



VEHICLE CLUB
Wellington (inc)

Cross Country Chronicle



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Wellington (inc)

February 2000

The Official Magazine of
The Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762, Te Puni, Wellington

www.ccvc.org.nz



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EDITORIAL RAMBLINGS

Welcome to the start of a new year's worth of Cross Country Chronicle.

Hope everyone had a great Christmas holiday break and are now ready to get back into it again. I went on a few of the trips run from Battle Hill over the break and thoroughly enjoyed them.

I've also just returned from Andy's King Country Coast trip - a very enjoyable tiki tour trip that covered a lot of ground and took us places where we probably wouldn't get to at other times. I would thoroughly recommend going on one of these trips if another comes up - not difficult 4wd'ing just great scenery and great company.

Have you heard the latest? The oil companies are putting the price of petrol and diesel up yet again! No problem you say ... well look at it this way. Adding three cents to the price of petrol (95 cents per litre) increases the price by approx 2.8% but adding three cents to the cost of diesel (58 cents per litre) increases the price by approx 5.5%. Is that fair? I think not! Does it cost approximately twice as much to refine diesel as it does petrol? I think not! Does it cost any more to transport diesel about than petrol? I think not! Then why are diesel users being penalised for using a more environmentally friendly fuel? Something sounds abit fishy here and, as usual, it's the unsuspecting motorist that is being ripped off!!!

(Another point to ponder is how much diesel is consumed in comparison to petrol - just about all road transport uses diesel, so that's the obvious fuel to increase as who gets more profit???)

Anyway, enough rambling. I hope that everyone is inspired and raring to go - I also hope that some more literary expertise is forthcoming and we get to see some trip reports for the multitude of trips that have passed by since our last Chronicle.

Alan...

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President's Piece

Well, Happy New Year to one and all. For me at least, one of those who had to work over the millenium, things turned out to be pretty much of a damp squid. Can't complain too much though, they paid me oodles of dough to hang around and do nothing.....

Since then things have begun to happen again. The tickey-tour I organised up the West Coast of the North Island went well, for me at least, and I hope everyone who attended enjoyed themselves if only half as much as I did.

However, it's now time to get down to business, with several looming issues to be addressed come on now, we've had a couple of months break, so we must attend to a few things.

First and perhaps foremost, the decision as to whether we rejoin the Four Wheel Drive Association or not has been put on hold until this next meeting. The issues have been done to death, so I will simply call on a couple of representative people to summarise things and then head straight in to a vote. If you can't attend, but still want to register your vote, please do so in writing to the Secretary (c/- the PO Box 38 762 at Te Puni) before Club night, forms should be available in this newsletter.

All postal votes and/or proxies will be accepted if signed AND WE CAN READ YOUR NAME!!!

Please don't say you haven't been consulted over this one.

On an entirely different tack, ARAC will be looking for volunteers to help raise the roof on the new Orange Hut later this month. I know there are still one or two who have some misgivings as to where we fit in with ARAC, who they are, what they do, whom they represent, how the structure works and how they are funded. To help remedy that, a few of the ARAC Committee will be attending at Club night to make a short presentation and answer any and all your questions.

Again, I don't want anyone feeling as though they are left out in the dark. I feel that ARAC is too darned important to the future of the Club, its Members and their continued recreational access to be misunderstood.

The ARAC guys will themselves explain what we intend to do this month in finally getting the Orange Hut construction underway. I'm certain you services will be much in demand and sought after.

Have fun, and safe motoring.

Andy



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Toyota Truck of the Month - Dec 1999

Ex Off-Road.com

Written by Bob Williams

Pictures by Chris Geiger

In the interview process for my current position as Senior Pastor of a Baptist Church, I was asked what hobbies I had. Having just gotten out of graduate school, I said, "None." About all I had done for years was read books, write papers,

and take tests. When I actually accepted my current position I dove right in to my work and rarely took a day off. Well meaning friends persisted in asking, "When are you going to take a day off" and "Why don't you get a hobby?"

Well, I really did want to take a day off and I really was thinking about a hobby but I was very busy, and as far as a hobby, nothing all that enjoyable came to mind—until that fateful day in September of 1993. While on a grocery run with my wife, Tessie, my attention was drawn to the magazine rack by a copy of 4Wheel Drive and Sport Utility. They were featuring Hummers that month, and there was a picture of one of those beasts poised on the top of a large rock with it's front tire a couple of feet in the air.



I thought to myself, "Now that looks like fun." I thought about all the dirt roads I had seen in the mountains and hills surrounding my new hometown of Las Vegas, Nevada. I was sure that getting back to some ghost towns and driving up into the mountains on those dirt roads would be an enjoyable hobby. I decided to look into this 4WD thing and see what I could find.

I began reading all that I could about the various 4WD vehicles available. At the time I had only a few major criteria: the vehicle had to have a hard-top, air conditioning, cruise control, and room for four people. I know, real important stuff for off-roading, but we all start somewhere. After months of researching, looking at vehicles, and avoiding car lot salesmen, I settled on a 1994 Toyota 4Runner. The truck had what I wanted, and there was a lot written about Toyota axle strength, engine and transmission reliability, and resale value. It's funny now, looking back at how I wanted the truck equipped. Besides the above mentioned requirements, I wanted automatic hubs so I wouldn't have to get out and "turn a knob" all the time. I also wanted the smaller tires so I wouldn't have to pay a lot of money when it came time to replace them. Remember, I was really new to this stuff!

I took delivery of my brand new, Garnet Red exterior, Oak interior, 1994 4Runner in mid-December, 1993. It came





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Duck Hunting...the Hard Way!

Here is a short story that was sent in to me and may amuse a few out there:

A guy buys a brand new Jeep Grand Cherokee for \$38000 and has \$600+ monthly payments. He and a friend go duck shooting and, of course, all the lakes are frozen. These two Atomic Brains go to the lake with the guns, the dog, the beer and the new vehicle.

get ready. Now, they want to make some kind of natural landing area for the ducks, something for the decoys to float on. In order to make a hole large enough to look like something a wandering duck would fly down and land on, it is going to take a little more effort than an ice hole drill. Out of the back of the new Jeep Cherokee comes a stick of dynamite with a short, 40 second fuse.

Now these two Rocket Scientists do take into consideration that if they place the stick of dynamite on the ice at a location far away from where they are standing (and the new Jeep Cherokee), they take the risk of slipping on the ice when they run from the burning fuse and possibly go up in smoke with the resulting blast. So they decide to light the 40 second fuse and throw the dynamite.

Remember, a couple of paragraphs back when I mentioned the vehicle, the beer, the guns and the dog? Yes, the dog. A highly trained Black Labrador used for retrieving, especially things thrown by the owner.

You guessed it, the dog takes off at a high rate of doggy speed on the ice and captures the stick of dynamite with the burning 40 second fuse about the time it hits the ice. The two men yell, scream, wave arms and wonder what to do now.

The dog, cheered on, keeps coming. One of the guys grabs the shotgun and shoots the dog. The shotgun is loaded with eight duck shot, hardly big enough to stop a Black Labrador. The dog stops for a moment, slightly confused, but continues on. Another shot and this time the dog, still standing, becoming really confused and of course scared, thinks these two Nobel Prize winners have gone insane. He takes off to find cover (with the now really short fuse burning on the stick of dynamite) ... under the brand new Jeep Cherokee.

