



VEHICLE CLUB
Wellington (inc)



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April 2001

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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Cross Country Chronicle



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EDITORIAL RAMBLINGS

Another year has bit the dust, and it's AGM time again directly after this months Club Night. Come along and have your say - even take on a committee position if you want too! You know, you can't really complain on how the club is being run if you aren't prepared to pitch in and do something about it. It's not too late to put your name forward - find someone to nominate you now!

Good to see a fair number of trip reports coming in, especially those in electronic form - keep it up! They don't have to be literary works of art, but everyone just loves to read what people think about trips. As mentioned further on, I have had an easy-to-remember email address just for the newsletter, so please feel free to use it.

Please take the time to look through the documents enclosed with this newsletter. There are newsletters from PANZ (Public Access New Zealand) and Tread Lightly! - both worthy organisations that we, as a club, are members of and the club constitution is up for review at the AGM so get a head start and see what it's all about.

Alan...

Cover Photo: *The demise of the old condemned bridge on Odilins Road - CCVC members were contracted to remove it. Other photo's further on in newsletter.*

Cross Country Chronicle

President's Piece

Well, school's out! The season closes on what is now our customary high-note. Although it's traditional to look back over the year with my outgoing President's report, it's still worthwhile recording here the sincere gratitude we must all hold for those wonderful folk who have done so much to make it all possible.

The past year must be about the most successful I can ever remember. We've had more trips, more land, more access successes and a greater influx of new Members than ever before. And, making it all possible are the seemingly tireless efforts of the Club's organisers.

I hate trying to pick out people for services rendered – I always have the fear of missing out and hence offending someone, so here let me just say that absolutely EVERYONE who has been a part of making the Club run smoothly deserves our heart-felt thanks.

The rest I will fill in at the AGM, which incidentally is the next Club night.

As usual, we have found enough people willing and able to fill the various Club Officers roles. It makes sense to try and sort out a willing volunteer for a role than to be doing what we used to do at the AGM and trying desperately to fill vacancies with reluctant soles.

In years gone by, the AGM was a very small affair, with many staying away lest they get dobbed in for a job that they didn't want. Unfortunately, no matter how well they try, unwilling workers never quite have the enthusiasm for the job that an enthusiastic volunteer can muster. The Club never quite functioned as it should and many things became dysfunctional.

With pre-selecting Officers, we overcome the hurdles of those past AGMs, and we do tend to get a far more vibrant Committee.

However, there is a drawback. It can easily be inferred that the election at the AGM is nothing short of a jack-up. Well, it could but for one thing – all the way up to the actual voting itself, I will allow any additional nominations to be made from the floor. If you believe our selections are inappropriate, you are free and able to nominate anyone else you think fit. Do make sure that you have their consent first – it can be embarrassing for someone to be nominated who doesn't want the job – better ask them first.

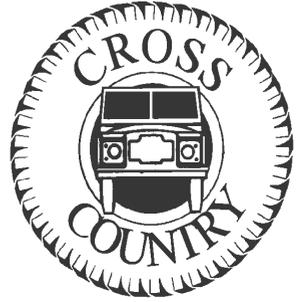
Anyway, CCVC is a democracy, and that is one of its strongest points. You have the final say about how the Club operates, now is the time for you to have that say as we move forward again to what I'm sure will be an even more spectacular season.

Andy

EQUIPMENT REQUIREMENTS.

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



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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.



First Aid Kits



TO ALL TRIP LEADERS

The club now owns four (4) comprehensive first aid kits. These kits are available to be carried by trip leaders as a back-up emergency kit to supplement those carried by all individual vehicles.

Would all **TRIP LEADERS** please contact me to arrange for collection / issuing of these kits prior to each trip.



ROSS VAN WAAS - SAFETY OFFICER

Phone (day) 04 237-4000

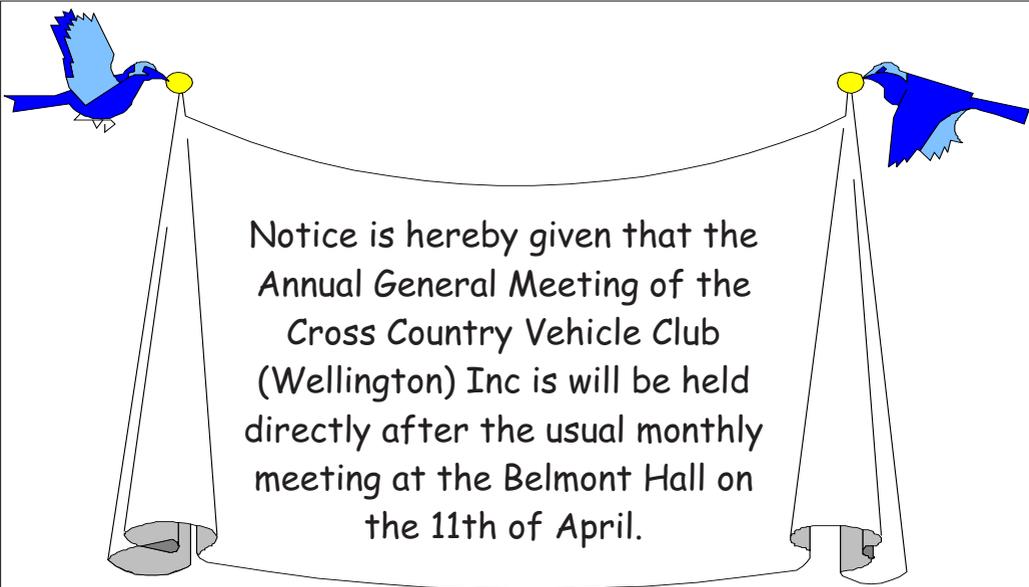
Cellphone. 025 461-522



Down and Up Trip 25/3/01

After the shock of dragging myself out of bed at the far too early time of 7:25am, I hopped into my uncle's yellow Landcruiser and we 'did the bolt' out to the starting point at the Maungakotukutuku gate. It turned out that I had been deprived of my sleep unnecessarily as we were the first ones to arrive and had to wait for around an hour for some of the others to arrive. Luckily for us, the trip had been cancelled and uncanceled without too much communication between other members so we ended up with only 5 vehicles on the trip - Uncle Jeff & I in the yellow Cruiser, Steve & Kirk in their silver Hilux (who were in front leading for most of the trip because the proper leaders didn't have a radio fitted. Steve was having a great time comparing tyres with his ever-ready tape measure), Steve & Steve in their yellow V8 Cruiser (the proper leaders without the radio), Jeremy, Sam & Brett in their later model red Cruiser, and Gerald in his grumpy little red Suzuki. In the other group (which met at the same starting point and who we joined up with towards the end of the trip) were Grant (the leader) & family in their red Cruiser, Eric & family in their black Nissan, and Roger in his black V8 Nissan (whose giant 36" wheels were the envy of Steve).

