected by fatigue**

While all drivers are likely to experience fatigue to some degree, fatigue is more likely for people in the following groups - ultimately leading to a higher crash risk:

- **Young people** – many young people have lifestyles that involve frequent late night activities, not getting enough sleep, taking risks and being on the roads during night-time hours.
- **Shift workers** – shift workers are more likely to have disrupted sleep patterns, which lead to fatigue. Night shift workers have the greatest risk of sleep disruption.
- **People with sleep disorders** – sleep disorders disrupt the quality and quantity of sleep a person gets. The most common disorder is sleep apnoea. Sleep apnoea affects approximately five percent of the middle-aged population. In sleep apnoea, the sleeper's throat relaxes so deeply that they stop breathing. The sleeper gasps, wakes up enough to start breathing normally, and then goes back to sleep without being aware of any problem. This occurs as often as 600 times a night, leaving the apnoea sufferer extremely sleepy during the day. The most common risk factors for sleep apnoea are being overweight, male and middle-aged. Sleep apnoea is usually accompanied by snoring (although snoring can be caused by other things). Sleep apnoea can be successfully treated. If you think you might have it, see your doctor immediately. Your doctor can refer you to a specialist clinic (at hospitals in Auckland, Wellington, Christchurch and Dunedin).

### **How you can improve your alertness**

#### **Sleep and circadian rhythms**

Get plenty of sleep before a long journey. Plan to drive during times of the day when you're normally awake, and stay overnight rather than travelling straight through. Avoid driving during times when we're programmed to be sleepy. Take a mid-afternoon break and find a place to sleep between midnight and 6 am.

#### **Take breaks and have a nap**

Schedule a break at least once every two hours, and whenever you begin to feel sleepy. During a break get out of your vehicle and have a walk, or some form of exercise, to increase alertness. If you're feeling sleepy, have a nap. If you realise you need a nap, don't wait. Find the first safe place and pull over. Try to avoid napping in the driver's seat, and try not to nap for longer than 40 minutes. Naps up to 40 minutes can be very refreshing, but naps longer than 40 minutes can leave you feeling groggy and disoriented for up to 10 to 15 minutes after you wake up. (This is called sleep inertia.)

#### **Food and drink**

Eat sensibly throughout the journey, but avoid large meals. They can make you drowsy, particularly at lunchtime. Stay hydrated. Caffeine drinks (tea, coffee and cola drinks) help you stay alert, but they take time to be effective. Research has shown that drinking a caffeinated drink, followed by a 20 minute nap, improves alertness in the short term.

#### **Get fresh air into the vehicle**

You'll find it easier to stay alert if you have fresh air blowing into your vehicle. On long journeys it's best if you don't use the recirculating air function.

#### **Share the driving**

If possible, share the driving.

#### **Environmental stimulation**

Conversation and music can help you stay alert, but they're only short-term solutions. The best solution is finding somewhere to stop and sleep.

#### **Avoid medications that make you drowsy**

Avoid taking medications, both prescribed and over-the-counter, that lead to drowsiness. Examples of medications to avoid are some antihistamines, travel sickness tablets, sleeping pills, some cold preparations and some pain killers. Always read the packaging of your medications before you drive, to make sure they won't affect your alertness. If you're unsure, ask your pharmacist.

### **Fatigue and commercial driving**

Fatigue is taken very seriously in the commercial vehicle industry. Most drivers of commercial vehicles are required by law to fill out logbooks about the hours they drive and the breaks they take. The logbooks are used to assess whether the drivers are following the driving hours regulations. For more information about the regulations regarding commercial vehicle driving hours see NZTA [Factsheet 2, Driving hours and logbooks](#).

**Cross Country Vehicle Club (Wellington) Inc**  
**40th Anniversary Dinner**  
**& Awards Evening**

**Petone Workingmans Club**

**Sat 11 June 2011**

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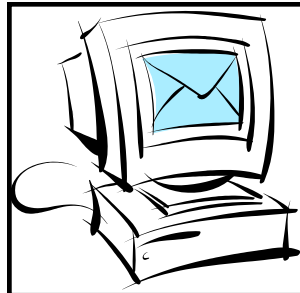


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**Would you like your copy of the magazine emailed instead of posted?**

*I have been experimenting with the resolution of PDF's and can get the size of a magazine down to approx 2Mb (as opposed to 20Mb that I use to get the mag to the printer) and it still to be very readable - so is anyone interested in getting their magazine emailed to them? This is easy to do and would save the club printing and postage costs, so what do you think? PDF version also has all the pictures in colour too! If you'd like a sample copy then drop me an email at newsletter@ccvc.org.nz and I'll send it to you.*

**CROSS TORQUE**

Our last Club Meeting - conducted in a barbeque format at Furniss's in Wainui-O-Mata, was definitely a success, if attendance, vanishing sausages and empty bottles are anything to go by. Even the local eels and ducks fared well - no doubt being fattened up for the Christmas celebrations! Lets see more Club Meetings of this relaxed and informal nature.

Once again that notorious Wainui-O-Mata firebreak has claimed yet another vehicle. This time a Series 3 SWB L-R Station wagon, although both driver and vehicle are on the road again. Somewhere after closing time, on our way home from a Club Committee Meeting, we received a distress call over our 2-way. With 2 vehicles already up on the firebreak, and another making steady progress to them, 4 of us with turfers, strops and cables approached the firebreak from the top of the Wainui-O-Mata Hill. The trip in lasted almost an hour, and the cruel biting Southerley wind, with rain to match, was blustering when we finally topped the last break to survey our would-be "rescue".