BOOM!!! Dog and Cherokee are blown to bits and sink to the bottom of the lake in a very large hole, leaving the two candidates for co-leaders of the Known Universe standing there with this "I can't believe this is happening" look on their faces.

The insurance company says that sinking a vehicle in a lake by illegal use of explosives is not covered.



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Toyota Truck of the Month - Dec 1999 (cont)

equipped with the Sr5 package, and all the amenities I had requested including a 22RE motor and 5 speed transmission. I was "good to go". It was just a few days later that I began taking it off road. There are a lot of places to drive off-road around Las Vegas, and I drove immediately to an area that I had been eyeing for some time.



Just west of town is an outcropping of red rock similar in appearance to the Moab, Utah trails, and there are a few dirt roads leading up to it. What fun it was! I drove up and down hills, over rocks, and squeezed through all kinds of desert plant life that grew along the trails. The truck was dusty and covered with fresh desert pin-striping when I arrived home that day, and scratches in a shiny paint job on a new truck was something my wife wasn't prepared for.

With all our other vehicles I had meticulously maintained the finish, and she didn't like the looks of those scratches in the paint.

I explained to her that I had bought the truck for that kind of use, and she's been a sweetheart about it ever since. She even understood why I needed new shocks after the truck was only three months old. Gotta love her!

My first real driving experience on a trail was in February of 1994, on an old stage coach road near town. The old road is 7.5 miles long, and begins at about 2500 feet elevation, and tops out at about 6400 feet. I didn't think about snow being on the trail, and before I gave serious consideration to turning around it was too late. I have no idea how I got through that trail with open diffs and 28" tires with street pressure in them, other than I simply helped prove the old adage, "God watches out for fools and old people."

And here's a hint, I'm not all that old!

Well, I drove every trail I could find, and as I gained experience I was quickly finding the limits of the trucks suspension, tires, and drive train. The 4Runner was due for some upgrades. In January of 1995, I removed the front and rear differentials, and sent them off to be re-gearred, and to have a Detroit Soft Locker installed in the rear. I chose 4.88 gears, and had 32X11.50 B.F. Goodrich Mud Terrain tires installed. What a difference those few changes made. The 32 inch tires fit fine on the stock steel rims, and there was only a minimal amount of rubbing on the mud flaps in the front while the tires were turned with the suspension under full compression.



It wasn't long though until I desired a locker in the front end too, and in June of the same year a mechanic friend helped me install a Lock- Rite in the front differential. Now I was beyond trying new obstacles, I was out making my own. Four Wheeling was really getting good! In the Spring of 1996, I was ready to tackle Moab. When we lived in Idaho, Moab was one of the towns we drove through in the winter months when taking the "Southern" route (avoiding Colorado) to Louisiana to visit friends and relatives.



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Committee Highlights

Trip Leaders: Please note that *only* trip leaders, and *helpers on driver training* do not pay trip fees at this stage.

Please do not accept any completed trip sheets from prospective members unless they have completed their Safety Checks. These should then be sent on to the New Members Officer (Phil Flower).

You need to please get all outstanding trip sheets and money into Antony Royal ASAP so we can get our accounts in order, ready for the financial year end.

Safety: Wellington 4WD in Hutt Road Petone, has been appointed as a supplementary Safety Inspector. Carl Furniss is the point of contact, Ph 5667504.

Christmas Trips: Battle Hill proved to be a very popular venue again over the Xmas to New Year period. A very good turn out by a variety of vehicles over the period saw some days having up to 3 different trips being run at the same time. A big congratulation to Grant and Jill for organising this event again, and to the trip leaders and helpers on all the trips plus setting up and running the New Years Eve bash.

Road Closures: North Range Road has been closed until further notice. Sutherland's Track has also been closed. Please refer all enquires relating to Sutherland's Track to Barry Insull and Tony Brown, who will be liaising with DOC.

New Members: Lutz Wolters who is driving a Nissan.

AGM: Please take this as notice that it is intended to hold our AGM directly after the General Meeting on Wednesday 8th March 2000. This is provided all necessary paperwork and audits have been completed on time.

NZ 4WD Association: This was well debated at the last Club Night and a vote will be taken on whether to re-join the Association at the February Club Night. If you are unable to attend you can send a proxy vote into any Committee Member. A copy is to be found in this magazine.

First-Aid: The Club is purchasing 4 First-Aid emergency kits to be carried by Trip Leaders as a *supplement only* to your own kits. The kits will be sealed and will contain items that would not usually be found in your own packs and are to be used only in an emergency situation. Trip Leaders are to arrange to pick these up from Ross van Waas at The Building Recyclers Ph 2377662 or Andy Mitchell at Andrew Spinks Toyota ph 2376104 prior to trips as from 1 March. First-Aid training is still coming. You will be notified of the dates in due course.

Trip Fees: The Committee is looking at re-vamping the principles and procedures relating to trip fees, to achieve better clarity and consistency. A draft paper is expected for discussion at the next Committee meeting before being presented to the Club for debate.

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Toyota Truck of the Month - Dec 1999 (cont)

All I remembered about the town was that it was small, there were some beautiful rock formations nearby, and there was the "Hole-in-the-rock" house south of town. I couldn't imagine where all those trails were located I'd been reading about. Boy was I surprised, most of them were near town, and were they scary looking. I wasn't signed up for any of the official runs, we just showed up, my two sons, myself, and a bunch of camping equipment and a Jeep CJ5 in tow. We did some easy trails, explored old uranium mines and did some sight seeing the first two days, then decided to tackle one of the trails.



We looked on a map and saw that Pritchett Canyon was close by, so we decided to give it a shot. We made it to rocker knocker, and my son decided that was enough for him (open diffs in the Jeep). Some folks we met on the trail offered the strap where we needed help, but they had never been on the trail before themselves, so we declined. They came by our camp about 10:00PM later that night saying that they had just finished the trail. We were glad to be relaxing after supper.

By the winter of 1996, I was ready for some more upgrades. It was time for a lift, larger tires, and a Marlin Crawler Dual T case. I had driven to Fresno to meet with Marlin about May of 1996, and got some good info about the set up. By that November, I was ready to do the Crawler. I met Marlin South of Las Vegas, in Jean, Nevada, at the Annual TLCA Glitter Gulch Gambol. Marlin's family was with him and his wife drove my truck back to Fresno. I ran out of time for the installation on my Pro Comp lift, so I sent that along as well.

The installation of the Crawler set up produced one big snag. The G58 transmission in my 4Runner, although a 5 speed mated to a 22RE, had a different spline size, and wouldn't mate up with the Crawler. So, out came the G58, and in went a W56. Marlin did a great job on the installation, making it look just like it came from the factory. The 4" lift went on well, but drive line vibrations caused by a combination of the lift and the shortened rear drive shaft, necessitated a 1" drop in the transfer case crossmember. That, in combination with a custom drive shaft from Six States Distributors, eliminated the vibrations. I added a set of 33X12.50 B.F. Goodrich Mud Terrain tires, and I was ready to go.

I had a custom bumper made to give more protection in the rear, and to carry a spare tire. I got busy at work again, and only took the truck out once before a return trip to Moab the following spring.