After fiddling around with tyre pressures and the like, we finally set off up the hill. That was until we were stopped by the gate because we had been given the wrong key! After getting the right key from a helpful quad bike rental operation from down the hill, we were let through and started on our way, onward and upward. The going was pretty easy to start with as we wound our way up the hill but then we came to a 'shortcut' which consisted of a steep rocky climb straight up. The first three vehicles made it up with no trouble (probably due to the help of diff lockers) but we couldn't get any grip on the steep rocks and eventually we had to take the long way around the road closely followed by the Suzuki which also had trouble getting up. We continued on up the hill and came to a rocky climb leading into a stinkfesting bog, which Steve managed to get up (again with the help of his new diff lockers) but we had to be stropped through. After honking around the hill for a while longer, we came to the top of the Devils Staircase where we stopped to have morning tea.



Down and Up Trip 25/3/01 (cont)

The initial descent was easy enough but was soon replaced by my first real experience of what these roaring babies can do. The only thing I could say was "this is nuts!" as we skidded and slewed down the rutted track at an angle which felt to me like a lot more than 45, a lot of the time scraping one side of the vehicle down the bank. I didn't think it could get much harder or worse than this. Boy was I mistaken. Oh yes. Because then we came to THE corner. Now I know why they called it the Devils Staircase. This looked more to me like a downhill mountain biking track than a 4x4 road. Somehow we all made it down the huge drop-offs, round the corner and into the river still all in one piece.

After catching our breath, we then set off on the climb up through the Rock Garden, which started with a tricky little step which caused most of the vehicles to rear up like horses. Having just experienced the excitement of the Staircase, the rest of the climb up was rather uneventful and somewhat of an anticlimax. We reached the top of the Deadwood Ridge and cruised off down a recently graded road and stopped for lunch at a thingly place overlooking the Akatarawa valley.

Having recharged the stomach linings we returned to the top of the Rock Garden and again descended to the river where we made radio contact with Grant and the rest of the 24-hour track group. They told us that they were just starting the Staircase so we waited at the bottom for them. After Grant and team passed us and went up the Rock Garden, we tackled the Staircase again from the bottom end. The first challenge was THE corner.

Steve's excited shout soon came over the radio that he had successfully got the Hilux up (diff lockers and all). Next went Steve & Steve in the V8 Lancruiser who roared around the corner and out of sight and were also triumphant. Then came our turn and after one false

Down and Up Trip 25/3/01 (cont)

start, on our second go we thumped, bumped and roared up this massive steep rocky rutted outcrop, bouncing from wheel to wheel and successfully got there. At this point, I was starting to wish there was more than one handle to hang on to on the dashboard of the Cruiser! Steve was muttering loudly about these bloody Landcruisers which were making it up with no diff lockers and without any winches. After Jeremy and Gerald followed suit, we continued on up this torturous little stretch of track until we all emerged back up at the top of the track. Apparently, it is quite unusual for everyone to climb the Staircase unaided but WE DID IT - wicked!

After Grant and his team joined us at the top, we set off back to the Maungatuk gate. On the way down, the V8 Cruiser decided to have a crack at the start of the Winch Every Inch track and to the amazement of the assembled audience, powered its way up the sheer rockface on the second attempt. We then all continued out to the gate, arriving back at about three.

Overall, this trip was wicked ow! I loved every minute of it and it was well worth the trip up from Nelson. I think everyone enjoyed it and no serious damage was done to any of the vehicles or people involved although a damn good hosing down was needed on arriving back at the house (the truck and drivers). As a first time four wheel driving experience, this trip has definitely made me want to come back and try it again.

Thanks to everyone for a great day. You guys rule!

Owen Densham

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Cross Country Chronicle

Ohinewairua 2001

Friday night, running late and the traffic has clogged the road from Wellington to Levin. Getting away from the city gets more and more tedious.

We arrived late but not quite last at Ohinewairua Station. (Wayne and Jeff were last having driven around in circles for an hour or so after leaving Taihape), to catch up with those who had arrived earlier in the day. Apparently there had been some minor exploration of the gorge end of the farm which had proved spectacular in terms of sliding, getting stuck and finally giving up and returning.

The shearers quarters had been further adorned with an ever increasing variety of descriptions of the various inhabitants and their lineage,(neither of which you would repeat in front of your mother) the rum was flowing, the beer was good and the beds were very comfortable.

The stiff breeze of the night had died down by the morning to reveal a crystal clear sky and 20 or so vehicles ready to tackle the farm. We headed off about 9.00am across the rolling paddocks and detoured down a small side track which lead back to the main access track. If I was to say that the only person to find somewhere to get stuck was Vince would that surprise you?

We drove down into the basin and along the river zigzagging our way through the river to a familiar fence line which has claimed a few victims in the past. Successful passage this time though and onto morning tea. I don't know if its my imagination but the drop off back into the river seems to get steeper every time we visit the farm. From there we went on up to the east boundary as far as we could go to the gate where the army training grounds begin. Dead end here so it was back down and up the next spur to the boundary fence with Erewhon station. This was a good drive in the dry but would quickly become impossible with even only a little bit of rain. There was a very impressive view back to the top of the escarpment and the gorge to the Gentle Annie Road. I was surprised at some of the vegetation here, two or three types of alpine celmisias, snow berries, native orchids, leatherwood and a variety of alpine hebes. These all growing despite grazing cattle, deer and opossums and in recent times 4 wheel drives.. But yes... another dead end so it was back off down to the river for lunch.

Lunch was followed by a frenzied bout of mushroom picking and traversing of the rolling hills in the east of the basin. Bruce Tustin stopped for a play beside a creek but this turned out to be very short lived as the front of the Jeep dived into a deep creek cutting completely over grown with grass. Once extracted he found that the steering tie rod was bent at 45degrees in the centre. Bruce had been very restrained up to this point as he was preserving both himself and his vehicle for the next week's Coast to Coast. Bruce and Phil Lewton managed to remove the tie rod, straighten it and refit it without too much drama. On through the rolling paddocks and scrub until Phil thought he might have a crack at the what has by now become the 'traditional' bog and barely made it into the edge before being completely stuck. Prudence and the afternoon drawing to a close saw the rest of us bypass uphill of the bog on surprisingly dry land.

Over the next ridge and down to a short deep creek crossing. John Vruink was first in and

Ohinewairua 2001 (cont)

chose a different route through with the inevitable consequence of getting precariously stuck. The next couple of vehicles got through but in the process chewed it all up so that the remaining trucks were only able to get half way through and had to be stropped out. Lutz in his large Nissan gently drove down and around without even spinning his wheels or revving his motor. Wayne Jansen and I both burst out laughing such was the ease that Lutz went around the obstacle, both of us wondering if there was a discreet message here! . Further along and a similar obstacle though a little more challenging on the exit. The rock and roll and sideways traction suggested that it wasn't an entirely suitable challenge for a newly painted Hilux so I took an alternative route with Lutz and and Bob Fitness.

The afternoon quickly drew to a close and it was back out of the basin and home for tea. Huge feed of field grown mushrooms liberally flushed down with ale as the day transformed into a cool clear night. Kerry and Gary both had to head away in response to calls from home.