Here we found the wagon in question secured by a strop. Eager hands and turfers soon had it on its wheels, and its oils and guages checked, so that by 1.30 a.m. it was fitted into our Convoy and ready to roll home.

Now however, our troubles really began. There is a certain hill in the chain of firebreaks around the W-O-M ridges which, under heavy weather conditions, can really cut up rough - and this was our case tonight. With track and vehicle conditions against us, it was only with deflated tyres, and through sheer grim determination that 'Momentum' succeeded in reaching the summit, where she plied back and forth for the next 2 hours, endeavouring to bring the other 6 vehicles up. Finally, with many lengths of wire rope, strops, vehicle revs, words of dubious parentage, and sheer bloody-mindedness, the Convoy was complete once more - a great deal wetter, tempers rather frayed, knots on strops much tighter, but as a unit, 50 feet higher!

Now it was out, and back to Civilisation, though if Civilisation exists at 3.30 a.m., then we'd like to know about it! At this stage we would also like to acknowledge the dedication of Leath Bean, who manned the 2-way Base Station until we finally quit the hilltracks, and who kept us awake, reassured, and talked us in and out of the wilderness. Our grateful thanks to this voice in the dark!

Once again - Not a Club vehicle (though apparently now soon to be one)

Out alone

No Roll Bar (there must be a ministering angel who watches over vehicles like this one)

Insufficient off road driving experience.

4 small points, but 4 very important small points!

Ironically, George Bean drove a Humber 80 down the 'Ranch Track' after servicing the Taxi Aerial at the top of the W-O-M Hill - without getting stuck! This just goes to prove how great a part weather plays in off roading.

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Date	Name	Organiser	Category	Place	Status	Notes
<b>June 2011</b>						
Saturday 4th	A Royal Akatarawa Adventure for the Queens Birthday - Book with David 045674501 Cellphone 0274510361	David Coxon	Family Shiny	Akatarawa Forest		
Sunday 5th	McKenzie Trail With Ian Dixon	Ian Dixon	Shiny 4X4	Foxtan Beach - McKenzie Trail		
Monday 6th	Meet the Royal Mud - Bookings Required	Graeme Millard	Shiny 4X4	Akatarawa Forest		
Monday 6th	Public Holiday - Queen's Birthday	-tba-				
Tuesday 7th	CCVC Safety Sub Committee	Murray Taylor	Meeting - 19:30	-tba-		
Wednesday 8th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 11th	CCVC 40th Anniversary Dinner - Bookings Essential	John Vruink	Event	Petone Working Men's Club, Udy St	Confirmed	
Sunday 12th	Akatarawa Ramble	Graeme Millard	Shiny 4X4	Akatarawa Forest		
Sunday 12th	CCVC Bob Jeffery Memorial at Rallywoods and morning tea for Members and ex Members	Charles Odlin	Shiny 4X4	Rally woods - Green Hut		
Sunday 12th	Rallywoods Rumble	Charles Odlin	Club 4X4 / Hard Yakka	Rallywoods		
Saturday 18th	Akatarawa Wander with David - Bookings Required	David Coxon	Shiny 4X4	Akatarawa Forest		
Sunday 19th	CCVC Training Day for Prospective Members - Bookings Essential	Steve Mercer	Family Shiny	Find out when you book.		
Sunday 26th	Orongorongo in June - Bookings Required for Non Members -email Stewart polcatz@gmail.com	Stewart Burrell	Family Shiny / Shiny 4X4	Orongorongo area		
Wednesday 29th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			
<b>July 2011</b>						
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 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			
<b>Aug 2011</b>						
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		
Wednesday 17th	CCVC Club Recovery Sub Committee Meeting	Anthony (Ant) Reid	Meeting - 19:30	-tba-		
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			

### **Accident SUV driven illegally**

A modified four-wheel-drive vehicle that rolled in Eyrewell Forest killing a 21-year-old woman had been ordered off the road before the incident. Melissa Anderson died after the truck driven by her partner, Mark Aberhart, rolled several times on a private road in the Eyrewell Forest on April 2. The incident has sparked a police clampdown on the so-called "Bigfoots", modified four-wheel-drives with a high centre-of-gravity. Anderson was not wearing a seatbelt and suffered serious injuries to her back and head. Aberhart's vehicle had been green-stickered, or ordered off the road by police as it was unsafe, several months before the crash.

In an email sent to other traffic police last week, a senior member of the Canterbury Highway Patrol said officers had to come down hard on the "Bigfoots". These modified vehicles "have been to some degree under our radars", he wrote. He noted the vehicle Aberhart was driving "had been modified substantially with an extra-high centre of gravity due to the raised suspension". "We need to keep an eye out for these (easy to spot) and green-sticker them the second we find there is no certification plate," the police officer wrote. Canterbury road policing manager Inspector Al Stewart said the "Bigfoots" were "unstable and not designed for everyday road use". "Anyone who has one needs to make sure they've had their modifications certified so the vehicle is safe. They are very top-heavy and won't take bends at speed and the concern is, because they're large vehicles, if they do lose control they don't hurt other road users." Stewart said it was likely charges would be laid.



## 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](http://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



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