I wanted to finish Pritchett Canyon and do some of the other 4+ trails in Moab, so I contacted Marlin to ask about anyone I could meet up with that knew where the trails were. He got me in touch with Alvin Sessions from Rocky Mountain Off-Road, out of Grand Junction Colorado. Alvin led three of us





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up the Moab Rim Trail. I was pumped. It was time to try out my Marlin Crawler, my lift, and those new tires. I locked the hubs,

Toyota Truck of the Month - Dec 1999 (cont)

moved the shifters around, and I was ready to roll. All the way up the trail I was smelling the clutch burning, stalling the engine, and with the 4" lift, feeling like I was going to tip over on every obstacle. My heart was racing, my palms were sweating, and I was thinking to myself, "This is awful. I know I'm nervous, but why am I driving so fast, and killing the engine, and stinking up the clutch?"



At the Z turn obstacle, I tore holes in the sidewalls of both passenger side tires. I had one spare, and another truck had the same size tire and rim, so I borrowed his spare. At the top of the rim, we went to the edge to check out the view. Meanwhile, another driver was studying the three shifters in my truck, and says, "Hey, Bob. If you wanted to put this into double low, would you push the middle shifter forward?" I just laughed. I couldn't believe it. I had come all the way up in stock 4 low, about 48:1. The Crawler wasn't even on! I had it

on all the way back down the trail though. So much for my first experience driving with the Crawler.

The next day we actually met up with Marlin and did the Poison Spider Mesa, Golden Spike, and Goldbar Rim trails. We drove through the dark, through the rain, and through the snow. We finished at 2:30AM the next morning, but that's a story for another time.

The 4Runner was driven with some minor modifications along the way until June of 1999. Getting the rear end of the truck in shape took some trial and error. I tore the upper link brackets off the axle three separate times before solving the problem. I had them gusseted, and ultimately removed the upper and lower Pro Comp extensions. This took a lot of force off the brackets, and I never had anymore trouble with them. I bought some used spacers from Chris Geiger for extra lift (he had used them on his truck before purchasing longer coil springs). The front end of the truck needed some extra gusseting and strengthening, and I had that done locally.

During the 1997 Moab trip, the guys from Rocky Mountain Off-Road were showing folks their solid axle conversion. I had already wanted to do this to my truck, but didn't have enough experience to know how to get it done and so I stayed with the IFS, and did the 4" lift. I liked what I saw, except for one thing. They used the old style steering. I knew I didn't like that, and I wanted to have a different steering system but didn't know how to go about it. Not having a lot of R&D money, I waited until someone came up with a new system.



It took a while, but All-Pro Offroad designed a setup I liked. It moved the tie rod above the springs, and was a crossover system. One problem remained. I knew that I didn't like the way the rear end tracked when the suspension cycled. It had good travel, but the control arms were too short, and



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This true tale of dedication to the cause of 4wd'ing came to me (Mark Wilson) through email correspondence with a new acquaintance in Palmerston North. Greg was keen to see the Wellington round of the Jeep / Warn NZ 4WD'er of the year contest. In case you missed it, the weather was GROTTY. Unfortunately however, his truck was in the garage for servicing (I think it took in a bit of sand at Foxton the previous weekend) so he and the family had a loan non-4wd vehicle

Greg takes up the story..

I went down to Churton Park yesterday (not in a four wheel drive) and was disappointed with the whole event. I'll explain why. Firstly, I loaded all my kids, plus one of their friends, in the car - so that was four kids. Secondly my partner came, and she's nine months pregnant. Thirdly, its a two hour drive to Wgtn from Palmy and the Chariot we borrowed was very full. Fourthly, it was raining in Wellington. Fifthly, (is that a word?) the access to the site was 4x4 only so we had to walk (thru farmland with four kids and a heavily pregnant woman) for about 15 minutes each way, in the rain. Sixthly, it was REALLY muddy, which is cool if you're in a 4x4 but not so cool if you're all of the above, even with gumboots and raincoats on. Seventhly, the actual event itself was not suitable as a spectator sport, sadly. There was no action to see, and no truck for us to blat about the hills in, so we only hung around for 20 minutes or so. Eighthly, Carolyn had a humungous contraction (6-7 minutes long, in the rain) as we were walking down muddy farmland back to our car and seemed to go into labour right there on the farm track! Luckily things slowed down so we had a nice drive home after visiting some friends in Paremata for lunch

Pretty funny in retrospect, actually. The day was by no means a failure. Just, well... *different* to our collective expectations

Footnote: Greg and Carolyn are now the proud parents of a wee girl - congratulations



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the axle moved around too much.

Toyota Truck of the Month - Dec 1999 (cont)

I had been able to raise the transfer case crossmember back to it's stock location by using 1 ½" longer upper control arms, but the axle still acted funny. I waited for someone to put leaf springs on the rear of their 4Runner. If someone could get leaf springs to work I knew that it was time to do the job. Well, Chris Geiger had that done to his truck and liked it. That and a trip to Las Cruces for the 1999 Chili Challenge (I did all the 4+ trails) convinced me it was time to get to work ridding myself of the IFS/Coil suspension woes.



In June of this year I put my truck up on jack stands, got out the sawzall and started cutting. I had no idea what I was doing, but I was reasonably sure that if I measured correctly everything should fit all right. Hey, everybody else was doing it! Jon Bundrant at All Pro Offroad was most helpful on the phone, and supplying the needed parts for the axle swap. You can get all the parts and advice you need from Jon if you want to do the swap yourself. We got the front end done and went to work on

the rear suspension.

My friend, Mike Bradshaw, who did all the welding and torching stayed up all night the night before I was to leave to run the Rubicon over July 4th, just to make sure everything was done. We finished at 2:30AM that morning. Mike went home to get some sleep so he could go to work, and I started packing the truck. Tessie and I took the 4Runner to the car wash, cleaned it up, and we were headed for the Rubicon.

We had a great time, and the truck performed exceptionally well. The only real problem was separation at the front drive shaft. The slip shaft was too short and came out three times. Drew Persson of Persson Off-Road, had some heavy nylon rope and fastened it around the axle and the frame to limit suspension droop on the passenger side. When I got home I had the drive shaft adjusted and it has worked well to date.

These are the modifications presently done to the truck: Custom front bumper with Warn HS9500i winch, Custom rear bumper with spare tire and Powertank carrier, Marlin Crawler Dual T-Case, 2.28 gears in both cases mated to a W56 transmission.

Toyota solid axle conversion, 5.29 gears, Detroit lockers front and rear, Hy-Steer crossover steering, shock hoops and shock mounts for the front and rear axles, and a host of other parts. Five inch lift, front leaf springs (stock length) with the locating pin placed 11/4" forward from the stock position. In the rear I used 56" long Alcan leaf springs. Custom drive shafts from Adams Drive Shaft, Henderson, Nevada.

I have plans to modify the rear bumper for the time being, and make some major modifications to the body in the future. A





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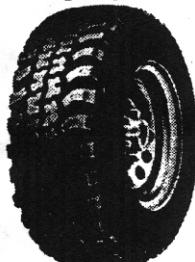


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My first recovery for the year 2000 Titi Tour

2nd of January 2000

As I was sitting in a hole on a sidetrack off Perham's Road I was glad that my strop and Ron's pintle hook were Y2K compliant. The matt gray Patrol took off and we were away again, thanks Ron. I had broken my own record for my first recovery of the year, last year I didn't need a tow until the third of January.