Another beautiful day on Sunday morning and off to the western end of the farm. Unfortunately John Vruink's truck blew a gasket and had to be parked up for recovery later. (think of the money he was able to save on oil!) Though a mixture of rolling paddocks and low scrub we came to the top of the track which drops down to the river. While we were waiting here I saw the most unlikely sight of 3 of New Zealand's smallest birds, the tiny riflemen, flitting around in the manuka scrub. As we went on there had been so much scrub clearing that the area was hardly recognisable. Having never seen them before we certainly had never realised just how steep some of the dropoffs were in this part of the farm. Along the top of the ridge and down through a very steep valley in the hills where the vehicles were able to quietly pick their way down. In the past this has been green to the point of being wet and there has been a bit of slipping and sliding as the trucks struggled to keep a grip. No problems this time though. From here Phil, Bob, Lutz and a couple of others pulled on out and headed for home... wanted to be reassured that they would be home at a reasonable hour. Phil recovered John's cruiser on the way and pulled it back up to the farm.

Those remaining decided to try to get through the gorge and up to the track they had tried on the Friday. Always interesting driving along here as there are a number of boggy hairpins which while being well suited to shortwheel base trucks make for some hairy negotiating in the longwheel bases. Through we got and went on to the foot of the last piece of track leading to the top. John went on to check out the possibility of going further. When you can see a shortwheel base vehicle doing a slippery 3 point turn to get around a corner and a drop off below of several hundred feet the options quickly become limited to one and only one. Around we went and back to the river for lunch. It was stinking hot here in the shelter of the creek bed so it was good to be on the move again and a have bit of air flowing. Back to the lower wool shed and on up the escarpment to the shearers quarters and packing up. We were on the road around 3.30 which meant being home at a very civilised hour.

This was my third trip here and still the immensity of the place and the grandeur of the

Ohinewairua 2001 (cont)

landscape never fails to amaze me. Good safe moderately challenging driving, plenty to see and explore, good company.... great week end. I'll be back again!

Thanks John for organising another great 'away' trip.

David Sole

Amusing Signage!

Sign over a gynecologist's office: "Dr. Jones, at your cervix."

On a Plumbers truck: "We repair what your husband fixed."

On the trucks of a local plumbing company in NE Pennsylvania: "Don't sleep with a drip. Call your plumber."

Pizza shop slogan: "7 days without pizza makes one weak."

At a tire shop in Milwaukee: "Invite us to your next blowout."

Door of a plastic surgeon's office: "Hello. Can we pick your nose?"

At a laundry shop: "How about we refund your money, send you a new one at no charge, close the store and have the manager shot. Would that be satisfactory?"

At a towing company: "We don't charge an arm and a leg. We want touts."

Upcoming Events

April 15: NZ Four Wheel Drive Association national trials final. *Waimut Rd, Marton. Adults \$10; under 10 free if accompanied by an adult. Contact Manawatu 4WD Club.*

April 21: Weber Wild Country 4WD Rally. 9am to 4:30pm, \$50 incl lunch. Contact Sandra Small, 06-374 3819, C/R D 1, Dannevirke or wai_totara@xtra.co.nz

May 20: Wild Pine 4x4 Safari. Fletcher Challenge forests, central North Island. Beginner-friendly shiny vehicle one day safari. Contact NZ Adventures, PO Box 299, Kumeu, 09-416 5307.

June 06-12: National 4WD Show. RNA Exhibition Grounds, Brisbane.

June 21-24: National 4WD Show. Sydney Showground, Homebush, Sydney.

July: Mid-winter 4x4 Safari. Woodhill Forest, west Auckland. Beginner-friendly shiny vehicle one day safari. Contact NZ Adventures, PO Box 299, Kumeu, 09-416 5307.

October 19-21: Mountain Flowers. South Island touring for all 4wd's. Contact Fred Cassin, Ph/Fx 03 547 7706 or c2c4x4@ihug.co.nz

October 25-28: National 4WD Show. Melbourne Exhibition Centre.

Dec 01-02: Girls' Weekend. 4WD training and touring out of Kaikoura. Contact Fred Cassin, Ph/Fx 03 547 7706 or c2c4x4@ihug.co.nz

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

SAFETY CHECKS

As a reminder our club inspectors are:

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

Carl Furniss
Wellington 4WD Centre
421 Hutt Road
Lower Hutt
Ph. (04) 566-7504

Dave Bowler
Bowler Motors Ltd
11 Raiha St
Porirua
Ph. (04) 237-7251

Mike Gall
M Gall 4WD Specialists
3 Happy Valley Rd
Wellington
Ph. (04) 383-6554

Steve Lacey
Wainuiomata Motors
Moores Valley Road
Wainuiomata
Ph. (04) 564-8823

TARAPAKI ROAD // A FRAME HUT TRIP

The meeting point for this trip was the Mobile Service Station at Ashhurst, the weather being fine with a strong breeze. Eighteen vehicles started out for the morning part of the trip, the group splitting into two groups for the afternoon. One group of vehicles going to play in the bog holes of North Range road for the afternoon with Steve and the rest going with John to Tarapaki road. The start was delayed by Ewan refuelling his diesel Patrol with petrol..

We left Ashhurst and took the Saddle road to Woodville. On reaching the other side of the saddle we took the road up to the Wharite Micro wave Tower. On reaching the top in fine clear weather the surrounding views were excellent, the tower being 920 meters above sea level. After morning tea the group descended back down the track to continue on to the lunch stop at the Ballance bridge reserve. One vehicle a Lada, cutting short the trip due suspect broken gearbox mounts and returning to Wellington from the lunch stop.

After lunch the group split for the separate afternoon trips with four vehicles going to Tarapaki road. Left lunch stop to continue back to Ashhurst via the Gorge, then up the eastern side of the Pohangina valley to the Tarapaki road turn off. After several kms of road and farm track we arrived at the start of the eleven kms track to the A Frame hut. The track was in good condition with the odd big puddle and areas of ruts. The hut is in good condition but someone had taken a liking to the fire- place. The views from this spot are excellent due to height, approx 1100 meters above seas level, and the low cloud which normally surrounds the hut being kept away by wind.

After a cuppa we left to return back to the road end and the drive back to Ashhurst. For a change John decided to return to Ashhurst via the western side of the Pohangina valley and Pohangina township. Arrived back at Ashhurst at approx. five oclock. Thanks to John Vruink for a excellent days outing.

Norm Hill.

PUREORA FOREST MID-WINTER TRIP

QUEENS BIRTHDAY WEEKEND

1ST JUNE - 4TH JUNE 2001

Queens Birthday Winter trip to Pureora has been arranged again for this year . Accommodation has been booked at Pureora in cabins which sleep up to 6 or 7 per cabin and are fully self contained - all you require is your sleeping bags and food. There is an ablution block with showers, toilets, hand basin etc. Also booked is a Y.M.C.A. Lodge which has two A frame cabin and a lodge with fire .

Pureora Forest Park

Pureora Forest Park

Pureora Forest (78,000 hectares) is west of Lake Taupo and east of Te Kuiti. It is a hidden wonderland of tall trees, clear rivers, and rare wildlife. Little known yet easily accessible for those prepared to make the short diversion off State Highways 4, 30 or 32.

It is worth starting your visit to Pureora Forest Park with a trip to the Field Centre Office. They have information on the park which will help you decide where to go and what to do Within 10 minutes drive of the office there are a number of sites of special scientific and historic interest.



Four Wheel Driving

The area at Piropiro Flats is strongly recommended for visiting 4WD as there is no restrictions and there are many tracks to explore also Gorge Rd and Bogg Inn Rd which is accessible off Link Rd, with many more tracks off Link Rd which can also be explore.

Trips suitable : Shiny 4x4, Club 4x4 and Hard Yakka

Charges & Bookings For The Weekend

Accommodation: \$10.00 per person per night

Bookings : \$10.00 booking fee when bookings are made (goes towards your accommodation)

Full payment required for accommodation by club night before Queens Birthday (9th May)

Contact: John Vruink on 04- 567 1142 (home) or 025 439 981 (work)
Or on Club Night

Don't be disappointed book early to secure your accommodation !!!

Awesome Annie

Trip Leader: John Vruink

Being lucky enough to have Fridays off, gave me the time to travel to Taihape in a more leisurely manner, which was just as well, as the amount of people who decided that 80kph was a lovely speed to travel at was just about unbearable!!!!!! . A brief rendezvous with Grant Purdie to pick up a portable club radio before I left was worth the effort, invaluable throughout the trip, thanks Grant.

Arriving at Ohinewairua station on the Taihape-Napier Rd, (Gentle Annie), I found a group already to go for an explore, threw my camping gear on a spare bed, dropped my tyre pressures to 15psi (glad I put tubes in) and was ready to rock n roll, secure in the knowledge that there was enough Nissans around to get anyone out of trouble.

A short trundle back up the Highway where we turned off and cruised past the farm house and on toward very green pastures. Having the club radio was great, not only do hear all the banter that goes on, you soon find out that the trip leader is not overly sure where we are. Sounds badly planned we ask?, no not at all as I learn that the station is approx 50,000 acres and after all we were exploring weren't we!. Phil Lewton the treacherous traitor had lead some trips here previously and via the radio was able able give some directions and we were quickly underway again. The first stop was at the top of some 1000m bluffs with stunning views to eternity (or so it seemed), even the central mountains could be seen looming up in the distance. From our vantage point we could see play areas for the days ahead, and started to form a cunning plan. John informs us that the dramatic scenery before us was a lake thousands of years ago and was formed when Taupo erupted and caused the lake to breach its confines and flow out forming the Rangitikei valley.

John wanted to check a part of the track out that had given them some grief the year before, a short wander down the side of a steep hill to the troublesome spot. Before we could get to it, the road over a small earth dam had washed out a little, some willing hands on the shovels soon had the track passable, the first vehicles made their way across. My turn went well until the front wheels slid sideways of the road and tipped my Nissan on an unhealthy angle, heading down a steep gut. When the onlookers realized it wasn't going to roll, a strop was quickly placed around the front bull bar and a group held me in place till a recovery plan was formed. This involved being pulled slowly backward and actually facing me downhill to drive down the hill and then be stropped back up in a safer place. Glad I bought extra undies!!!!.

This could have been an ugly incident but thanks to the skills and cool heads of the senior members present it went very smoothly, thanks everyone.

See photos from the March issue.

Back at the shearers quarters the BBQs and liquid refreshments started appearing, and John produced his homebrewed rocket fuel, which I'm sure if 50mls was added to his

Awesome Annie (cont)

Cruisers fuel tank would have cured it's miss. A fire was soon roaring in the dinning room and the stories started to flow. I won't repeat any as I'm sure most of them couldn't be true. A cool nights sleep was had as I forgotten my sleeping bag, with my towel and rug over me I made the best of a dumb mistake, didn't quite have the same thermal properties as my bag!!!!.

I won't go into all the details of the following days as so much was done, this would be as big as War and Peace. Needless to say it involved winching Vince out.... who boldly went where nobody else did?, having lunch on some quiet river flats, collecting a few of the numerous mushrooms to be found, watching wild Kaimanawa horses, or zig zagging down the side of the large bluffs, bashing through bush, giving each other a hard time over the radio and towing trip leaders Cruiser back up from the bottom with a blown head gasket, (knew we needed those strong powerful Nissans to help out).

What made this trip such a success?. Doing what we enjoy amongst some dramatic scenery, the friendly club spirit, like those who pitched in to help with breakdowns, and the evenings back at base, where refreshments, food and stories abounded - (ask Bob how his old car ended up on his neighbours roof, or quiz Wayne why he cooks mushrooms in milk)!

Anyone who hasn't gone on a club trip should seriously consider a trip like this, the only disappointment you could experience would be that you don't drive a Nissan.....

I'll be back,

Paul K181

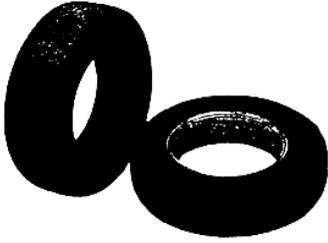
Fancy a West Coast holiday?

Well then, contact Shaun Pollard as he is planning a week or two down the West Coast of the South Island doing a little four wheel driving on some of the Coast's best kept secrets.



If you are interested, give Shaun a call on 04 567 6710 and get more details.

CCVC Tyre Discounts



BRIDGESTONE

Firestone

For those of us in the market for one or a set of tyres, Marcus has arranged a great discount for the club members. The discount covers both Firestone and Bridgestone tyre brands.

For further details, contact Marcus on (04) 569 7432 or 025 439 183.

Editorial Email Address

Please note that the editorial department of the Cross Country Chronicle (that's Alan!) now has an easy-to-remember email address:

Newsletter@ccvc.org.nz

So now there's no excuse for not sending me any email!!!



Cross Country Chronicle

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Committee Highlights.

Budgets. *All on track, and next year's budget in the final planning stages. Report from the investment account committee due shortly.*

Website. *The calendar on the website is the most current source of information as the newsletter details can get out of date after it is published. Trip information sheets also available online. Contact our webmaster if you're unsure on how to access the website memberzone.*

Safety Policy. *Updated copy to be on the website memberzone shortly. Insurance. Report on club vs personal insurance to go in next newsletter.*

Constitution. *Minor changes and updates to be tabled at the AGM.*

Don't forget that committee meetings aren't secret - any members are welcome to attend committee meetings - just not everyone at once! See a committee member for details.

NEW MEMBERS

The following are new members of the Cross Country Vehicle Club:

Robin King
John Kowalczyk

Isuzu Mu
Toyota Landcruiser



More pictures from the Odlins Road bridge removal party.



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Cross Country Chronicle



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Cross Country Chronicle

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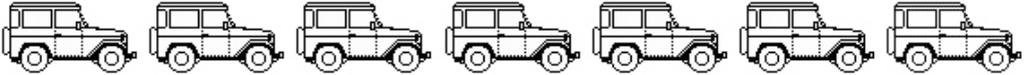
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accessories

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Club Awards

Gumbboot: Vince Stephens - yet again following well meant but mis-guided instructions and running into the back of another vehicle

Orange Roughy: Grant Purdie - for backing his wife's car into the garage and running into his own Landcruiser already parked there!

Golden Kiwi(s): Eric, Bob, Gary (x2), Jim, Mark Beckett, Neil, Vince, Andrew Clunie, Lynne, Ron.