That was at about three o'clock and we had just had lunch at the Maungakotukututu road end. On the way there from Battle Hill we had gone down the zigzag past the Orange Hut's new floor slab and played in the concrete ford. We continued over Norm's crossing and down Perham's Road for lunch. Here I was to learn the sorry truth about the December issue's cover photo, the jeep had rolled when it was dropped from a time machine 27 years earlier at the original Deadwood safari site.

Our shiny novice trip had a good number of new people and various Japanese wagons, a couple of Pathfinders, Surfs, Vitaras and an individual Bighorn, Pajero, Patrol and L200. It must have been a special occasion because Mark Wolstenholme bought his Toyota out for a spin after being on Phil Lewton's Recovery day the day before, two trips in one year and 364 days left!

As we drove through to Curtis Flat in the morning the Bighorn slithered out of the ruts and beached itself but a light tug had it back on the track. John W showed a clean pair of heels as he bravely volunteered to help co-drive for the new driver and her beastly vehicle.

It was cloudy at lookout under pylon at the top of the zigzag but we had time for a play at the concrete ford. One of the Pathfinders was pretty keen and as he went over a bit of a drop the poor Nissan dragged along on its floor for a bit, and I thought I saw the passengers lifting their backsides off the seats. We did a couple of the sidetracks on Perham's Road and saw the fresh tyre prints from Leon's club 4x4 trip on in the same area.

On our way back to Battle Hill we headed up Cleary's Rd, which had proved a challenge for the first trip through there on Dec 27 but no trouble the two times I had been through on Dec 29 and 30 (it was dry). Ron got up after resorting to chains on the rear wheels. Dennis was almost over the top when he called down to me that he wanted me up there. I made my way up on foot thinking that he wanted my expert opinion but when I got there he said "I need some ballast on the front bumper", the bloody cheek. Only one wagon made it up under its own power without chains, every one else was stropped up by Ron. I hope we have enough scratchies at the next meeting to thank the kind Mr Wadham. To make it harder a Pathfinder knocked a front tyre off its rim and had to retreat for a wheel change. In an unfortunate accident Lynn was caught between a Toyota and a hard place and injured her leg. She hoped that by not doing dishes for a month that it come right, it sounds like passing your pain to someone else to me

We arrived back at Battle hill by 7 o'clock after slithering down the hill. Thanks Lynn, Dennis, Nakita and Ron Andrew Gee, K-16



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A husband and wife are getting all snugly in bed. The passion is heating up. But then the wife stops and says "I don't feel like it, I just want you to hold me." The husband says "WHAT?" The wife explains that he must not be in tune with her emotional needs as a Woman

The husband realises that nothing is going to happen tonight and he might as well deal with it. So the next day the husband takes her shopping at a big department store. He walks around and has her try on three very expensive outfits. She can't decide. He tells his wife to take all three of them. Then they go over and get matching shoes worth \$200 each. And then they go to the Jewellery dept

Where she gets a set of diamond ear rings. The wife is so excited. She thinks her husband has flipped out - but she does not care. She goes for the tennis bracelet. The husband says, "You don't even play tennis, but OK if you like it then let's get it."

The wife is jumping up and down so excited she cannot even believe what is going on. She says "I'm ready to go, lets go to the cash register." The husband stops and says, "No, honey I don't feel like buying all this stuff now."

The wife's face goes blank. "No honey - I just want you to HOLD this stuff for a while," he continues.

The look on her face is indescribable and she is about to explode and the husband explains -



Cross Country Chronicle



WHERE A PAJERO WILL GO!

Club 4X4 trip of Sunday 2nd January - "Winch every Inch" plus extras

Leon Zwetsloot was trip leader for the day , and with just 6 followers we looked forward to a good fun day. Participants included Steve O'Callaghan in his Hilux Surf, Jeremy Fitness in his Cruiser, Wayne Jenson in his Cruiser, John Lau in his Cruiser, Geoff ? in his Cruiser, myself in my Pajero, and of course Leon in his Land-Rover.

After a general tiki tour through the Akatarawa block Leon suddenly led us down a little side track that came out right beside the top of the "Winch every inch" track. Due to a late start we had arrived here at just before 12 noon. Leon attempted to drive up the little rock wall, to no avail, and I believe he expected to fail as he quickly got out and began setting up an anchor line for every one to use to winch up. Steve, due to a lack of winch, chose to park up his Surf and ride shotgun with Geoff in his Cruiser.

Its interesting to note that on all previous trips that I had been on where a winch was required I was the only one with a PTO, where as today we had 4 PTO's an 2 electric. Any way we all winched up the cliff and were presented with the first piece of humour for the day. After the cliff face was a slippery climb up to a small clearing which Leon had all manner of difficulty with and had to winch up, only to watch most of his charge all drive up. This then set the standard for the rest of the day. We had no real problems wit htrack as a whole, completing it in just over 3 hours. Not bad considering it is only approx 1.2 kms long.

We then went of in search of the firewood loop but Leon got distracted by another little side track. This one was extremely over grown and looked like it hadn't been driven in years. Once again Leon took the lead with myself following, only to get about 30 or 40 meters up to watch Leon stop dead and just sit there and spin all wheels. I backed out of the track to give Leon plenty of room to have a couple of good runs at the little hill but alas it wasn't to be. Leon came back out on to the road and suggested I might like to give it a go . Well, never to turn down a challenge I put down the right foot and took off up the little track with no problems and soon radiod back for those that wanted to, to follow. Jeremy was soon right behind me with John Lau, not to be out done, right behind him. Unfortunately the track came to a dead end with a fallen tree blocking the way. The point at which this tree lay was after a gentle down hill section but under the cover of much over growth , and it was very wet under foot. I was unable to turn around and reversing up only resulted in me sliding sideways into the scrub. Jeremy, who had held back a little found a spot to turn around and backed down to me and attempted to pull me up. No go .

Jeremy then went back to his turn around spot, which was also relatively level ground, and attempted to winch me up. Unfortunately the distance between Jeremy and myself also contained a small kink in the track thus a straight line pull on the winch only resulted in putting me further off the track. Both mine and Jeremy's snatch block had come to grief earlier in the day, and without one I wasn't going anywhere. Leon to the rescue; he had a couple of good ones with him, but at the bottom of the track. Thanks to Steve and Wayne who volunteered to walk in . Meanwhile the rest of us set up the lines needed to snatch off the nearest tree, some 5 meters away and up a bank. Once set up, winching became a doddle and the little Pajero was soon free and on its way. (needless to say I have ordered a new snatch block, and commissioned the old one for repairs and improvements to the design). The whole episode in the little side track took about an hour and a half and it was after 6pm by the time we carried on along the road.



Cross Country Chronicle



WHERE A PAJERO WILL GO! (Con't)

Our next piece of entertainment was the muddy rutty bit at the top of Clary's road. Our Leader had no end of trouble with it and when he backed down after his third go John Lau stepped in with his big right foot and blasted his way right to the top. John then towed Leon through. Jeremy and myself drove up without hitch. I towed up Wayne, who in turn towed up Geoff, and Steve followed up under his own steam.