**No points for who
our "water-baby"
is!!!**

Work this out as you read. Be sure you don't read the bottom until you've worked it out!
This is not one of those waste of time things, it's fun...

1. First of all, pick the number of times a week that you would like to have chocolate. (try for more than once but less than 10)
2. Multiply this number by 2 (Just to be bold)
3. Add 5. (for Sunday)
4. Multiply it by 50 (being a bit stupid)
5. If you have already had your birthday this year add 1751.... If you haven't, add 1750
6. Now subtract the four digit year that you were born.

*You should have a three digit number The first digit of this was your original number (i.e., how many times you want to have chocolate each week) and the next two numbers are your age. **PRETTY IMPRESSIVE ISN'T IT?***

Trip Categories

Family: Family trip for drivers new to 4WD. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary. An important objective is minimal challenge, minimal risk and no damage to vehicles. Not limited to novices anybody is welcome, especially prospective new members.

Shiny 4x4: More difficult family trips, for shiny wagon drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles. *Vehicles will only qualify for Shiny 4x4 trips if they have mud tyres, tow hooks and all the normal required equipment per the club's safety policy.* This applies to prospective members and visitors too.

Club 4x4: Modest Hard Yakka trips, for drivers with suitable fully equipped SWB vehicles who don't feel ready for a full Hard Yakka.

Hard Yakka: The full works, where roll-overs, damage, winching and digging are more a probability than a possibility!



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Cross Country Chronicle

North Range Road 18th March 2001

The day started off better for some than others, that arrived at the Mobil petrol station in Ashhurst. For one Patrol owner, they must have forgotten that their vehicle ran on diesel and fuelled up with petrol, not known until they were walking back to the vehicle that the price they paid was a lot more than normal.

So with that it was push the Patrol around to the workshop and after about 60l was sucked out it was then refueled with the correct stuff.

It was about 11am when we had the driver meeting and set off up to a transmitter tower that overlooked Feilding and Palmerston North and a 360 degree area - it is a great viewing area.

Once we came back down we crossed over the bridge at the eastern end of the Manawatu Gorge and had lunch. After lunch we split into two groups - one went with John up to Tarapaki Road and the others went with Steve over North Range Road, up through the wind turbines and on to the mud.

This time North Range Road was pretty dry and dusty, but we all found some mud to get dirty in.

The day finished about 4:30pm on the Paihiatua Track. Once again, thanks to John and Steve for another great day out.

Howard



Cross Country Chronicle

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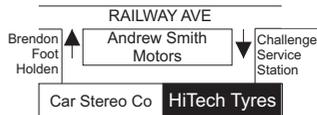
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Progress Report from the 60K Committee

Most club members will be aware or have heard mentioned in monthly meetings, reference to the clubs investment funds or \$60,000 or the 60K committee. In fact the actual amount is slightly more than this due to a decision made by the club to include the interest that this generates.



These funds were raised over a number of years by many club members. Last year it was decided to create a sub committee to investigate ideas as to how we should use these funds. A survey of club members and their ideas was the starting point for the sub committee who have met over the last year or so to discuss various options and the advantages and disadvantages of each option.

After much discussion, four main options were identified as the most favoured by the committee. These were :

1. Do nothing for the meantime and continue to build up the fund
2. Purchase Land to use for off-roading
3. Purchase or build clubrooms
4. Purchase (or build) an accommodation lodge somewhere in the North Island

It became apparent that, in order to assess the range of options that were proposed, that the sub committee needed to know whether the club was prepared to fundraise further if a suitable project was identified. This was put to the club last year and agreed that we could look at projects which could cost more than the \$60,000 we had in the bank.

Subsequently, the favoured two options are for the purchase/build of either an accommodation lodge or clubrooms. The committee would like to discuss this at a club night to see if there was enough support for us to proceed to look at specific proposals. April's club night is likely to be very busy with AGM and so we suggest a discussion at the May club night.

In the meantime, the subcommittee recognises that this is a difficult issue, one that needs to be discussed, but that doesn't mean that we have to do anything immediately.

60K Committee

Do you know of anyone wanting to advertise in the newsletter? If so, get them to give me a call. The advertising costs for one year (11 issues of 260 copies) are:

Full page	\$500
Half	\$300
Third	\$200

News Emails

As some of you already know, the club has an email "news" distribution system built into the website. So when someone (but not everyone) has something that they think should be told to all members they can send out a news email to all members with email access. For those that are email-challenged, I will reprint these emails in the following Chronicle issue.

Greetings Club Members,

The club's Safety and Motorsport Sub-Committee has now published the Draft Safety Policy for review my members. It will be available on the MemberZone as soon as Mark can get it there - please have a look and please send your feedback to me by Tuesday 17 April.

I can also provide paper copies to people without Internet access, which I will announce at the next Club Night.

Thank you!

Grant Purdie

Hi Everyone, here are some items of news for you.

1. Members List. You will now find a new feature on the MemberZone, a Members Contact List. This is a smart facility, with built-in interactive sort and go-to functions and is an online extract from the live membership database. It is intended for use on your computer screen and is not o p t i m i s e d f o r printing. Many thanks to Marcus for developing this very useful facility.

2. Discounts on Pipe and Fittings. The Wellington Branch Manager of Pipeline Supplies at 65 Seaview Road Lower Hutt has offered discounts to Club members. So if you need pipe for your roll cage or any other project contact Graeme Reeves at 922-9050 and mention my name and the fact that you are a member of the Cross Country Vehicle Club. He promised me he would give you a discount, but he didn't say how much!

3. Club Constitution. We have been intending to update the constitution for a couple of years now, to bring it in line with current practices. At last we have made progress and should be able to issue a list of the changes and the proposed updated document at the General Meeting on Club Night, prior to the Annual General Meeting.

Those of you on the Internet will be able to access it well prior to the meeting - I will send out another news note when it is on the MemberZone.

Regards....

Grant Purdie

Trip Coordinator & Vice President

'Toe in the water' for 4WDs on firebreaks

Offroaders are being offered a "toe in the water" allowing them limited access to the firebreaks on the Eastern Hills.

A report to last night's meeting of the Eastern Ward Committee suggested a trial allowing offroaders access to the firebreaks for six days a year.

It would still require resource consent, and council officers are tagging the suggestions with a range of conditions.

For more than two years offroad drivers/riders (quad and trail bikes, 4WDs) have been arguing with the city council over suitable sites.

The problem began when the council banned the offroaders from firebreaks for safety reasons.

Over time the council has come up with a number of possible alternative sites, including Ngatutu Park and Jackson's Farm in Wainuiomata. But there has been considerable public opposition to every suggestion and it has proved impossible to find a solution. ■ Continues, page 3...

42,43

Sport...70-72

Trial return of 4WDs to firebreaks mooted

■ From page 1.

Council's leisure service's manager Neil Tonkin is now suggesting a compromise involving limited access to the Eastern Hills firebreaks.

In his report he acknowledges that the issue of using firebreaks is a complex one. It increases the risk of fire and makes the council vulnerable to legal action if there is an accident.

But the risk is hard to quantify, he says.

There is also a potential problem of conflict between offroaders and those using the firebreaks for walking, riding horses and mountain biking.