By now it was around 8 o'clock and we headed for home. Only to be held for another 20 minutes or so when my Pajero stopped dead, a wire that had fallen off the fuel pump. All fixed and on our way again, we got back to the car park at Battle Hill about 8.30 'sh.

In all it was a long day but a lot of fun was had amongst a lot hilarity with almost everyone tacking the piss out of poor Leon. He took it all well and I'm sure all who were there would be happy to go on a trip with Leon again. As to whether Leon would be happy to lead us is another question.

A foot note: to be fair Leon's Land Rover had bald tires which was the main reason he had so much trouble during the day.

Thanks to Leon for the day, I am looking forward to the next one.

Ross van Waas

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Why are there interstate highways in Hawaii?

Why are cigarettes sold in petrol stations when smoking is prohibited there?

FOR SALE

Two Lada Niva's (one going, one not going) - \$400

PROXY VOTE

Please take this as notice that I would LIKE / DISLIKE (delete one) the Cross Country Vehicle Club (Wellington) Inc to rejoin the New Zealand 4WD Association.

Signed: _____

Name: _____



Cross Country Chronicle



Email Addresses.

Dave Blake	dave-blake@xtra.co.nz
Dave Bowler	bowler.motors@xtra.co.nz
Tony Brown	tony.brown@paradise.net.nz
Andy Cockroft	andic@clear.net.nz
John Crossland	crossland@xtra.co.nz
Paddy Dixon	paddyd@datamail.co.nz
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Ross Farnell	farnellr@maf.govt.nz
Simon Faulkner	faulkner@pbworld.com
Simon Hardgrave	hardgrave@paradise.net.nz
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Dave Hilleard	cruiser@xtra.co.nz
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Andy Mitchell	admin@spinks.toyota.co.nz
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Antony Royal	aroyal@xtra.co.nz
Don Skipage	dskipage@nz1.ibm.com
Alan Stevens	ags@xtra.co.nz
Mark Wilson	mark.wilson@xtra.co.nz
Bruce Wishart	bwishart@centurionltd.co.nz

I'm sure there are more out there now as I haven't printed this list for a few months, so please send any to me for inclusion next time.

The winner of the Kids Kristmas Kompetition was:

SAMANTHA GILLAN



Cross Country Chronicle



We share the same family

When I was small you carried me upon you back

Try that now you'd have a heart-attack

When I was sick we made a cake in a pot

Just as well our cooking has improved a lot

You saved your pocket money to buy me a woolie hat

It's something I'll never forget and I thank you for that

When I was in deep shit you hid me in your trolley

It was a pretty angry neighbour looking for me by golly

When we were teens you had a real cool coupe

The ideal thing for getting in the soup

We would wind down the window's arm on the sills

Through Wellington streets and over the hills

Smokies smoking up tyres from the wellies he'd drop

Through red traffic lights pursued by a cop

But now we are older taking a bit more care

It's 4x4 tales we now share

It's hard to believe but you could at a push

When you hear someone say "Surf's Up" in the bush

Just you remember that you'll soon be fifty

But my big brother I think you're nifty

You've looked out for me all my life

Taken care of me in times of strife

After they made you they broke the mould

A life long friendship has begun to unfold

A person like this there is no other

His name is Steve and he's my brother

Happy Birthday Big Brother



VEHICLE CLUB
Wellington (inc)



VEHICLE CLUB
Wellington (inc)

Cross Country Chronicle

EQUIPMENT REQUIRED ON CLUB TRIPS.

Please note that the following equipment is required on all Club trips.

- Front and rear tow hooks
- Shovel
- Fire extinguisher
- First-aid kit
- Basic tool kit
- Tow rope
- Roll bar for all open / soft top vehicles

If these items are not present in your vehicle at the beginning of a trip, the trip leader has the authority to exclude you from the trip.

TRIP/CONVOY RULES

1. The trip leader is always in charge. Please recognise their authority, follow their instructions and give him/her the respect they deserve
2. No dogs or firearms
3. Guests on a Club outing are the responsibility of the Club member who invited them
4. No drinking and driving
5. Keep the vehicle immediately behind in sight. This is particularly important when you come to a turnoff. There is no excuse for vehicles taking the wrong track because of the driver in front not obeying this rule
6. Keep your position in the convoy i.e. no passing
7. Watch the vehicle spacing on public roads so that public vehicles can pass in safety
8. Make sure the vehicle in front has cleared an obstacle before you attempt it
9. If you must leave the convoy, inform someone
10. Respect the environment
11. Expect to provide a write-up and / or photos for the Club newsletter from time to time if you participate in Club trips.

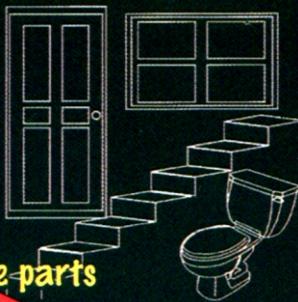
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Wellington (inc)

Cross Country Chronicle



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Wellington (inc)

COMMITTEE NOMINATION FORM

I wish to nominate the following person(s) for office of the Cross Country Vehicle Club (Wellington) Inc. for the 2000 / 2001 term:

*	President	.	.	.	.	.	.
*	Vice President	.	.	.	.	.	.
*	Secretary	.	.	.	.	.	.
*	Treasurer	.	.	.	.	.	.
*	Newsletter Editor	.	.	.	.	.	.
*	MANZ Delegates	.	.	.	.	.	.
*	Competition Officer	.	.	.	.	.	.
*	Entertainment Officer	.	.	.	.	.	.
*	Club Captain	.	.	.	.	.	.
*	Club Stewards	.	.	.	.	.	.
*	Trophy Monitor	.	.	.	.	.	.
*	New Members Officer	.	.	.	.	.	.
*	Safety Officer	.	.	.	.	.	.
*	Driver Training Officer	.	.	.	.	.	.
*	Trip Co-ordinator	.	.	.	.	.	.
*	Archivist	.	.	.	.	.	.
*	Committee Members (4)	.	.	.	.	.	.
*	Welfare Officer.	.	.	.	.	.	.
*	Complaints Officer	.	.	.	.	.	.
*	Publicity Officer	.	.	.	.	.	.
*	Asset Manager.	.	.	.	.	.	.

The committee shall consist of all officers marked with a *.

Proposed by:

Seconded by:

Accepted by:

Date:





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Saturday 9.00am - 3.00pm

Sunday 11.00am - 3.00pm

Corner Prosser Street and Titahi Bay Road, Porirua

Contact: Andrew Mitchell Tel: 237 6104

Sione, and other members of the Samoan Rugby Club from Wellington, travelled to England to watch Manu Samoa play Scotland at the World Cup.

Sione felt particularly uneasy during the long flight and not even the 2 dozen cans of Vailima could put him right. Soon after his plane landed at Heathrow, he decided to see a doctor.

"You know Toctor, I ton't feel so kood aea?" said Sione. The doctor gave him a thorough examination and informed Sione that he had altitude sickness, and that the only cure was to remove his testicles. "Oi Sole!" replied Sione "I'm ketting a zekond obinion!"

The second English doctor gave Sione the same diagnosis and also advised that he has to remove his testicles because it is the only cure. Not surprisingly, Sione refused the treatment.