Mr Tonkin is also concerned that any relaxation of access to firebreaks will create a precedent. In the circumstances he suggests the best option is to have a trial, allowing offroaders limited access to the firebreaks.

"...the trial access should be seen as a 'toe in the water' rather than a 'foot in the door,'" he says.

Gaining the resource

consent would be the responsibility of ARAC (the Akatarawa Recreation Action Group), which the council has been negotiating with as representatives of offroaders.

Conditions

Mr Tonkin suggests a wide range of conditions, including:

■ That private owners of land that the firebreaks cross agree in writing. This includes Transpower, which has pylons on the Eastern Hills.

■ ARAC will need to provide a Health and Safety plan acceptable to the council.

■ That entry be restricted to two points. All participants will need to provide vehicle details, a contact name and phone number and agree in writing to accept all conditions laid down by council and ARAC.

■ ARAC will need to ensure all vehicles are road worthy.

■ Activities and access be limited to the modified and formed

roads and that "bush busting" will not be allowed.

■ ARAC are to be responsible for removing any vehicles from the site at the end of the day. ARAC would also be responsible for any damage.

■ The council will retain the right to end the agreement with no compensation if any of the conditions are broken.

Mr Tonkin last week told the *Hutt News* that the details of the proposal are yet to be worked out but the likely entry points are Summit Road and Parkway.

The idea of the trial is to see if there is any basis to all the problems that are allegedly linked with offroading.

The trial will show if the concerns are justified or not, he says.

Conditions may be too tough

Eppo Doornbos is taking a cautious approach to a proposed trial of offroaders' access to firebreaks.

He has been in negotiation with council for some time over possible sites and says the trial seems about the last option.

ARAC (Akatarawa Action Recreation Group), whom he represents, has always believed that returning to firebreaks is the best option.

But the long list of conditions now proposed is a concern and he is not sure how offroaders will react.

The conditions are "quite tough" but he is reluctant to comment if they are realistic.

The proposal has to go to ward committees, community boards and the council and he expects the conditions might be made even tougher.

With the offroaders appearing to have no other options, he says he will report back to them for their reaction.

"It (the proposal) is a possibility and we feel we have a duty to the offroaders to take it as far as we can and see what happens."

Club Champs 1 - Judds Farm 05/11/2000

Hazard	Brett Chapman	Derek Wilkinson	John Lau	Steve Estler	Darren Kingi	Andrew Gee	George Kaczorowski	Bruce Tustin	Keil Behl	Dave Hilliard	Mark Stockler	Howard McCabe	Marcel Van D	Neil Blackie	Campbell Cowen	Guy Hatward
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	40	0	40	100	40	40	0	0	0	20	0	0	40	40	0	0
8	0	0	20	100	100	100	100	100	100	0	80	100	100	100	100	100
9	0	100	0	100	0	100	100	0	0	0	0	0	0	100	0	100
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
12	0	0		100	100	100	50	0	60	0	0	20	100	100	80	0
13	0	0	0	0	0	0	20	0	0	0	0	0	100	20	20	0
14	0	0	0	0	0	80	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	100	0	0	100	0	0	100	0	10	0	60	0	0	100	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	80	0	0
18	0	0	0	0	100	0	0	0	0	0	0	0	0	100	100	100
19	0	0	0	0	0	100	0	0	0	100	0	70	0	100	100	100
23	20	0	0	0	70	40	40	100	40	100	0	0	20	100	40	0
31	0	100	0	100	100	100	100	100	0	100	100	100	0	100	100	100
Score	160	200	60	600	510	660	510	300	210	320	240	290	360	940	540	600
	2nd	3rd	1st	13th	10th	15th	10th	7th	4th	8th	5th	6th	9th	16th	12th	13th

Club Champs 2 - Long Gully 17/12/2000

Hazard	Julian Rivers	Phil Flower	John Lau	Steve Estler	Darren Kingi	Andrew Gee	Richard Clulee	Guy Hayward	Dave Hilliard	Howard McCabe
1	0	100	100	100	80	100	100	0	100	0
6	0	0	0	0	100	0	20	0	0	0
9	0	0	0	100	100	60	60	0	100	0
10	0	80	0	80	80	100	0	80	0	0
13	0	0	10	10	10	0	0	0	100	0
17	0	100	80	100	100	100	80	0	0	0
19	0	0	0	0	10	0	0	0	0	0
23	50	50	0	100	100	100	100	0	100	100
25	0	0	0	100	100	0	0	0	0	0
29	0	0	0	0	100	100	100	0	90	0
Score	50	330	190	590	780	560	460	80	490	100
Place	1	5	4	9	10	8	6	2	7	3
27-speed (s)	38	42	42	55	80	50	51	49	47	46
Place	1	2	2	8	9	6	7	5	4	3

Club Champs 3 - Whitemans Valley 24/02/2001

	John Hughes	Brian Howat	John Lau	Derek Wilkinson	Neil Blackie	Peter Osborne	Chris Hilliard	Guy Hayward	Dave Hilliard	Howard McCabe	No Name
Hazard											
6	100	0	10	0	100	10	100	10	100	100	100
8	100	0	0	40	100	40	0	10	0	0	100
13	40	0	40	100	100	0	40	100	0	40	40
15	90	0	90	90	90	0	0	90	0	0	90
16	0	0	0	0	60	0	0	0	0	0	10
18	0	0	0	0	0	0	20	0	0	0	0
19	90	0	100	100	100	0	100	0	100	100	100
22	100	0	70	0	80	0	0	0	0	0	70
23	0	0	0	0	0	0	0	0	0	0	100
28	100	0	0	0	0	0	0	0	0	100	100
31	0	0	0	0	100	0	0	0	0	100	0
32	0	0	0	0	0	0	0	0	0	0	0
34	0	0	0	0	80	0	0	0	0	0	80
37	100	0	0	0	0	0	100	0	0	40	0
Hill	20	0	0	0	0	0	0	0	0	0	0
score	640	0	300	330	710	40	260	200	100	380	690
Place	9	1	6	7	11	2	5	4	3	8	10
20-speed (s)	13	15	18	18	18	19	18	20	13	19	20
Place	1	3	4	4	4	8	4	9	1	8	9

Club Champs Final Result - 2000/2001

Results Summary, best of two scores counted
 xx indicates score not counted, blank indicates no score

	Darren Kingi	Steve Estler	John Lau	Derek Wilkinson	Neil Blackie	Andrew Gee	Guy Hayward	Dave Hilliard	Howard McCabe
Round									
One	510	600	60	200	940	660	xx	320	290
Two	780	590	190	330		560	80	xx	100
Three			xx		710		200	100	xx
Total	1290	1190	250	530	1650	1220	280	420	390
Place	8	6	1	5	9	7	2	4	3



Some pix from the collection of Gavin Holden.



Some more pix from the collection of Gavin Holden.



The following questions and answers were collated from last year's British GCSE exams. (16 year olds)!

Geography

Q: Name the four seasons. A: Salt, pepper, mustard and vinegar.

Q: Explain one of the processes by which water can be made safe to drink. A: Flirtation makes water safe to drink because it removes large pollutants like grit, sand, dead sheep and canoeists.

Q: How is dew formed? A: The sun shines down on the leaves and makes them perspire. Q: What is a planet? A: A body of earth surrounded by sky.

Q: What causes the tides in the oceans? A: The tides are a fight between the Earth and the Moon. All water tends to flow towards the moon, because there is no water on the moon, and nature abhors a vacuum. I forget where the sun joins in this fight.

Sociology

Q: What guarantees may a mortgage company insist on? A: If you are buying a house, they will insist you are well endowed.

Q: In a democratic society, how important are elections? A: Very important. Sex can only happen when a male gets an election.

Q: What are steroids? A: Things for keeping carpets still on the stairs.

Biology

Q: What happens to your body as you age? A: When you get old, so do your bowels and you get intercontinental.

Q: What happens to a boy when he reaches puberty? A: He says goodbye to his boyhood and looks forward to his adultery.

Q: Name a major disease associated with cigarettes. A: Premature death.

Q: What is artificial insemination? A: When the farmer does it to the bull instead of the cow.

Q: How can you delay milk turning sour? A: Keep it in the cow.

Q: How are the main parts of the body categorised? (e.g. abdomen.) A: The body is consisted into three parts - the brainium, the borax and the abdominal cavity. The brainium contains the brain, the borax contains the heart and lungs, and the abdominal cavity contains the five bowels, A, E, I, O and U.

Q: What is the Fibula? A: A small lie.

Q: What does "varicose" mean? A: Nearby.

Q: What is the most common form of birth control? A: Most people prevent contraception by wearing a condominium.

Q: Give the meaning of the term "Caesarean Section." A: The caesarean section is a district in Rome.

Q: What is a seizure? A: A Roman emperor.

Q: What is a terminal illness? A: When you are sick at the airport

Q: Give an example of a fungus. What is a characteristic feature? A: Mushrooms. They always grow in damp places and so they look like umbrellas.

English

Q: Use the word "judicious" in a sentence to show you understand its meaning. A: Hands that judicious can be soft as your face.

Q: What does the word "benign" mean? A: Benign is what you will be after you be eight. Technology

Q: What is a turbine? A: Something an Arab wears on his head



■ NEW HUT OPENS



Akatarawa Access Committee secretary Murray Dean takes a paint brush to the walls of the brand new Orange Hut in the backblocks of the Maungakotukutuku Valley on Saturday.

The official opening of the new hut was the culmination of a massive input from the Akatarawa Recreational Access Committee (ARAC) and the Wellington Regional Council. Many local businesses and volunteers also helped in creating the estimated \$10,000 hut. More details P3.



New Orange Hut opens

By David Haxton



Buckets of bright orange paint were broken open and rollers were applied to the outside walls of the brand new Orange Hut in the backblocks of the Maungakotukutuku Valley on Saturday.

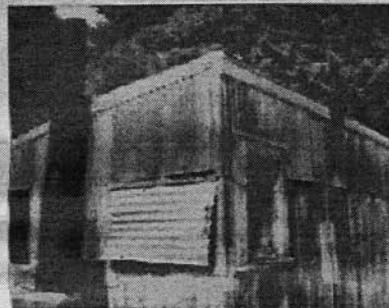
The official opening of the new hut was the culmination of a massive input from the Akatarua Recreational Access Committee (ARAC) and the Wellington Regional Council. Many local businesses and volunteers also helped in creating the estimated \$10,000 hut.

ARAC secretary Murray Dean said the new hut took a solid five days to build and a huge amount of materials was given towards its creation.

Aluminum window frames, full insulation in the walls and roof, 7.5 cubic metres of concrete mix for the floor and outside barbecue area, are just some of the features in the cosy new hut.

A large area of scrub had also been cleared for helicopter landings and a three metre deep long drop (toilet) created by digging the hole and inserting two 44 gallon drums with ends cut out, Mr Dean said.

●CONTINUED ON P8



Above: A large group of visitors turned up to the official opening of the Orange Hut on Saturday.

Left: The old Orange Hut in the backblocks of the Maungakotukutuku Valley. Built in the 1950s primarily as a shelter, the hut has housed many a weary Kapiti visitor.

The Alternative Transport

KAPITI COACH CONSTRUCTION
Your Coach Construction



Cross Country Chronicle

Big turnout to Orange Hut opening

● CONTINUED FROM P3

Wellington Regional councillor Margaret Shields officiated the opening ceremony surrounded by a large group of four-wheeled-drive enthusiasts and the cooking smells of about five barbecues.

However, a series of groups, primarily the ARAC, agreed to set out rules and regulations for the area.

Mr Dean said the ARAC had helped council with managed recreational management

close-off the area in 1997 after a major slip, and guidelines and the sustainability of resources within the park.

The group also helped with co-ordinating activities in the area for different users, he said.

The new hut was a tribute to all involved and would be beneficial for the larger community using the area, he said. ARAC member Peter Gernett said the first Orange Hut was built in the 1950's for loggers.

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Kapiti Coordinator

15a Ngahiria Street, Paraparumu

Ph: 298-8514

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through the generous donations
of the community



**Cancer
Society**

known with recreationalists with many people using the hut as a shelter, he said.

"The area is so central and a focal point for the area, many people say to each other 'meet you at the orange hut.'"

The Wellington Life Flight Trust, now, had the co-ordinates for the Orange Hut area via a global positioning system (GPS), he said.

● David Haxton travelled to the site of the new Orange Hut courtesy of Kapiti Four X 4 Adventure Ltd.

Quad bike adventures into the area can be arranged by calling (04) 299-0020.

Inquiries during the trip to see a hidden 500-year-old rata and a 1000-year-old rimu tree are recommended.

Now badly eroding with a series of holes (including gunshot), the plan was to demolish it and create a platform to put a nearby logging hauler machine in its place.

The old hauling machine was probably built about 1870 and was used all around the area pulling tree trunks long distances with its wire cable, he said.

The Orange Hut area was well

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: **Easter at Foxton Beach**

Venue: **Foxton Beach**

Category: **All**

VEHICLE CLUB
Wellington (inc)

Trip Leader: Grant Purdie

Phone: 021-612 216

Callsign: K71

Bookings Required: No Yes

Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Near Foxton Beach Motor Camp

Meeting Time Date: 13, 14, 15, 16 April 2001 Time: 9:30am approx

Drivers Briefing Date: _____ Time: _____

Trip Departure Date: _____ Time: _____

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Date: _____ Time: _____

Fuel required for: _____ Kms / Days Fuel available at: _____

Food required for: _____ Days Food available at: _____

Drinks required for: _____ Days Drinks available at: _____

Land Access Fee: Nil Per vehicle/day Camp Fee: Nil 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 Newstalk ZB 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 strap, 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Gravel
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Beach or sand
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Clay or mud
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Rocky or river boulders
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Creeks, small rivers
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Deep rivers, water holes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Deep mud holes
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Average ascents/descents
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Steep ascents/descents

Notes: **ACCESS CONDITIONS APPLY.** Details at Club Night or from Grant Purdie at Foxton Beach Motor Camp over Easter.