Sione was devastated, with only hours to go before Manu Samoa played he found a Samoan Fofo who was living in Scotland and decided to get one last opinion from someone he could trust. The Fofo examined him and said "Sione, you have altitude sickness".

"Ol Sole! O le the cure?" Asked Sione hoping for a different answer. "Well Sione" said the Fofo "We're konna have to gut off your polo"

"Alleluia, Fank Kod for that!" Said Sione, "dose English Foma'i wanted to dake my test-tickets off me!"



VEHICLE CLUB
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Cross Country Chronicle

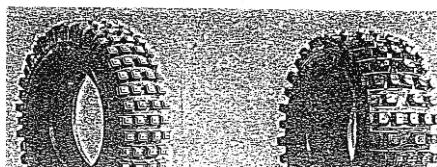
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The basic tread pattern remains unchanged because, after years of use, it was found impossible to improve on. Both types of tyre are Radials and offer superior ground covering ability with enhanced off road steering and braking response.

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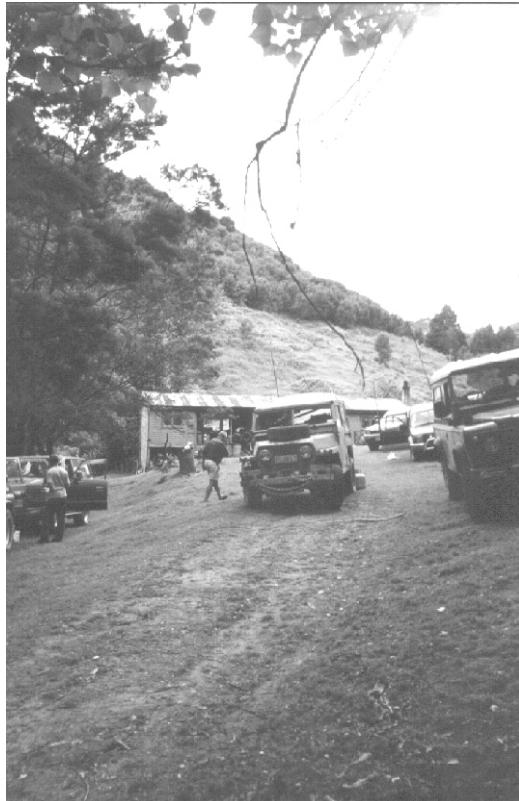
The originals are used by numerous U.K. Off Road Motorsport Teams Nationwide, the Overall and Class Winners of the Welsh, Scottish & Southern Hillrallies, Weardale Off Road Centre.

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A limited stock of 245x16 and 750x16 are currently available.
Cost for either 750x16 Maxi Cross or 245x16 Max Cross is \$317.00 + GST.

Phone Derek Wilkinson (04) 385 8422 Bus.

Cross Country Chronicle



Here is a couple of photos taken on Andy's King Country Ramble

Above is "Ernies Place", inland from Waverley and to the right is one of the tunnels we passed through





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Wellington (inc)



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Wellington (inc)

Cross Country Chronicle

Goodbye '99 Friday 31 December 1999

The last trip of the century. Barry left his new shiny in the camp carpark and travelled with Richard. Bruce and John of the hard yakka group went through the camp gate and, while we waited to start our trip, we could hear the V8's singing as they climbed the hill.

Richard / Barry led through the gate and I'm next - a trip of two wagons. Climbing up to the first intersection I see in my mirror a yellow Cruiser followed by a big grey Pajero. Bead was travelling with me as he had just broken his left arm. So now we are a trip of four wagons.

I drop back to tail-end charlie. Barry knows where all the tracks are, we are able to go up the tracks we usually pass by with the big groups. We went up tracks that didn't have much room to turn around.

We covered heaps of tracks , went down to Dick's Yard and had a play in the mud. Norm in the Pajero was giving it heaps - it was his third trip for membership. Going down Hydro Road I was able to cut a branch on one of the bends that always looked like it was going to get my right headlight.

There was a hint of rain / showers so the dust wasn't too bad - no dust at all when using the tracks that don't usually get used. By the time we came out there was dust on the main tracks.

Thank you Barry and Grant for the day and all the trips last century!

K104 - Steve O'Callighan

FOR SALE

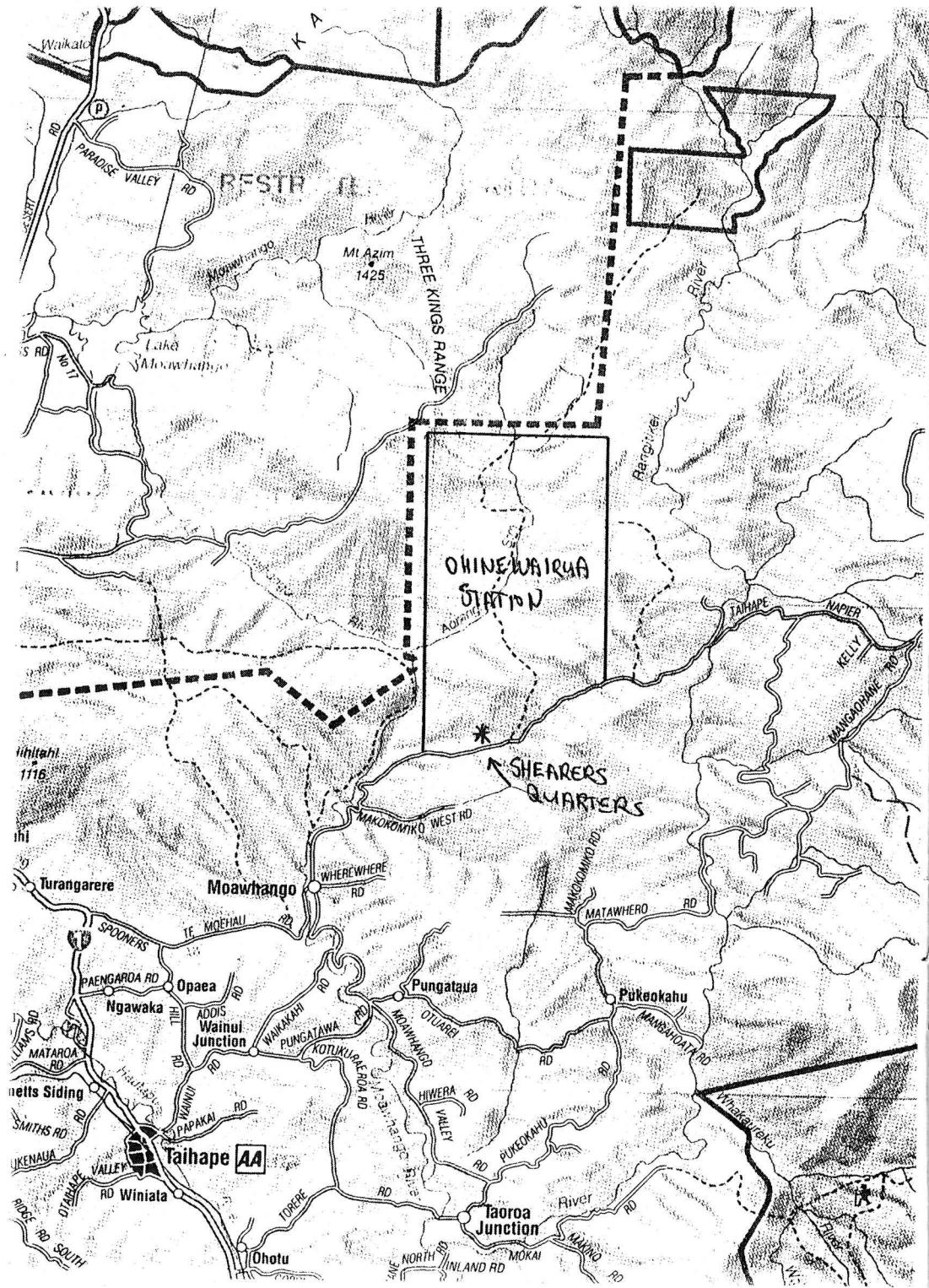
2 Yokohama Super Digger tyres - 31 x 10.5 x 15
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Four 16x8 6 stud rims (-130 offset) for four 16x8 6 stud rims (-100 offset)

Phone Steve on 235 9849



Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip #
Sun 19/03/00	1	Terawhiti Work Party and Trips	All	Terawhiti Station, South Makara	Grant Purdie	T	Help paint the Woolshed then enjoy the terrain.	240
Sun 19/03/00	1	Manufacturers' Challenge Last Round	Hard Yakka	-tba-	Dave Hileard	P		238
Sun 26/03/00	1	Whiteman's Valley Wander	Club 4x4	Whiteman's Valley	Andy Mitchell	C		262
Wed 29/03/00	1	Committee Meeting	Meetings	-tba-	-tba-	P		168
Fri 31/03/00	3	Levin Hill Farms Family Trip	Shiny 4x4	Levin Area	John Vruink	P	Stay at Hostel.	259
Sun 09/04/00	1	Family Trip	Shiny Novice	-tba-	-tba-	P		272
Wed 12/04/00	1	Club Night	Meetings	Belmont Hall	-tba-	C		160
Sun 16/04/00	1	Pram Track Work Party	All	Pram Track, Akatarawa Forest	Grant Purdie	P	Work for the morning fixing the water run-offs, and we'll arrange some Pot Luck trips for the afternoon.	260
Fri 21/04/00	5	Easter & Anzac at Foxton	All	Foxton Beach	N/A	C	Drive the sand dunes. Camp at Foxton Beach Motor Camp or come for a day, And help us with a little grass planting.	241
Wed 26/04/00	1	Committee Meeting	Meetings	-tba-	-tba-	P		169
Sun 30/04/00	1	Hard Yakka	Hard Yakka	-tba-	-tba-	P		273
Wed 10/05/00	1	Club Night	Meetings	Belmont Hall	-tba-	C		263
Sat 13/05/00	2	Foxton Beach Grass Planting + Trips	All	Foxton Beach	Andy Cockcroft	T	Date and details to be confirmed.	261
Wed 31/05/00	1	Committee Meeting	Meetings	-tba-	-tba-	P		265

Trip Database

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trips
Fri 04/02/00	3	Sth Island Coast-2-Coast Cruising	Not CCVC	Greymouth to Kaikoura		C		212
Wed 09/02/00	1	Club Night	Meetings	Belmont Hall	Andy Cockcroft	C		158
Sat 12/02/00	1	Club Champs Round 4	Club Champs	Russell's Road, Whiteman's Valley	Dave Hilleard	C		236
Sun 13/02/00	1	Orongorongo Coast Family Trip	Shiny Novice	Orongorongo Coast	Ron Wadham	C	Bookings required. Max 20 vehicles. Accommodation - first in first served.	267
Fri 18/02/00	3	Gentle Annie Family Trip	Shiny 4X4	Taihape	John Vruink	C		234
Sat 19/02/00	2	Orange Hut Work Party	Special	Akatarawa Forest	Andy Cockcroft	C	Come and help to build the new hut - experienced builders appreciated! Camp overnight if you like.	237
Wed 23/02/00	1	Committee Meeting	Meetings	Bridge Communications	Andy Cockcroft	C		167
Sun 27/02/00	1	Dreaded Descents	Club 4X4	Akatarawa Forest	Leon Zwetsloot	C	That popular but very steep track, since it was too wet in January.	268
Wed 01/03/00	6	Sth Island Coast-2-Coast Tough Raiser	Not CCVC	Greymouth to Kaikoura		C		211
Wed 08/03/00	1	Club Night & AGM	Meetings	Belmont Hall	Andy Cockcroft	C	AGM date subject to us finding an auditor in time.	159
Sat 11/03/00	2	Mountain Bikes Fund Raiser	Guest Group	Kau Kau	Marcus Steeneken	C	Volunteers please contact Marcus 025-439 183 or Res 569 - 7432.	232
Sun 12/03/00	1	Hard Yakka	Hard Yakka	-tba-	-tba-	P		270
Sun 12/03/00	1	Family Trip	Shiny Novice	-tba-	-tba-	P		269
Sat 18/03/00	1	Novice Training	Training	-tba-	-tba-	T		271

Thursday, 3 February 2000 21:05

Status: A=Abandoned, C=Confirmed, H=Held, P=Planned, T=Tentative

Cross Country Vehicle Club (Wellington) Inc.



VEHICLE CLUB
Wellington (inc)

Trip Information Sheet

Trip Name: Orongorongo Coast Family trip

Venue: Orongorongo Coast **Category:** Shiny Novice

Trip Leader: Ron Wadham **Phone:** 04 563 - 7907 **Callsign:** K55

Bookings Required: No Yes **Book with leader before:** _____

Limited Numbers: No Yes

Trip Meeting Point

Meet	Date: <u>13/02/00</u>	Time: <u>9:00am</u>
Drivers Briefing	Date: <u>13/02/00</u>	Time: <u>9:30am</u>
Trip Departure	Date: <u>13/02/00</u>	Time: <u>10:00 am</u>

Alternative Meeting Point

Date: _____ **Time:** _____

Expected Finishing Point

Rimutuka Forest Park
Date: 13/02/00 **Time:** 4:00pm

Fuel required for: <u>100/1</u>	Kms / Days	Fuel available at: <u>Wainuiomata</u>
Food required for: <u>1</u>	Days	Food available at: <u>Wainuiomata</u>
Drinks required for: <u>1</u>	Days	Drinks available at: <u>Wainuiomata</u>

Land Access Fee: \$10 Per vehicle/day **Camp Fee:** _____ Per person/tent/night

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service
- On 1035AM at _____

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Some damage to sills & corners possible
- Heavy bush marks & scratches expected
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Pets:

- No
- Yes

Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Dry Wet

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch required
- Extra recovery gear an advantage

Track type:

Mostly Some

- | | |
|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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| <input type="checkbox"/> | <input type="checkbox"/> |

Optional

- Gravel
- Beach or sand
- Clay or mud
- Rocky or river boulders
- Creeks, small rivers
- Deep rivers, water holes
- Deep mud holes
- Average ascents/descents
- Steep ascents/descents

Notes: _____

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Gentle Annies

Venue: Ohinewairua Station

Category: Shiny 4x4

VEHICLE CLUB
Wellington (inc)