Note: Attendance does not contribute toward membership.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: **Easter Work Party at Foxton Beach + BBQ**

Venue: **Foxton Beach** Category: **All**

VEHICLE CLUB
Wellington (inc)

Trip Leader: Grant Purdie Phone: 021-612 216 Callsign: K71

Bookings Required: No Yes Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

First Bowl, South past Foxton Beach Motor Camp

Meeting Time Date: 14 April 2001 Time: 10:00am

Drivers Briefing Date: _____ Time: _____

Trip Departure Date: _____ Time: _____

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Date: 14 April 2001 Time: 12 Noon

Fuel required for: _____ Kms / Days Fuel available at: _____

Food required for: _____ Days Food available at: _____

Drinks required for: _____ Days Drinks available at: _____

Land Access Fee: Nil Per vehicle/day Camp Fee: Nil 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 Newstalk ZB 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 strap, 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 might be useful
- Extra recovery gear an advantage

Track type:

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

Notes: We will be working with the newly-formed Foxton Coast Care Group. Please come along and encourage community involvement by showing our willingness to contribute.
Shovels, forks, trailers, plastic gloves etc will all be useful. Free BBQ lunch provided.

Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Training Module #4 plus Trip

Venue: Akatarawa Forest Category: Training

VEHICLE CLUB
Wellington (inc)

Trip Leader: Andy Cockroft Phone: 04-528 0119 Callsign: K26

Bookings Required: No Yes

Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Totara Park Bridge

Meeting Time Date: Sun 22 Apr 2001 Time: 9:30 am
Drivers Briefing Date: Sun 22 Apr 2001 Time: 9:45 am
Trip Departure Date: Sun 22 Apr 2001 Time: 10:00am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Totara Park Bridge

Date: Sun 22 Apr 2001 Time: 4:00 pm

Fuel required for: 1 / 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: \$5.00 Per vehicle/day Camp Fee: Nil 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:

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

Notes: _____

Cross Country Vehicle Club (Wellington) Inc.

Trip Information Sheet



VEHICLE CLUB
Wellington (inc)

Trip Name: **Levin Hill Farms Family Trip**

Venue: **Levin Area**

Category: **Shiny 4x4**

Trip Leader: **John Vruink**

Phone: **04-567 1142**
025-439 981

Callsign: **K37**

Bookings Required: No Yes

Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Meeting Time Date: Sat 5 May, 2001 Time: _____

Drivers Briefing Date: Sat 5 May, 2001 Time: _____

Trip Departure Date: Sat 5 May, 2001 Time: _____

Alternative Meeting Point

Date: Fri 4 May, 2001 Time: _____

Expected Finishing Point

Date: Sun 6 May, 2001 Time: _____

Fuel require _____

Food require _____

Drinks require _____

Land Access _____

Weather rest _____

- Dry day or
- Light rain/W
- Rain, hail c
- Subject to r
- Listen to r
- On Newsta

Trip suitable

- Nov
- Ave
- Exp
- Dry Wet

Vehicle requ

- Tow hooks
- Recovery
- First aid kit
- Roll bar / c
- Roll bar / c
- Any tyres s
- Mud tyres
- Good mud
- Winch req
- Extra reco

Notes: _____

Due to a technical glitch,
details of this trip are not
in this newsletter.

Details will be provided on
the club web-site as soon
as possible and at Club
Night 11 April.

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Cross Country Vehicle Club (Wellington) Inc.



Trip Information Sheet

Trip Name: Training Module #4 plus Trip

Venue: Akatarawa Forest Category: Training

VEHICLE CLUB
Wellington (inc)

Trip Leader: Andy Cockroft Phone: 04-528 0119 Callsign: K26

Bookings Required: No Yes Book with Trip Leader before: _____

Limited Numbers: No Yes

Trip Meeting Point

Totara Park Bridge

Meeting Time Date: Sat 5 May 2001 Time: 9:30 am
Drivers Briefing Date: Sat 5 May 2001 Time: 9:45 am
Trip Departure Date: Sat 5 May 2001 Time: 10:00am

Alternative Meeting Point

Date: _____ Time: _____

Expected Finishing Point

Totara Park Bridge

Date: Sat 5 May 2001 Time: 4:00 pm

Fuel required for: 1 / 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: \$5.00 Per vehicle/day Camp Fee: Nil 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:

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

Notes: _____

Trip Database

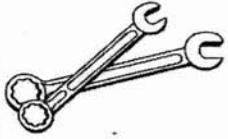
From: 1/4/2001 To: 31/12/2001

Trip Start Date	Days	Trip Name	Trip Category	Trip Place	Trip Leader	Status	Trip Notes	Trip ID
Sun 01/04/01	1	Rotary Fundraiser	Special	Akatarawa Forest	Lynn Philip	C	For Stokes Valley Rotary. Details at Club Night.	441
Sun 01/04/01	1	Western Hills	Shiny 4X4	Wellington	Tony Brown	C		447
Tue 03/04/01	1	Land Access Committee Meetings	Meetings	Purdie Residence	Grant Purdie	H		399
Fri 06/04/01	3	Akatio Family Camp	Shiny 4X4	East Coast	Jim Johnson	C		432
Sun 08/04/01	1	Western Hills	Family Shiny	Belmont Regional Park	Roger Seymour	A	POSTPONED until all the access arrangements have been made.	449
Sun 08/04/01	1	Western Hills Rain-Off Date	Shiny 4X4	Wellington	Tony Brown	P		448
Wed 11/04/01	1	Club Night & AGM	Meetings	Belmont Hall	Andy Cockroft	C		394
Fri 13/04/01	4	Easter at Foxton Beach	All	Foxton Beach	N/A	C	Drive the sand dunes. Camp at Foxton Beach Motor Camp or come for a day.	430
Sat 14/04/01	1	Coast Care Work Party	Special	Foxton Beach	Grant Purdie	C	Another clean-up, just 2 hours from 10am this time, with local folk participating too.	457
Thu 19/04/01	1	Safety & Motorsport Committee	Meetings	Purdie Residence	Grant Purdie	C		450
Sun 22/04/01	1	Training Module 4 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	C		458
Tue 24/04/01	1	Committee Meeting	Meetings	-tba-	-tba-	P		390
Tue 01/05/01	1	Land Access Committee Meetings	Meetings	Purdie Residence	Grant Purdie	C		400
Fri 04/05/01	3	Levin Hill Farms Family Trip	Shiny 4X4	Levin Area	John Vrujink	C	Booking essential ASAP.	456
Sat 05/05/01	1	Training Module 1 & Trip	Training	Cannon Point, Akatarawa Forest	Andy Cockroft	C		460
Wed 09/05/01	1	Club Night	Meetings	Belmont Hall	Andy Cockroft	C		395

1606

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

Page 1 of 2



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Cars - Vans - Trucks - Plant - 4WD's - Small Engines

Specialist Services

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(on/off vehicle)
- ⇒ **Exhaust Pipe Fabrication** - up to 3^{inch}
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- ⇒ **Engineering** - Trailers, Decks, Tow Hooks,
Protection Bars & Winch Mounts
- ⇒ **WOF's & AFC's** - While you wait
(Appointment Necessary)
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- Let us quote on your next job**

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**Pete Birkett
&
Dave Bowler**





VEHICLE CLUB
Wellington (inc)

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