Trip Leader: John Vruink

Phone: 04 567 - 1142

Callsign: K 37

Bookings Required: No Yes

Book with leader before: 11/02/00

Limited Numbers: No Yes

Trip Meeting Point

Ohinewairua Station, Taihape

Drivers Briefing

Date: Fri 18/02/00

Time: Arriving

Trip Departure

Date: Sat 19/02/00

Time: 9:00AM

Date: Sat 19/02/00

Time: 9:15AM

Alternative Meeting Point

Date:

Time:

Expected Finishing Point

Ohinewairua Station, Taihape

Date: Sun 20/02/00

Time: 3:00pm

Fuel required for: 200 Kms

Fuel available at: Taihape

Food required for: 2 Days

Food available at: Taihape

Drinks required for: 2 Days

Drinks available at: Taihape

Land Access Fee: \$10.00 Per vehicle/day Camp Fee: \$5 Per person/night

Weather restrictions:

- Dry day only
 - Light rain/wind ok
 - Rain, hail or snow "We go"
 - Subject to landowners discretion
 - Listen to radio cancellation service
- On 1035AM at _____

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Some damage to sills & corners possible
- Heavy bush marks & scratches expected
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Dry

Wet

Pets:

- No
- Yes

Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch required
- Extra recovery gear an advantage

Track type:

- | | |
|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Optional

- Gravel
- Beach or sand
- Clay or mud
- Rocky or river boulders
- Creeks, small rivers
- Deep rivers, water holes
- Deep mud holes
- Average ascents/descents
- Steep ascents/descents

Notes: Limited accomadation, 30 beds, Tent sites available, See map elsewhere in mag for location of O hinewairua Station, Taihape

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Orange Hut Raising the Roof Party

Venue: Akatarawa Forest **Category:** Special VEHICLE CLUB Wellington (inc)

Trip Leader: Andy Cockcroft **Phone:** 04 528 - 0119 **Callsign:** K26

Bookings Required: No Yes Book with leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Meet	Date: 19 and 20/2/00	Time: 9:45am
Drivers Briefing	Date: 19 and 20/2/00	Time: 10:00am
Trip Departure	Date: 19 and 20/2/00	Time: 10:15am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Mangakotukutuku Gate
Date: 19 and 20/2/00 Time: Whenever

Fuel required for: 60/2 Kms / Days **Fuel available at:** Paraparaumu
Food required for: 1or2 Days **Food available at:** Paraparaumu
Drinks required for: 1or2 Days **Drinks available at:** Paraparaumu

Land Access Fee: \$0 Per vehicle/day **Camp Fee:** _____ Per person/tent/night

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service
- On 1035AM at _____

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Some damage to sills & corners possible
- Heavy bush marks & scratches expected
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Dry Wet

Pets:

- No
 - Yes
- Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch required
- Extra recovery gear an advantage

Track type:

- | | | | |
|-------------------------------------|--------|-------------------------------------|------|
| <input checked="" type="checkbox"/> | Mostly | <input checked="" type="checkbox"/> | Some |
| <input type="checkbox"/> | | <input checked="" type="checkbox"/> | |
| <input type="checkbox"/> | | <input checked="" type="checkbox"/> | |
| <input type="checkbox"/> | | <input checked="" type="checkbox"/> | |
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| <input type="checkbox"/> | | <input type="checkbox"/> | |
| <input type="checkbox"/> | | <input type="checkbox"/> | |
| <input type="checkbox"/> | | <input type="checkbox"/> | |

Optional

- Gravel
- Beach or sand
- Clay or mud
- Rocky or river boulders
- Creeks, small rivers
- Deep rivers, water holes
- Deep mud holes
- Average ascents/descents
- Steep ascents/descents

Notes: Two days, camp over if you want. Bring Hammers, Nails , Trailers, Anything useful for building a hut!!!! More info at club nite.

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



Trip Name: Dreaded Descents

Venue: Akatarawa Forest **Category:** Club 4x4 **VEHICLE CLUB**
Wellington (inc)

Trip Leader: Leon Zwetsloot **Phone:** 04 528-3388 **Callsign:** K28

Bookings Required: No Yes Book with leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Meet	Date: <u>27/02/00</u>	Time: <u>8:45</u>
Drivers Briefing	Date: <u>27/02/00</u>	Time: <u>9:00am</u>
Trip Departure	Date: <u>27/02/00</u>	Time: <u>9:15 am</u>

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Totara Park Date: 27/02/00 Time: 6:00pm or later

Fuel required for: 100/1 Kms / Days **Fuel available at:** Upper Hutt

Food required for: 1 Days **Food available at:** Upper Hutt

Drinks required for: 1 Days **Drinks available at:** Upper Hutt

Land Access Fee: \$5 Per vehicle/day **Camp Fee:** _____ Per person/tent/night

Weather restrictions:

- Dry day only
- Light rain/wind ok
- Rain, hail or snow "We go"
- Subject to landowners discretion
- Listen to radio cancellation service
On 1035AM at _____

Possible vehicle damage expected on trip:

- No damage likely
- Some bush marks possible
- Some damage to sills & corners possible
- Heavy bush marks & scratches expected
- Body damage from rocky/dirt banks expected

Trip suitable for:

- Novice drivers
- Average drivers
- Experienced drivers

Pets:

- No
- Yes

Only if kept in vehicle

Vehicle type:

- Any vehicle
- SWB only

Dry Wet

Vehicle requirements:

- Tow hooks, front & rear
- Recovery strop, Shovel
- First aid kit, Fire extinguisher
- Roll bar / cage for soft/open tops
- Roll bar / cage for all vehicles
- Any tyres suitable
- Mud tyres preferable
- Good mud tyres essential
- Winch required
- Extra recovery gear an advantage

Track type:

Mostly	Some	Optional
<input checked="" type="checkbox"/>		Gravel
<input checked="" type="checkbox"/>		Beach or sand
<input checked="" type="checkbox"/>		Clay or mud
<input checked="" type="checkbox"/>		Rocky or river boulders
<input checked="" type="checkbox"/>		Creeks, small rivers
<input checked="" type="checkbox"/>		Deep rivers, water holes
<input checked="" type="checkbox"/>		Deep mud holes
<input checked="" type="checkbox"/>		Average ascents/descents
<input checked="" type="checkbox"/>		Steep ascents/descents

Notes: Trip Leader to be Advised at Club Meeting



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(on/off vehicle)
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- ⇒ **CNG/LPG** - Installation & Maintenance
- ⇒ **Engineering** - Trailers, Decks, Tow Hooks,
Protection Bars & Winch Mounts
- ⇒ **WOF's & AFC's** - While you wait
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- ⇒ **Rust Repairs** - No job too big or small

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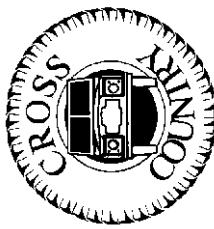
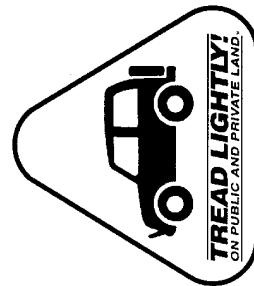
“No bullshit, just plain old fashioned Service”



**Pete Birkett
&
Dave Bowler**



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VEHICLE CLUB
Wellington (inc)

